

## MONTEREY REGIONAL WASTE MANAGEMENT DISTRICT (MRWMD) - TRUCK YARD FACILITY (JRMA #4784-A)

August 21, 2014

### 1.1 OVERVIEW

*Note: This Basis of Design Memorandum is a progress DRAFT, for use in establishing an agreed upon design program for the Truck Hauling Yard and all of the necessary features to allow for an efficient operation. Please review and return comments to JRMA to include in upcoming design documents.*

The Truck Yard Facility is group of three single story structures (totaling 23,500 s.f.), consisting of Administration Offices (7,200 s.f.), Maintenance Building (11,300 s.f.), and Truck/Bin Wash Building (5,000 s.f.). The Administration Offices and Maintenance Building are contiguous with a covered breezeway between the two buildings. The Truck/Bin Wash Building is a separate building remote from the Administration and Maintenance Buildings. For Project Location, Overview, Description, Schedule, and Objectives refer to Truck Yard Facility Project Description attached.

Space breakdowns of building components is listed in Table 1.2 relative to the attached Project Description.

### 1.2 SPACE BREAKDOWN

<b>Room / Usage</b>	<b>No. of Rooms</b>	<b>No. of Staff</b>	<b>Total SF</b>	<b>SF / Persons</b>	<b>Comments</b>
<b>Administration Office</b>			<b>7,200</b>		
Public reception/customer counter / Lobby	1	N/A			Plastic laminate counter
Customer Service	*1	10	800		* Open office with cubicles (tenant furnished)
Offices	7	7	1,260		12'x15'
Conf Room	1	N/A	620	15	40 chairs (tenant furnished)

Table 1.2 (continued)

<u>Room / Usage</u>	<u>No. of Rooms</u>	<u>No. of Staff</u>	<u>Total SF</u>	<u>SF / Persons</u>	<u>Comments</u>
Break Room - Corporate	1	N/A	330		(2) vending machines, Refg. (tenant furnished), casework with plastic laminate
Break Room - Drivers	1	N/A	560		(3) vending machines, Refg. (tenant furnished), casework with plastic laminate; hi-lo combination drinking fountain (elect cooled)
Restrooms - Corporate		N/A			
Mens	1		120		
Womens	1		180		
Restrooms - Drivers		N/A			
Mens	1		600		
Showers/Lockers	1 shower/ 102 lockers				Showers built-in roll-in type / Lockers - two tiers for each employee (tenant furnished)
Womens	1		300		
Showers/Lockers	1 shower/ 21 lockers				Showers built-in roll-in type / Lockers - two tiers for each employee (tenant furnished)
Circulation (Hallways, Copy, Janitor, IT, Electrical, etc.)		N/A			Casework (where shown) with plastic laminate
Exterior Canopies	2	N/A	240 / 800		Automatic sprinklers

Table 1.2 (continued)

<u>Room / Usage</u>	<u>No. of Rooms</u>	<u>No. of Staff</u>	<u>Total SF</u>	<u>SF / Persons</u>	<u>Comments</u>
<b>Maintenance Building</b>			<b>11,300</b>		
Parts / Tool Storage / Mgr Off	1	2	1,200		Mgr office conditioned with wall unit; chainlink fencing for parts area; shelving tenant furnished
Standard Service Bay	5	2 ea	1,200 ea		60'x20'
Tire Storage	1	N/A	1,200		60'x20'; chain link fencing for tires; shelving tenant furnished
Exterior Patio	1	N/A	740		
Electrical Room	1	N/A	380		
Exterior Canopy	1	N/A	2,800		Automatic sprinklers
<b>Truck/Bin Wash/ Welding/Paint Bldg</b>			<b>5,000</b>		
Truck Wash Bay	1	1-2	1,500		Drive through with automated wheel wash/ manual spray. Exterior water storage tank recycling system equipment
Welding Bay	1	1	1,600		
Bin Repair Bay	1	1	1,200		
Paint Spray Bay	1	1	900		Pre-fab – future
Bin Wash Bay	1	1	500		Exterior/ covered
<b>Totals</b>			<b>23,500</b>		

