



INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	February 3, 2020
SUBJECT/REPORT NO:	Tapleystown Yard (119 Tapleystown Road, Stoney Creek) Assessment Reports (PW20008) (Ward 9)
WARD(S) AFFECTED:	Ward 9
PREPARED BY:	Delfina Duarte (905) 546-2424 Ext. 6627
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SIGNATURE:	

COUNCIL DIRECTION

Recently, Council has expressed heightened interest in consultant reports that involve health and safety related matters. The purpose of this Information Report is to inform Council of two consulting reports undertaken to determine the condition of the Tapleystown Public Works Yard and resulting actions taken by staff that include demolishing the maintenance building in response to health and safety concerns identified in the reports.

INFORMATION

As part of the Non-Public Facing Yards Review work and in anticipation of a new winter operations contract, that is soon to be awarded, Facilities Management staff undertook to engage the services of Kalos Engineering Inc. (KE) and WSP Canada Inc. (WSP) to perform a general condition assessment and designated substances review of the buildings at the Tapleystown Yard located at 119 Tapleystown Road, Stoney Creek.

Tapleystown Yard consists of three (3) structures; a maintenance building, a salt dome and a sand storage shed. Of the 3 structures the maintenance building has been deemed non-core to the City of Hamilton facility stock for many years. Both the salt dome & the sand storage shed are still required for winter control operations and the condition of both these structures are in fair condition and any future maintenance

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issues identified for these 2 structures will be addressed through the normal capital planning process.

In recent years the yard has primarily been used by Integrated Maintenance & Operations Services Inc. (IMOS), a third-party vendor that services the area under contract. During the contract season IMOS uses the yard at no cost for both office space and to conduct equipment repairs per the provisions of Contract C11-01-12. In the off season they have been using the yard for truck maintenance and repairs under a lease that is currently on over-hold. Currently, IMOS brings in portable washrooms as this functionality is no longer available at the yard.

The maintenance building was constructed circa 1959 and is 175'x 65' in size (11,375 sq.ft.). This facility is beyond its life cycle and it has been flagged in previous reports as having a facility condition index (FCI) of 41% (>30% is deemed critical-refer to Table 1 below).

Table 1:

Facility Condition Index			
0-5%	5-10%	10-30%	>30%
Good	Fair	Poor	Critical

However, the yard is strategically located close to the Lincoln M. Alexander & Red Hill Valley Parkways and is of operational importance for the Transportation Operations & Maintenance Division of Public Works. Therefore, disposition of the yard is not considered feasible.

Staff wanted to better understand the condition of the facility and specifically the maintenance building before the new winter maintenance contract is awarded as it would otherwise re-commit the use of the yard for a term of between 5 and 8 years.

KE was responsible for performing a complete structural review of all of the buildings/structures at the Tapleystown Yard. However, the subject of this report is limited to the maintenance building. Maintenance issues identified for the other structures will be addressed through the normal capital planning process.

Highlights of the KE report pertaining to the maintenance building include the following:

- Nearing the end of life expectancy;
- Replacing the building is better value than repairing the structure to meet code;
- Mechanical and life safety upgrades required immediately; and
- Significant envelope improvements required.

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Additionally, the septic system was decommissioned several years ago due to extensive repairs that would have been required.

In order to comply with the Ontario Building Code there are several mechanical issues that also need to be rectified immediately.

WSP conducted a Designated Substance & Hazardous Materials Survey on the maintenance building and found numerous hazardous containing substances such as asbestos and lead paint on both the inside and outside of the maintenance building.

A rough estimate of the work required is conservatively in the range of \$2.35 Million. The WSP report adds additional cost to any contemplated work due to the abatement requirements. Additionally, it would make sense to complete other repairs to the salt dome and the sand storage facility firstly as they are critical to the winter operations.

The yard requires some general regrading and resurfacing to avoid mud puddles. It would be beneficial to complete all of these at the same time. Those additional costs are not included in the estimate of \$2.35 Million.

By contrast, staff also investigated the cost of demolishing the maintenance building which is estimated at \$350,000 - \$400,000.

As a result of the information in the KE and WSP reports, staff has safety concerns with allowing the prolonged use of the maintenance building over the 5-year term of the new upcoming contract, which can be extended up to 8 years.

NEXT STEPS

With the information provided in both the KE and WSP reports and the estimates provided by the City's Strategic Planning, Capital & Compliance team, Facilities Management Staff met with both the Transportation Operations & Maintenance Division and Corporate Real Estate to discuss options. The result of these meetings was to arrive at a consensus by all stakeholders to demolish the maintenance building at the end of the current contract term (April 2020), leaving the concrete pad in place so as to allow the new successful bidder for the winter operations contract to bring in their own trailers and washroom facilities (porta-potty) as may be required for their successful completion of the work required under the new winter operations contract.

The demolition of the maintenance building will be fully funded from existing approved Facilities Capital WIPs and Capital ID #3541955001 – Yard Capital Renewal Program.

APPENDICES AND SCHEDULES ATTACHED

None