SECTION X
DPW GARAGE/OFFICES & TRANSFER STATION

Lothrop Associates LLP Architects
333 Westchester Avenue
White Plains, New York 10604
914-741-1115

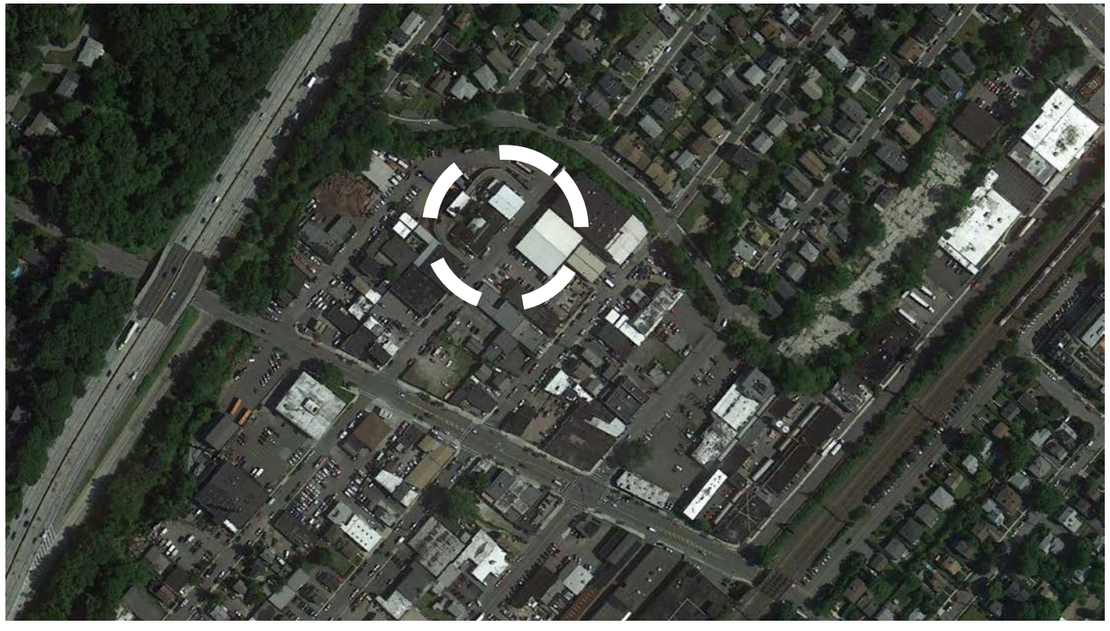
BUILDING DATA

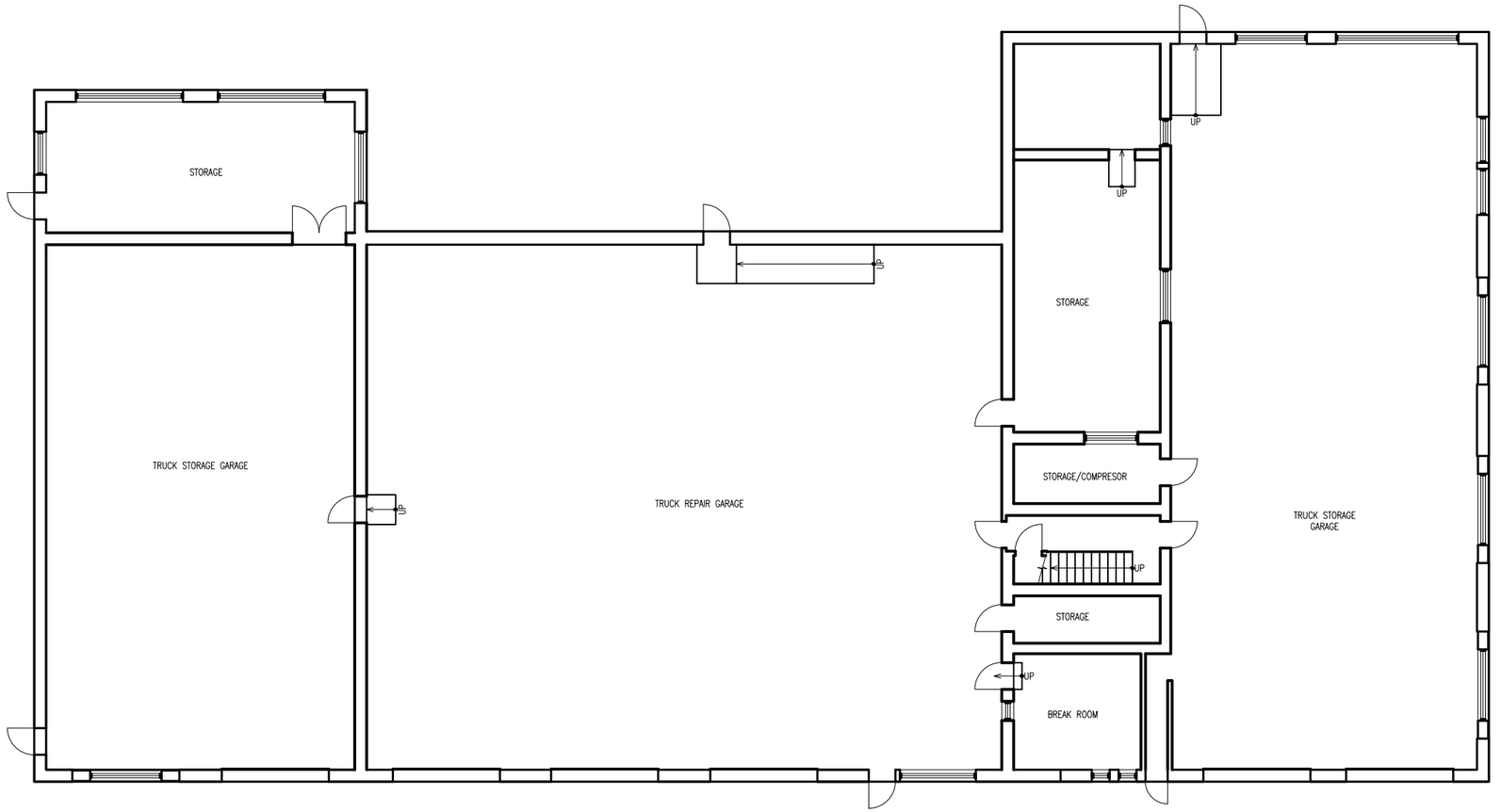
Name	DPW Garage/Offices
Address	313 Fayette Avenue, Mamaroneck, NY 10543
Construction Type	Type 2B
Occupancy	S-1 and S-2 Storage on the lower level. B - Business on the upper level
Size	15,000 square feet.
No. of Stories	Two Stories
Date of Construction	1941
Date of Additions	Unknown

BUILDING DESCRIPTION NARRATIVE

The DPW Garage/Offices is a stone building at the lower level with a metal clad upper level.

This building is currently used for storage and repair of DPW vehicles and houses the DPW offices.





1 GARAGE / OFFICES FIRST FLOOR PLAN

NOT TO SCALE

NOTE–FLOOR PLAN AND ELEVATION DRAWINGS ARE BASED ON CLIENT SUPPLIED DRAWINGS AND CURSORY FIELD ASSESSMENTS. A FULL SURVEY IS REQUIRED FOR DIMENSIONAL ACCURACY.

1 / 000 DENOTES LOCATION OF VIEW WITH IMAGE REFERENCE NUMBER ABOVE AND PAGE NUMBER BELOW.