## 1.3 DESIGN SPECIFICATIONS

### 1.3.1 Administration Office

#### 1. Structure

1. Refer to attached Project Description. Items listed below are in addition to the Project Description.

##### *Working Loads on Structure*

- a. Fire suppression system
- b. Acoustic Ceiling
- c. Exhaust fans as required
- d. HVAC equipment as required
- e. Light fixtures

#### 2. Architecture

1. Refer to attached Project Description. Items listed below are in addition to the Project Description.
2. Restrooms/Lockers
  - a. 2"x2" porcelain tile up to 60" above finish floor.
  - b. 2" x 2" porcelain tile floor with coved base in Office restrooms.
  - c. Sealed/Polished concrete in Driver restrooms.
  - d. Toilet compartments: solid phenolic, color TBD.
  - e. Lockers will be full height steel type on concrete base.
  - f. Driver restrooms will have (1) accessible shower unit per Men and Women.
3. Doors
  - a. Exterior pedestrian doors: 3' x 7' aluminum with glazing and aluminum frames. Color TBD.
  - b. Interior doors: 3' x 7' solid core wood doors, stain grade, with aluminum frames. Colors TBD.
4. Roof safety
  - a. The roof will be accessed by a wall-mounted steel ladder compliant with OSHA standards.

## 3. Mechanical and Plumbing

1. Refer to attached Project Description. Items listed below are in addition to the Project Description.
2. Floor drains to be in each restroom.
3. Plumbing fixture information.
  - a. Water Closets - flush valve type, floor mounted.
  - b. Lavatories - wall mounted in all restrooms.
  - c. Sinks - counter mounted stainless steel two basin in Office conference and break rooms.
  - d. Mop Sinks - floor basin corner units with faucet.

## 4. Electrical

1. Refer to attached Project Description.

### 1.3.2 Maintenance Building

#### 1. General

1. Maintenance fluids will be distributed by piping from centralized area(s). These systems will be procured by the Tenant and include:
  - a. Compressed air
  - b. Motor Oil
  - c. Coolant
  - d. Water
  - e. Lube Oil
2. No lube pit will be included at this time.
3. No vehicle lifts are included.
4. No structure-supported jib cranes or bridge cranes are included.
5. Interior clear height: 30' clear minimum.
6. Concrete floor finish will be smooth steel troweled with non-slip oil-resistant sealer/coating.
7. Interior floor perimeters will have a coved concrete base.
8. All structural columns will have 12" dia. (4) grout-filled steel bollards.
9. Concrete masonry door jambs will have steel channel protection.
10. Spare tires will be provided already mounted on rims, on a rack.

11. Utility services in maintenance bays will include: water, compressed air and electrical outlets. Provide 110V sockets for task lighting.

## 12. Structure

1. Refer to attached Project Description. Items listed below are in addition to the Project Description.

### *Working Loads on Structure*

- a. Fire suppression system
- b. Piping for maintenance fluids
- c. Exhaust fans as required
- d. Light fixtures

## 13. Architecture

1. Refer to attached Project Description. Items listed below are in addition to the Project Description.
2. Restrooms/Lockers
  - a. 2"x2" porcelain tile up to 60" above finish floor.
  - b. Sealed/Polished concrete on floor.
  - c. Floor drains to be in each restroom.
3. Doors
  - c. Overhead Doors: 16'w x 20'h coiling slat type; un-insulated; non-motorized.
  - d. Pedestrian Doors: 3' x 7' painted steel hollow metal with welded steel frames.

### 14. Roof safety

- b. The roof will be accessed by a wall-mounted steel ladder compliant with OSHA standards.
- c. Fall protection anchors will be provided.
- d. Lightning protection will be provided.

## 4. Mechanical and Plumbing

1. Refer to attached Project Description. Items listed below are in addition to the Project Description.
2. No heating will be provided in service bays.
3. Area drains will be provided in service bay area. Approx. (1) per bay.

4. Plumbing fixture information
  - a. Water Closets - flush valve type, floor mounted.
  - b. Lavatories - wall mounted in restrooms.
  - c. Cold Water system for the emergency eye wash and shower combination units.
5. Electrical
  1. Refer to attached Project Description.

### 1.3.3 Truck - Bin Wash / Welding / Painting Building

#### 1. General

1. Hazardous materials will be stored in an exterior covered fenced-in area with ramped dolly access under the maintenance canopy. MSDS sheets on materials will be provided by the Tenant. The material storage will not include materials considered to be hazardous waste.

#### 2. Structure

1. Refer to attached Project Description. Items listed below are in addition to the Project Description.

##### *Working Loads on Structure*

- a. Fire suppression system
- b. Piping for wash fluids and manual spray operations
- c. Exhaust fans as required
- d. Light fixtures

#### 3. Architecture

1. Refer to attached Project Description. Items listed below are in addition to the Project Description.
2. Doors
  - a. Overhead Doors: 16'w x 20'h coiling slat type; un-insulated; non-motorized.
  - b. Pedestrian Doors: 3' x 7' painted steel hollow metal with welded steel frames.
3. Roof safety
  - a. The roof will be accessed by a wall-mounted steel ladder compliant with OSHA standards.

- b. Fall protection anchors will be provided.
- c. Lightning protection will be provided.

## 4. Mechanical and Plumbing

- 1. Refer to attached Project Description.

## 5. Electrical

- 1. Refer to attached Project Description.

## 2.1 Parking

- 1. Provide truck parking for estimated 60 collection trucks for the initial services. The ultimate truck yard parking will be 50 collection trucks by May 2015. The size of the truck stalls shall be 11'-8"x28'.
- 2. Trucks will be parked in angled parking scheme with minimum drive aisle of 30 ft. Tandem parking option removed due to CNG fueling capabilities.
- 3. Car parking will be provided for approximately 63 spaces. Accessible parking will be provided per California State Code requirements.
- 4. Paving will typically be asphaltic concrete designed for heavy duty truck traffic.
- 5. Concrete paving designed for truck loads will be provided at the entrance to the service bays and extending 20' from the face of the building.
- 6. The perimeter of the yard will be fenced with an 8' ht chain link fence with green slats.
- 7. Gates at entry/exit points throughout will be rolling/sliding style.

## 2.2 Truck Fueling

- 1. Both fast and slow fill CNG fueling stations will be included in the site layout for future use of CNG type vehicles when acquired. The fast fill fueling station will provide for 4 fuel stations (post mounted dual dispenser type) at an island located north of the truck yard, the slow fill will provide for 50 fuel stations located on shared vertical post dispensers so that 4 trucks can connect at each post.



2. Concrete paving will be provided approximately 30' from fueling for access and maneuvering durability.

## 2.3 Site Improvements

1. See Project Description/
2. Landscaping (based on 8/15/14 site visit)
  - a. Remove portion of existing trees on east side of site to accommodate the entry drive and southern-most retention basin.
  - b. Landscape design to be an all California native regional plantings, with some to be hybrid.
  - c. MRWMD has on-site 3/4" to 1" #2 base recycled concrete with some AC to be used in part of the dry streams proposed.
  - d. MRWMD has boulder/rocks on-site with granite rocks in yellow/tan/gray ranges (native to area), which range in size from 12" to 3'-6", which will be used in the design.
  - e. Irrigation to be drip system.
  - f. Landscape surfaces to be mulch, which can be furnished from MRWMD.
  - g. Removal of canker trees that have invaded some existing trees to be kept will be needed for removal. Further site investigation with landscape contractors will be prudent during bid phases.

## Truck Yard Facility Project Description

### PROJECT LOCATION

The proposed franchise waste hauler Truck Yard is located within the existing Monterey Peninsula Landfill owned and operated by Monterey Regional Waste Management District ("District"). The address of the facility is 14201 Del Monte Boulevard, in Marina, California. The access to the landfill is fed from Charlie Benson Lane which intersects with Del Monte Blvd, exit 412 off State Highway 1. Once arriving at the District site entrance the proposed Truck Yard Facility is located just south of the existing District truck scale and MRF building.

The Truck Yard Facility site is located within Assessor's Parcel 175-061-002 and is approximately shown in the attached Parcel Map. An enlarged site aerial map is also included and is shown as a separate exhibit herein. The proposed 11.58 acre project is entirely on the District 94.5 acre parcel that is approved for future development for a Solid Waste disposal site; which also contains vehicle repair and parking for their respective transfer trucks.