2	03/12/2014	FINAL DRAFT REPORT
1	01/17/2013	DRAFT
ISSUE NO.	ISSUE DATE	DESCRIPTION

VILLAGE OF MAMARONECK MUNICIPAL FACILITIES SPACE NEEDS ASSESSMENT

VILLAGE HALL AT THE REGATTA
123 MAMARONECK AVENUE
MAMARONECK, NEW YORK 10543

Lothrop associates architects

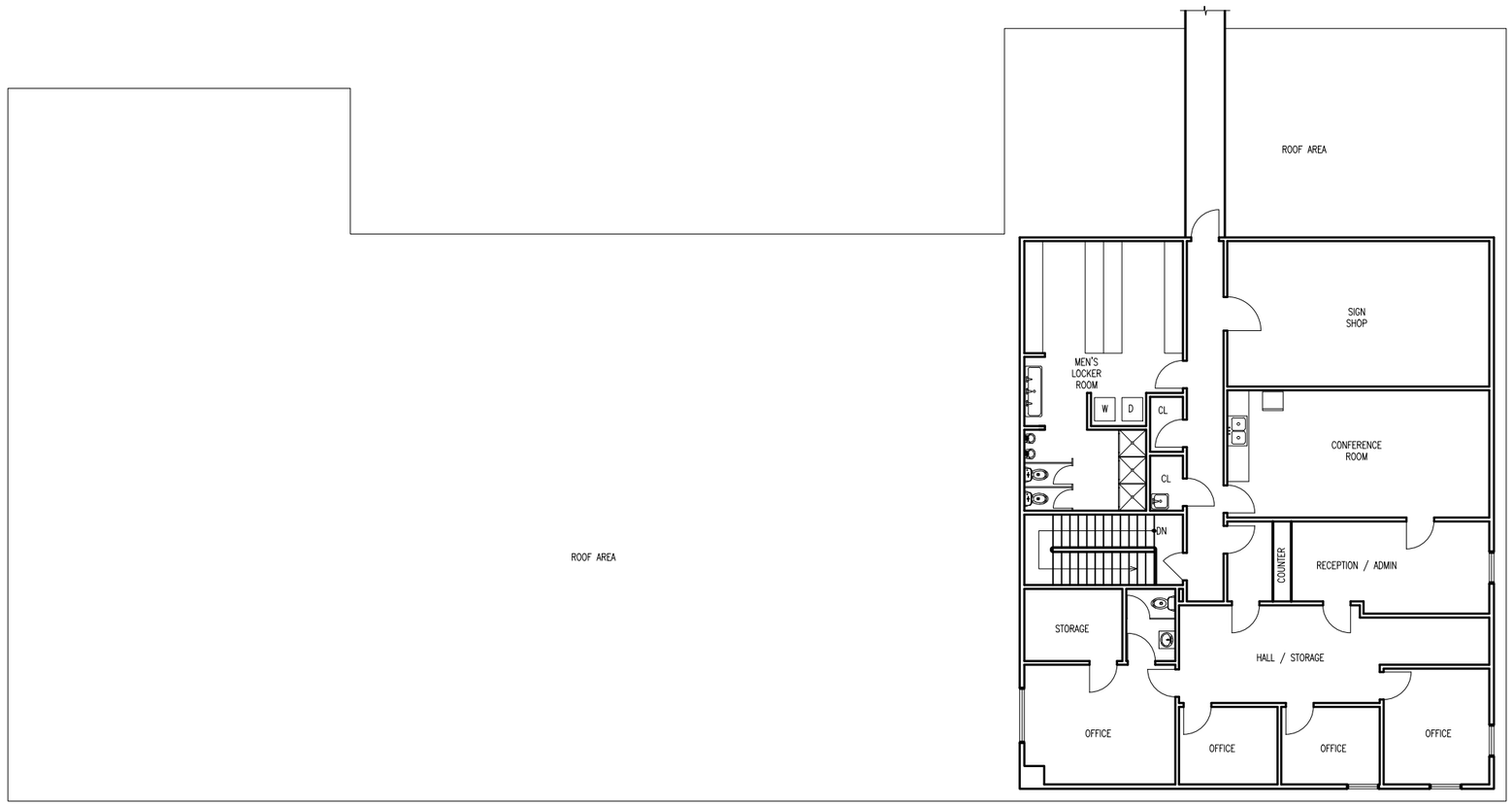
333 WESTCHESTER AVENUE, WHITE PLAINS, NEW YORK - 914 741 1115
510 CLINTON SQUARE, ROCHESTER, NEW YORK 585 939 7576
125 HALF MILE ROAD, SUITE 200, RED BANK, NEW JERSEY 732 933 2734
100 PEARL STREET, 14TH FLOOR, HARTFORD, CONNECTICUT 860 249 7251

GARAGE / OFFICES FIRST FLOOR PLAN

PROJECT NO.: 1513-00 | SCALE: AS NOTED

DRAWING NO.:

X-1



2
X-3

1
X-3

NOTE–FLOOR PLAN AND ELEVATION DRAWINGS ARE BASED ON CLIENT SUPPLIED DRAWINGS AND CURSORY FIELD ASSESSMENTS. A FULL SURVEY IS REQUIRED FOR DIMENSIONAL ACCURACY.

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DENOTES LOCATION OF VIEW WITH IMAGE REFERENCE NUMBER ABOVE AND PAGE NUMBER BELOW.