### PROJECT OVERVIEW

The District has prepared a Facility Plan for the Truck Yard Facility. The purpose of the Truck Yard Facility is to facilitate the local parking and maintenance of the franchise waste hauler's collection truck fleet.

Conceptual plans were prepared in 2014 for the Truck Yard Facility, which extends the existing MRF operations from the north to allow connectivity between the Truck Yard Facility and MRF building and other components. These plans included improvements to the MRF including a revised collection vehicle tipping location but still allow the traffic routes to be maintained but allows access to the Truck Yard Facility and the MRF for the purpose of showing the relationship between the two operations and routes of vehicles required. The Truck Yard Facility facility will be operated by Green Waste Recovery (GWR) who is the franchise waste hauler which provides waste collection services for the District member cities of Carmel, Del Rey Oaks, Marina, Pacific Grove, Sand City, Seaside, and the Pebble Beach Community Services District. Although the existing District facility contains administration and vehicle maintenance amenities, the franchise hauling operation will require separate administration and maintenance buildings due to the separate operators. These new buildings are described in more detail in the following sections.

### PROJECT DESCRIPTION

The Truck Yard Facility will consist of several building components including an Office/Administration Building, a Maintenance Building, a Truck/Bin Wash Building, as well as collection truck parking and steel bin storage areas, Compressed Natural Gas (CNG) equipment with both fast and slow filling stations, and associated employee parking.

The Office Building is a single story structure (approximately 7,200 SF) and will provide office space for the hauling operation employees as well as an optional reception/customer services area for public payment of trash pick-up services. The design of the facility will consist of the following:

1. Exterior finish will have a varying height base of smooth face stack bond concrete masonry unit (CMU) with metal panel above (to about 18 ft to top of parapet) for cost effectiveness with



minimal architectural treatment up to the top of parapet. The metal panels will be typically vertical ribbed panels for architectural relief i.e. entry points. Portions of the building will have full height CMU walls for structural stability. The finish on the metal panel will be a Fluoro polymer resin e.g. Kynar for weather and moisture resistance.

2. Exterior doors will have insulated glass units with painted steel clad frames.
3. Exterior walls will consist of light gauge insulated cavity walls with furred insulated walls where CMU occurs. Glazed openings with insulated and tinted glazing will occur around three of the four walls. The exterior walls and openings will comply with the California Building Energy Efficiency Standards.
4. The roof will be a single slope membrane roofing with insulation to comply with the California Building Energy Efficiency Standards. The design of the roof will take into account a future photovoltaic installation using a 8 pounds per SF. Roof drainage will be handled with downspouts to grade and pervious surfacing for sheet flow draining to retention ponds as described further below.
5. Roof top mechanical units will be located behind a parapet to avoid visibility from the public approach on the west. The roof top units will be accessible by a wall-mounted steel ladder compliant with OSHA standards. Walkway surfaces will be provided for equipment servicing.
6. Two separated canopies will be designed on the exterior of the building. One canopy (approximately 200 SF; 8 ft wide) will be located over the public/main entrance door, and the other canopy (approximately 800 SF, 8 ft wide) will be located over a portion of the office building adjacent to the maintenance building; creating a covered employee entrance walkway.
7. Interiors will consist of light gauge steel studs with painted gypsum board finishes, vinyl composition floor tile in break area, porcelain wall and floor tile in office restrooms, polished/sealed concrete in Drivers restrooms, and carpeted office flooring over concrete slab on grade. Built-in plastic laminated cabinets will be provided for break areas.
8. Facilities for the hauling employees and fleet truck drivers will be located in the office building and consist of break rooms, lockers (capable of separating both street and work clothing), accessible plumbing fixtures, and accessible showers.
9. Mechanical ventilation of the office building will consist of electric roof top package unit system units on roof. The design of the system will comply with the California Building Energy Efficiency Standards.
10. Commissioning activities will be programmed into the design and construction phases of the project to verify that the building's systems operate according to the Owner's Project Requirements per the requirements established in CALGreen Section 5.410.2.
11. Electrical power will be fed from the main electrical room located in the Maintenance Building. Control panels will be located in the Office Building where necessary.
12. Interior lighting will be 2x4 fluorescent where suspended ceilings occur and surface mounted type fixtures where solid wall and ceiling finishes occur. All lighting in low use areas will have motion sensor switches to allow lighting to turn off when areas are not in use. A bid alternate for daylighting Solatube will be specified.
13. Other life safety equipment to be included are automatic fire sprinklers, carbon monoxide, fire and smoke alarms, CCTV, data, and security system.