1 GARAGE / OFFICES SECOND FLOOR PLAN
NOT TO SCALE

2	03/12/2014	FINAL DRAFT REPORT
1	01/17/2013	DRAFT
ISSUE NO.	ISSUE DATE	DESCRIPTION

VILLAGE OF MAMARONECK MUNICIPAL FACILITIES SPACE NEEDS ASSESSMENT

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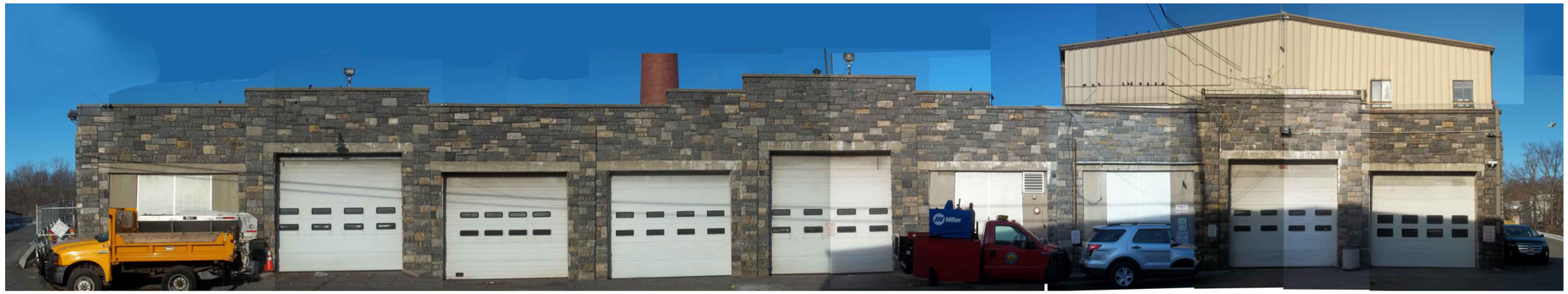
GARAGE / OFFICES SECOND FLOOR PLAN

PROJECT NO.: 1513-00 | SCALE: AS NOTED

DRAWING NO.:

X-2



1 EAST ELEVATION
NOT TO SCALE

2 NORTH ELEVATION
NOT TO SCALE

3 SOUTH ELEVATION
NOT TO SCALE

ISSUE NO.	ISSUE DATE	DESCRIPTION
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GARAGE / OFFICES BUILDING ELEVATIONS

PROJECT NO.: 1513-00 | SCALE: AS NOTED

DRAWING NO.:

X-3

BUILDING CODE DEFICIENCIES

The code review is based on the following:

- New York State Building Code 2010
- ICC / ANSI A117.1
- Code review is based on current codes.

If items noted as being non code compliant were constructed in a manner that was code compliant at the time of construction will not generally be required to be made compliant with the current code. Future work in this building may trigger the need for these items to be brought up to current code standards.

GENERAL DESCRIPTION

The existing DPW Garage/Office Building is used to store and repair Village of Mamaroneck vehicles and equipment and house the DPW administrative offices. The building is a mixed use building with repair and storage uses on the lower level, a mix of S1 and S-2 occupancy classifications and a B use on the upper level for the offices.

The existing building footprint is about 11,860 square feet with a 3100 square foot upper level.

The existing construction classification is 2B (unprotected steel frame). The lower level has masonry bearing walls with a steel framed roof/floor above the upper floor is steel framed.

The building has no sprinkler system.

The building has an occupancy load of 56 people on the lower level and 31 people on the upper floor.

HEIGHT, AREA AND CONSTUCTION CLASSIFICATION COMPLIANCE

The most restrictive occupancy is S-1 with base allowable footprint of 23,000 square feet and 3 stories, so the building complies.

FIRE SUPPRESSION COMPLIANCE

There are fire extinguishers located at the egress doors and the building is sprinklered.

MEANS OF EGRESS COMPLIANCE

The upper level has 2 exits one is an interior stair leading to the lower level and a second leading to a metal catwalk above the roof and leading to a metal exterior stair at the rear of the building. Neither of these exits complies with current code

The interior stair is enclosed in masonry construction and appears to be a fire rated enclosure except the doors do not have fire labels. There is an existing storage room under the stair and it is not separated from the stair with fire rated construction also the access to this storage room is from inside the stair enclosure. Both of these issues do not comply with code.

The catwalk and exterior stair does not have any provision for preventing snow and ice buildup and the open risers do not comply with current code. The exterior stair leading from the rear of the building to the ramp is to narrow and the needs a code compliant handrail and guards.

Although some of the spaces on the lower level have code compliant exits there a several problems with the egress system for this level. The repair garage and the accessory spaces that serve it do not have code compliant exits. The exit leading the storage garage has a ramp that is to steep to comply with code as does the exit that leads to the rear of the building. Also the exit that leads to the rear is exiting into a tire storage area and there does not appear to be a path leading to a public way or other safe area. The door leading into the stair is ok but the stair has no legal path of exit discharge since both doors lead into garage areas.

There are illuminated exit signs and emergency lights in the corridor on the upper floor but emergency lights are needed in some of the office areas and locker room.

There are no emergency lights. It needs to be verified if any of the existing lighting is on an emergency circuit.

PLUMBING FIXTURE COMPLIANCE

The existing toilet facilities consist of a toilet/shower room attached to the men's locker room and a single user women's room.

These fixtures have to serve this building and the garage across the street. The total occupancy of these buildings is 114 people for the S occupancies. Using the code required 50/50 split there would be 57 men and 57 women. 1 toilet/urinal and 1 lavatory is required for every 100 people giving a requirement of .57 toilets and .57 lavatories each for the men and women for this occupancy. The office use has 31 people resulting in 16 men and 16 women. To meet this requirement 1 toilet/urinal is required for every 25 people and 1 lavatory for every 40 people. This load adds .64 toilets and .40 lavatories to the requirements. The transfer station adds another 22 people to the total load and these people add .11 toilets and .11 lavatories to each gender. The total requirement is; 2 toilets/urinals and 2 lavatories for both men and women. Currently there are enough men's fixtures but the Complex is short 1 women's toilet and lavatory.

ADA COMPLIANCE

The upper level office area is not on an accessible route. An elevator would be required to connect the levels since the upper level is greater than 3000 sq.tf. and has an occupant load greater than 5 people. Also since the building is occupied by a public entity the elevator would be required regardless of the size of the second floor.

The front entrance door does not have the proper clearances and the door leading from the vestibule into the garage area is not wide enough and none of the ramps comply.
None of the toilet/shower facilities are accessible and the public counter is too high.

PHYSICAL CONDITION DEFICIENCIES

GENERAL CONDITION

The building is in fair condition.

EXTERIOR ENVELOPE

The exterior masonry and metal panels are in good condition.

The windows have been reconfigured and the opens have generally been made smaller and glass has been replaced with a translucent panel system. The parged masonry infill is in good condition as are the translucent panels and windows. There is a damaged louver on the west wall it should be replaced.

The exterior doors are in fair condition.

There were no visible leaks and none were reported so the roof is probable in fair to good condition as is the skylight.

The exterior catwalk and stair appear to be in fair to good condition.

There are several storage units, trash and piles of tires between this building and the adjacent transfer station. These items should be removed.

INTERIOR

The exposed steel framing is in good condition.

The interior finishes in the storage/repair bays are minimal and generally in fair condition.

The floor slab should be cleaned and sealed.

The interior of the office areas are generally in fair condition.

The locker area is in poor condition there are broken sections of tile, damaged ceiling tiles and a large hole in the wall.

USER NEEDS DEFICIENCIES

INTERVIEW DATA

Individual: Tony Iacovelli, DPW General Foreman
Date: February 24, 2014

FUNCTIONAL ISSUES

The floor area is insufficient to repair a large vehicle. When one large vehicle is being serviced in the large vehicle bay, the vehicle crowds the adjacent bay, making the abutting bay useless.

A vehicle exhaust extraction system is required. The three vehicle maintenance bays do not have a vehicle exhaust system to remove emissions from the work area. Mechanics frequently have to run vehicles during maintenance, while the vehicle is located in the work bay. This poses a potential health hazard.

The two low garage doors must be raised so more large vehicles can be serviced. Only one of three garage door bays is high enough for large vehicle access. DPW estimates they are responsible for 100 vehicles total, 40 of which are large vehicles. Peak repair season is October through April, during which an estimated 90% of all equipment is utilized. DPW reports approximately one large vehicle requires repairs every 2 weeks. Therefore, during peak season, approximately 14 large vehicles will require repairs, each requiring as much as week.

Access to reception should be redesigned. The reception and administrative offices are located on the second floor. The entrance route to them is circuitous and poorly labeled. Visitors enter a narrow corridor which leads into an abutting large vehicle garage and then into a stairwell upstairs. The public pedestrian route through the vehicle garage is dangerous.

The offices require more storage. DPW reports that they have insufficient storage space for hand held equipment and supplies.

DPW frequently interact with other Village of Mamaroneck departments. Common departments that they interact with are listed in descending order of frequency; Building Department, Police, Village Manager. Their offices and facilities are remote from other departments. The industrial/warehouse nature of their operations is suitably situated with similar businesses.

FUTURE SPACE NEEDS

None reported.