The Maintenance Building is a single story conventional framed structure (approximately 11,300 SF) and will provide maintenance bays for servicing the collection truck fleet. An alternative to the conventional frame design will be a Pre-Engineered Metal Building (PEMB). In either case the design of the facility will consist of the following:



1. Exterior finish will be a 12 foot high base of smooth face stack bond concrete masonry unit (CMU) with metal panel above (varies from 31 feet to 35 feet) for cost effectiveness with minimal architectural treatment up to underside of roof overhang. The finish on the metal panel will be a Fluoro polymer resin e.g. Kynar for weather and moisture resistance.
2. Exterior pedestrian doors will be painted steel door and frames. Exterior bay doors will be overhead coiling slat type, non-insulated, non-motorized, with powder-coated finish.
3. Exterior walls will consist of open framed structure with metal panel on exterior side.
4. An exterior canopy (approximately 2,800 SF; 20 ft deep) will be installed to allow servicing of trucks just outside the maintenance building bay doors. Services that don't need an entire truck to enter the bay will be performed under the canopy including any non-component minor repairs/inspections, non-corrosive fluid refills, etc. that will be completed in less than one normal shift. The concrete area under the canopy will slope to the building to mitigate spills from run-off into parking lots.
5. An exterior covered area, falling under the main building framing, will be utilized for air compressor and transformer/switchgear equipment for the facility.
6. The roof will be a single slope standing seam metal roof with no insulation. Roof drainage will be handled with downspouts to grade and pervious surfacing for sheet flow draining to retention ponds as described further below. Fall protection anchors will be provided. The design of the roof will take into account a future photovoltaic installation using a 8 pounds per SF.
7. The maintenance bays will consist of (5) 60 ft deep bays for standard maintenance with one additional bay being allocated for tire changing with a sound separation wall between the other 5 bays. Each bay opening will be protected by a minimum 4ft high 8 inch diameter concrete filled steel bollard on each side of the wall at each jamb location.
8. Roof top fans will be located behind a partial parapet to avoid visibility from the public approach on the west. The roof top units will be accessible by a wall-mounted steel ladder compliant with OSHA standards. Walkway surfaces will be provided for equipment servicing.
9. Repair parts for the repair operation will be stored in an end bay equating to a total of 7 bays across the building. The parts will be stored in a secure steel mesh area. Access to the parts area will only be determined and approved by Shop Manager.
10. A Shop Manager and Parts Clerk office will be located within the parts storage bay which will allow viewing supervision of each repair bay and monitoring of the parts storage area. This office will have independent cooling/heating from wall mounted units. The type of unit to be determined during design phases.
11. Daylighting in the bays will consist of 1) roof-mounted acrylic dome 5ft by 9ft skylights with integral curbs, and 2) vertical polycarbonate translucent wall panels
12. Interiors will consist of exposed steel structure with painted finish to mitigate moisture degradation, concrete slab-on-grade with non-slip oil-resistant sealer/coating.
13. Mechanical ventilation will consist of electrically powered exhaust fans and evaporative cooler units on the roof. The venting system will be capable of providing 25 air changes per hour. A Carbon Monoxide monitoring system will also be provided. An optional Carbon Monoxide venting system is not currently proposed but may be a future installation by others.
14. Plumbing fixtures in bays will consist of trench drains at each bay door opening, emergency eyewash/shower combo stations, and industrial wastewater collection system. The water from the trench drains will be treated through a oil/water/sand separator prior to entering sanitary sewer system, which will be maintained by the hauling company as a contracted service. Two restrooms will be located in the building for use by maintenance employees.
15. Electrical power will be fed from a separate electrical room located in the bay area adjacent to the parts storage.