RECOMMENDATIONS

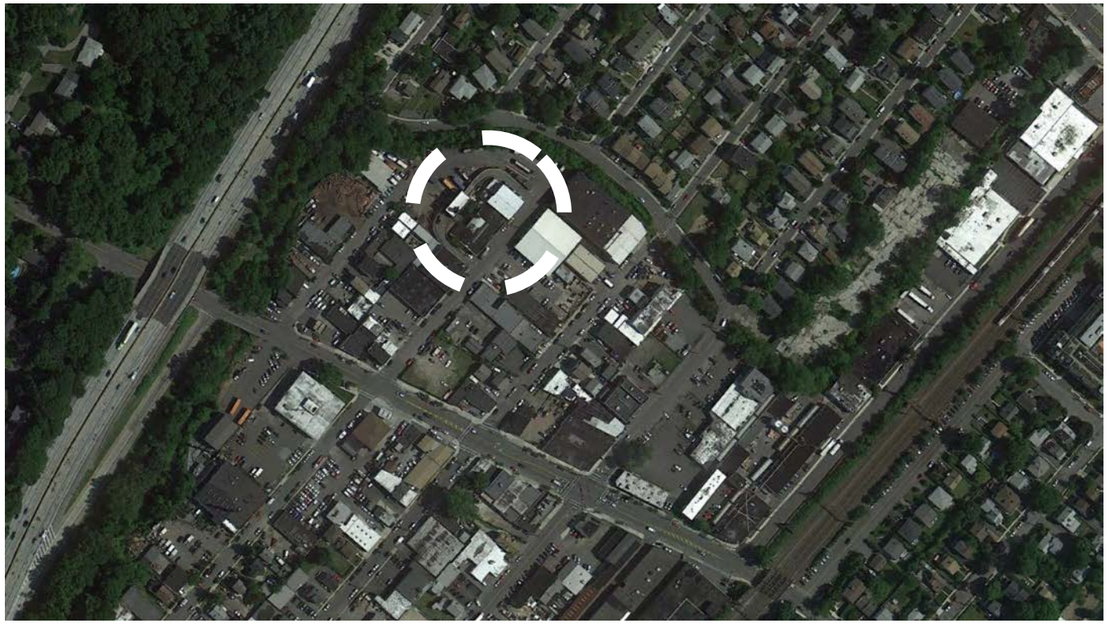
- Relocate stored vehicles from south large bay and convert bay into a second large vehicle repair bay.
- Add single user toilet room on lower level.
- Remove storage from under stairs and reconfigure existing public entrance and stair to add elevator and code compliant exit stair.
- Reconfigure storage to decrease amount of floor space used. (Add shelving)
- Reconfigure 2nd floor offices to allow for elevator. Relocate sign shop to lower level.
- Add exhaust extraction system.

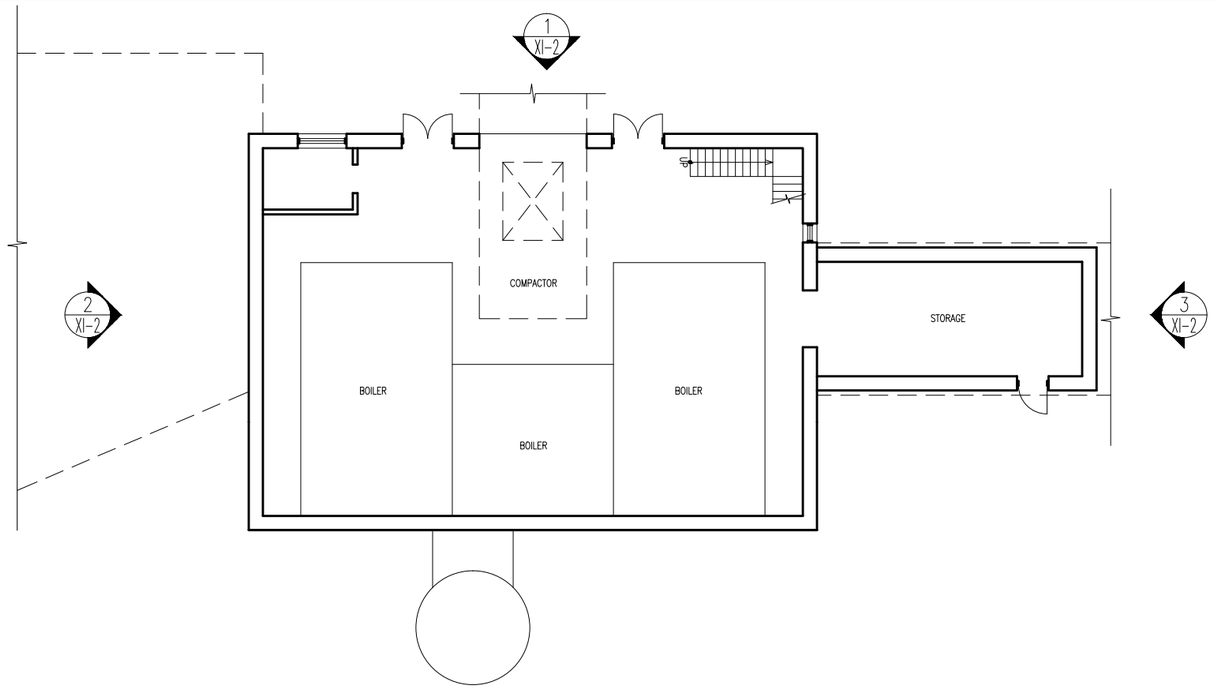
BUILDING DATA

Name	DPW Transfer Station
Address	313 Fayette Avenue, Mamaroneck, NY 10543
Construction Type	Type 2A
Occupancy	F-1. Moderate Hazard Factory is the most similar occupancy classification.
Size	2,500 square feet on lower level and 1,800 square feet on upper level.
No. of Stories	Two Stories
Date of Construction	1941
Date of Addition(s)	Not Applicable

BUILDING DESCRIPTION NARRATIVE
The DPW Transfer Station is a masonry and concrete building.

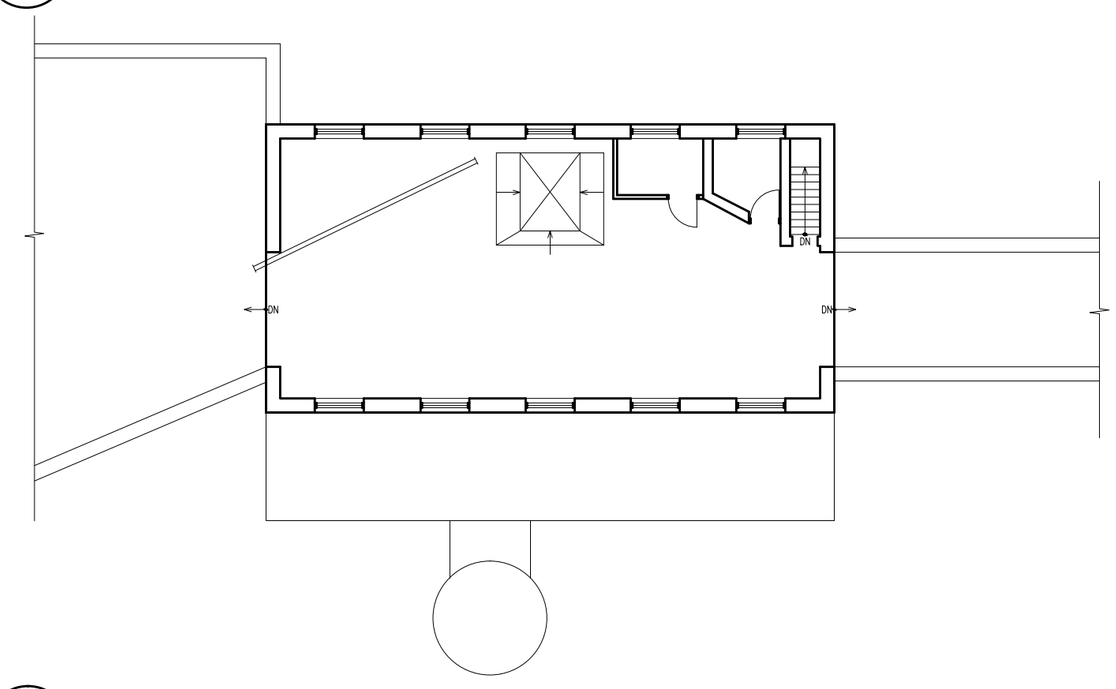
This building is currently used for transferring trash and recyclables from garbage trucks through a compactor and into containers for removal by tractor trailers. It was previously used as a trash incinerator facility.





1 TRANSFER STATION FIRST FLOOR PLAN

NOT TO SCALE



2 TRANSFER STATION SECOND FLOOR PLAN

NOT TO SCALE

NOTE–FLOOR PLAN AND ELEVATION DRAWINGS ARE BASED ON CLIENT SUPPLIED DRAWINGS AND CURSORY FIELD ASSESSMENTS. A FULL SURVEY IS REQUIRED FOR DIMENSIONAL ACCURACY.

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TRANSFER STATION PLANS

PROJECT NO.: 1513-00 | SCALE: AS NOTED

DRAWING NO.:

X-4

1 WEST ELEVATION
NOT TO SCALE

2 NORTH ELEVATION
NOT TO SCALE

3 SOUTH ELEVATION
NOT TO SCALE

ISSUE NO.	ISSUE DATE	DESCRIPTION
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TRANSFER STATION ELEVATIONS

PROJECT NO.: 1513-00 | SCALE: AS NOTED

DRAWING NO.:

X-5

BUILDING CODE DEFICIENCIES

The code review is based on the following:

- New York State Building Code 2010
- ICC / ANSI A117.1
- Code review is based on current codes.

If items noted as being non code compliant were constructed in a manner that was code compliant at the time of construction will not generally be required to be made compliant with the current code. Future work in this building may trigger the need for these items to be brought up to current code standards.