16. Interior lighting will be metal halide ceiling mounted. All lighting in low use areas will have motion sensor switches to allow lighting to turn off when areas are not in use.
17. Other utility services in maintenance bays will include compressed air and electrical outlets for power tools and task lighting.
18. Maintenance fluids will be distributed by piping from centralized areas. These systems will be procured by the hauling company and include compressed air, motor oil, coolant, potable water, and lube oil.
19. All hazardous material will be stored in a fenced-in area with ramped dolly access. MSDS data sheets for stored materials considered hazardous waste will be provided by hauling company.
20. Other life safety equipment to be included are automatic fire sprinklers, carbon monoxide, fire and smoke alarms, CCTV, data, and security system.

The Truck Yard Facility will also contain a Truck Wash and Bin Wash/Repair building separated from the Maintenance Building mentioned above. The building (approximately 5,000 SF) provides a remote building allowing for washing of trucks and bins during operational hours. Due to the operational noise of the truck and bin washing it is located an adequate distance from the main truck maintenance operations. The building will consist of the following:

1. Exterior finish will be full height smooth face stack bond concrete masonry unit (CMU) to provide structural stability. .
2. All exterior pedestrian doors will be painted steel door and frames. All exterior bay doors at Welding Bay will be overhead coiling slat type, non-insulated, non-motorized, with industrial coated finish to mitigate corrosion from water and other operations.
3. The roof will be a stepped single slope standing seam metal roof with no insulation. Roof drainage will be handled with downspouts to grade and pervious surfacing for sheet flow draining to retention ponds as described further below. Fall protection anchors will be provided.
4. Daylighting in the bays will consist of roof-mounted acrylic dome 5ft by 9ft skylights with integral curbs, and wall mounted translucent panels on the north wall of the truck wash and west wall of the Welding Bay..
5. The truck washing bay will be a drive-through type and be automated to minimize water waste that usually occurs with manual washing. A linear center trench drain will collect the water and recirculate the water for multiple washes. The water will be treated through a oil/water/sand separator prior to entering sanitary sewer system, which will be maintained by the hauling company as a contracted service.
6. The bin washing area will be a manual high pressure hose type usage. The wash area will be enclosed by three walls and have a tapered slab to a central area drain. This water will also be recirculated and incorporated into the truck wash system for multiple washes. The water will be treated through the truck wash oil/water/sand separator prior to entering sanitary sewer system.
7. Interiors will consist of exposed CMU structure with a painted industrial coating finish to mitigate moisture degradation, concrete slab-on-grade with non-slip oil-resistant sealer/coating.
8. The bin repair portion of the building will consist of a small welding and painting area and will have non-combustible construction throughout. The amount of paint used is under the threshold requirements for MBUAPCD reporting but will be performed in a prefabricated booth to be under the roof of the building.
9. The Bin Repair area will be behind secured steel mesh gates.
10. The wash equipment will be located on the exterior surrounded by a minimum 4ft high 8 inch diameter concrete filled steel bollard centered accordingly for proper protection. The storage of water will be in an above ground tank.



11. Each bay opening will be protected by a minimum 4ft high 8 inch diameter concrete filled steel bollard on each side of the wall at each jamb location.
12. Mechanical ventilation will consist of electrically powered exhaust fans on the roof. The venting system will be capable of providing 25 air changes per hour. A Carbon Monoxide monitoring system will also be provided.
13. Interior lighting will be either metal halide ceiling mounted or wet environment rated type.
14. Other utility services in maintenance bays will include compressed air and electrical outlets for power tools.
15. All hazardous material will be stored in a fenced-in area with ramped dolly access. MSDS data sheets for stored materials considered hazardous waste will be provided by hauling company.
16. Other life safety equipment to be included are automatic fire sprinklers, carbon monoxide, fire and smoke alarms, CCTV, data, and security system.

The Truck Yard Facility site improvements area as follows:

1. There is existing infrastructure that will be relocated from the proposed improvements, which include a gypsum board recycling area along the west side of the proposed development. This product will be relocated elsewhere on the District property.
2. The existing west and north access roads shall be kept as is wherever possible due to the good condition of and use by heavy traffic.
3. The truck parking will be installed in phases. Phase I will include parking stalls for 60 trucks, then in the future another 40 parking stalls will be installed. All surfacing for the parking will be installed in Phase I and will consist of AC paving and have a profile to allow for the truck weight and trip counts occurring over the life of the facility. Repairs to the surface will be performed when needed.
4. Concrete paving design for truck loads will be provided at the entrance to the wash and service bays and extend 20 ft from the building. The entry/exit to the truck wash will also have a concrete apron to about 10 ft from the building. These areas will be bermed at the perimeter to mitigate spills from run-off into parking lots.
5. The majority of the trucks will park in angled stalls. In Phase I about 50 trucks stalls will have a slow-fill CNG station. In Phase II the parking can be angled to provide tandem parking to mitigate additional truck back up noise.
6. Areas for steel roll-off containers and small bin containers will be allotted near the proposed truck and bin wash building. The roll-off containers while stored will be individually tarped to mitigate any dirty runoff from the containers. The smaller bin containers have plastic lids which will keep water from collecting in the bins.
7. Exterior lighting will be located on exterior walls and will be metal halide. Where lighting in truck parking areas is required the lighting will be pole mounted about 20 feet above finish grade. All exterior lighting will be connected to a day-light sensor/timer device. The minimum light output will be designed to accommodate a minimum 1 footcandle throughout the parking areas.
8. Employee and public parking will be provided with approximately 63 spaces. Accessible parking will be provided for each public/employee area per California State Code requirements.
9. The domestic water supply for all plumbing fixtures will be connected from existing water supply lines and/or wells within the existing District site.
10. The sanitary sewer connection will either be connected to the existing septic system located north-northeast of the Truck Yard Facility, or a new sanitary sewer lateral/connection will be brought from the existing Monterey Regional Water Pollution Control Agency's wastewater





treatment plan (adjacent southeast of the project site). The connection will be confirmed in the design phases when cost estimates are approved.

11. The perimeter of the facility will be fenced with an 8 ft high chain link fence with green slats. Gates to and from the truck parking will be rolling type.
12. The entire site drainage/runoff will be captured in two retention basins on the west side of the proposed site. These basins will be sized to accommodate the initial MS4 and BMP design requirements as well as a 100-year storm. The majority of the time the basins will be considered separate and retain certain quantities of water after storm occurrences. In the event of a large storm (i.e. 100-year) the two basins will act as one due to a proposed equalization culvert under the access road that splits the two basins. All the water retained is estimated to percolate at a rate of *[to be determined by soils test]* and allow water for use in the existing composting operations adjacent to the Truck Yard Facility site.
13. The entire site will be designed to be equalized in cut/fill quantities as possible. The design is estimated to be equalized but could have more cut than fill. Any fill that is not used will be brought to the landfill and used for cover.
14. The site perimeter will conflict with existing trees located on the east side of the proposed developed area. These trees in question are estimated to be in their final aging process and are proposed for removal to allow room for the development. The existing trees are eucalyptus and their number is estimated at about 50 individual trees. The tree removal will be humane and performed by a local removal service. When removed the trees will be ground by the District and recycled for use by District for landfill cover and resale as mulch

The Truck Yard Facility will also contain CNG truck fueling capabilities.

1. 50 spaces for the CNG will be installed where 10 spaces will be devoted to other vehicles of the fleet. The 50 spaces for the CNG will be a slow-fill type with *[four]* connections per vertical station. Another component of the fueling will be a fast-fill type with two dispensers (with dual hoses) where the company and the District can fuel vehicles at a dispenser located adjacent to the hauling truck parking area. The equipment to provide the required CNG will be produced from the existing Landfill Gas Power Generation Facility at the north side of the District's site and then be pressure piped to storage tanks and the additional equipment adjacent to the Truck yard Facility.
2. Concrete paving will be provided approximately 30 feet from the fueling for access and maneuvering durability.
3. The fueling area will be graded and treated separate from the balance of the proposed site. This design intent is to capture any spills and treat the water/spills separately through use of trench drains, filters, and a secondary bio-retention swale prior to entering the storm water retention ponds proposed on the west side of the property.
- 4.