GENERAL DESCRIPTION

The existing transfer station is F-1 occupancy and contains a drive through area on the upper level where garbage trucks unload into a pit in the floor leading to a compactor unit in the basement that transfers the refuse/recyclables into containers/trailers for removal. In addition to the compactor the lower level also contains the remains of the decommissioned incinerators. There is also a space below the entrance ramp that is currently unused.

The existing construction classification appears to be 2A. The existing walls are masonry, the floor construction is concrete and the roof construction is concrete with encased steel beams and a concrete slab.

The building has no sprinkler system.

The occupant load of the building is 16 people on the upper level and 6 people on the lower level. The lower level is almost completely filled with the compactor and decommissioned incinerators and is mostly inaccessible.

HEIGHT, AREA AND CONSTUCTION CLASSIFICATION COMPLIANCE

The base allowable footprint for F-1 occupancy is 25,000 s.f. and 4 stories so the building complies.

FIRE SUPPRESSION COMPLIANCE

The building is not sprinklered and based on the existing use and size of the building a sprinkler system would not be required.

MEANS OF EGRESS COMPLIANCE

The upper level has a vehicle entrance at each end leading to the exterior and these openings do not have doors so they can be used as a means of egress. The lower level has a double door on each side of the compactor unit so the building complies for egress capacity.

An illuminated exit sign with emergency light battery pack is required at the lower level egress doors.

At the upper level the openings provide a clear means of egress so at the option of the code enforcement official the exit signs are not required.

There does not appear that there are any emergency lights.

PLUMBING FIXTURE COMPLIANCE

The building contains no plumbing fixtures. The occupant load of this building is handled by the nearby DPW garage/office building.

ADA COMPLIANCE

The building does not comply with ADA. The ramps to access the upper level are too steep to comply and there are steps at the doors on the lower level. The lower level has numerous projections and uneven surfaces.

ENERGY CODE COMPLIANCE

The building has no heating or cooling system so is exempt from complying with the energy code.

PHYSICAL CONDITION DEFICIENCIES

GENERAL CONDITION

The building is in poor condition

EXTERIOR ENVELOPE

The exterior masonry appears to be in fair condition.

The windows are almost all broken and have been covered with plywood.

The roof structure has been severely compromised most of the reinforcement in the bottom of the beams is exposed and one of the beams has had a section removed almost to the slab above. The steel core of this beam has also been removed. There is significant deflection in the roof slab at this area. A structural engineer should evaluate this situation to determine if the structural integrity of the building has been compromised to the point that it could be in danger of collapse.

There is a door to the space under the ramp that broken and needs to be replaced.

INTERIOR

The lower level is filled with debris and the old incinerators and is for the most part unusable

Leaks from the upper level have caused excessive weathering on some of the equipment. A drip pan has been placed over the compactor control equipment in an effort to avoid damage.

USER NEEDS DEFICIENCIES

INTERVIEW DATA

Individual: Tony Iacovelli, DPW General Foreman
Date: February 24, 2014

FUNCTIONAL ISSUES

The roof must be raised to accommodate the clear area requirements for modern trash compacting trucks. There is insufficient floor to ceiling space for unloading; minimum height requirements must be confirmed.

DPW management indicated even though they removed a beam, vehicles are frequently damaged by hitting the roof when unloading, which resulting in costly equipment repairs.

A second dump station and compaction unit is required. The existing building isn't large enough to accommodate the additional facilities hence a building/ramp addition would be required. Three types of refuse are collected; leafs and branches, recyclables and regular refuse. The Leaf and Branch program is active November through January, during which a second dump station is required to reduce the number of vehicles waiting to dump their loads and prevent overuse of the transfer compactor. DPW estimates that five 75 cubic yard trailers are transferred to Mt. Vernon each day during this period. The vehicle movement of the compactor trucks and 10 to12 cubic yard trucks at the drop shoot is very inefficient. Vehicles must drive past the shoot, reverse 30 degrees, then dump then drive out. This maneuvering increases drop time and results in waiting lines. A straight drive in, drop and straight drive out would be most efficient.

Service yard area must be increased. There is insufficient turning space for the 75 cubic yard trailers when being removed. Vehicles are required to go/drive back and forward multiple times to exit the yard.

FUTURE SPACE NEEDS

None were identified.

RECOMMENDATIONS

Option A:

- Provide a new roof and make upgrades to ADA. Roof shall be set high enough to mitigate damage from compactor truck when they unload. Use of translucent roof panels could aid in reducing electrical consumption.

Option B:

- Demolish existing structure and upper portions of ramps.
- Widen ramps and provide upper level ramps that are supported on columns so that space under them can be used for employee parking that is relocated from other side of street.
- Construct new 2 lane transfer station with staggered dump locations on upper level and staggered compactors below. Area below transfer station not used for compactors can be used for additional parking or recycling storage.