## PROJECT SCHEDULE

The schedule of the project is on a fast track where the completion of construction of the truck parking and CNG fueling is aimed for May 1, 2015, with the balance of the facility aimed for September 2015. This will require that the design development and construction drawings be submitted and approved through County of Monterey Plan Check in concurrence with this report. The impact of this report to the construction permit is not known but will be considered a risk factor the District is willing to pursue to align their agreement with the hauling company. To meet this timeframe construction would need to start in December of 2014.



## PROJECT OBJECTIVES

The purpose of the Facility Plan is to identify the relationship that the Truck Yard Facility will have with the remainder of the District MRF Improvements, as well as provide a facility for the hauling company to conduct business directly with the District in accordance with their agreement. It shows how the overall circulation plan is designed to provide safe and efficient traffic and access to different operations. The facilities will be constructed on property that is designated for future use by the District. Therefore, no other land uses are impacted. The proposed facility will meet the following objectives:

- Use: Support franchise hauler with a secure facility to perform the needed refuse collection for the District member cities, as mentioned above. By co-locating the truck parking and maintenance center at the landfill, this avoids having these trucks traveling back to the local jurisdiction they collect in each day. This results in less traffic on the road in the afternoon. If there was not a central hauling yard for the 7 cities in the District the collection company may need to build on various sites throughout the region. This would cause more land to be disturbed and possible impact more people than constructing a central facility at the final destination of the trucks. Being at the landfill the property can be developed and there are no adjacent uses.
- User Safety: All traffic on site will be routed to specific locations using a series of one way roads and/or a system of directional signage. The circulation is designed to minimize intersections and to keep customer types separate as much as possible. Any intersections will include stop or yield signs with proper directional signage.
- Landscaping: Retain existing trees whenever possible. Use drought tolerant, low-maintenance species for landscaping that require less water. Use California-native plants to the greatest extent possible.
- Site Runoff: All runoff during construction will be contained on site and treated to reduce any excess siltation from leaving the site. The facility design will incorporate proper treatment for runoff from paved areas. All site runoff will flow into retention basins after treatment. Once the runoff is retained the water will remain in the basins to naturally percolate, trans-evaporate, or be used elsewhere on-site (i.e. compost operations and site dust control).
- Site Grading: To design the site grades to be equal in cut/fill or worst case have excess fill, which will be used at the landfill for cover. During construction runoff will be contained on site to avoid any siltation into natural drainage swales. If needed construction areas will be wetted down to reduce dust.
- Management of Construction Waste Materials: All construction waste materials will be handled in compliance with the requirements of CALGreen Section 5.408.1 Construction Waste Management.





- Construction Traffic: Scheduling of construction will be sequenced to consolidate the construction activities to reduce the construction traffic required during the construction phase. The District will perform the mass grading to establish a majority of the site clearing, removal/re-compaction, and rough grading. The General Contractor will then perform precise grading where necessary. Standard construction vehicles estimated will be graders and excavators, concrete trucks, and cranes for erecting building frames. All construction crews will be instructed to carpool as necessary to further minimize the construction traffic.
- Operational Traffic: The current traffic into the site caused by the proposed Truck Yard Facility will be minimal. The additional hauling company's employees will operate the Facility throughout the hours of 4:30am-midnight. The hauling vehicle drivers and a majority of other staff will have hours between 4:30AM thru 5:00 PM, with the maintenance staff having hours between 3:00 pm through midnight. The current truck traffic is estimated to be an additional 20 recycling route trucks. These trucks are expected to arrive over a 6-hour period. Therefore, the additional traffic is less than 5-vehicles per hour entering the main gate off Del Monte Blvd. The remaining collection truck traffic already occurs on-site and will not affect the current truck trip traffic. In addition at the end of the day the hauling company collection trucks will remain on site rather than travel back to the cities they serve.

## PROJECT APPROVALS

The project will require the following approvals or acceptances:

- County of Monterey – Environmental Clearance (i.e. to approve the Facility Plan and adopt the CEQA document), and County Plan Check for Planning (i.e. administrative review only) Civil, Architectural, Accessibility, Structural, Mechanical/Plumbing, Electrical, and Landscaping.

