

## **Project Description**

### ***INTRODUCTION***

The Monterey-Salinas Transit (MST) South County Operations and Maintenance Facility Project (proposed project) consists of developing an approximately 4.8-acre, vacant parcel in King City, California, to construct an operations and maintenance facility for public transit vehicles that primarily serve southern Monterey County. The proposed project would accommodate future transit needs in the surrounding rural communities of Monterey's South County. The proposed project site is part of the existing industrial park site for which King City has approved the East Ranch Business Park Specific Plan (Specific Plan). The Specific Plan Final Initial Study/Mitigated Negative Declaration (Final IS/MND) was certified as adequate and the Specific Plan was approved by the King City Council on August 14, 2007. The proposed project is allowed under the Specific Plan as an industrial type use pursuant to acquiring a Conditional Use Permit and Architectural Review approval.

### ***PROJECT LOCATION***

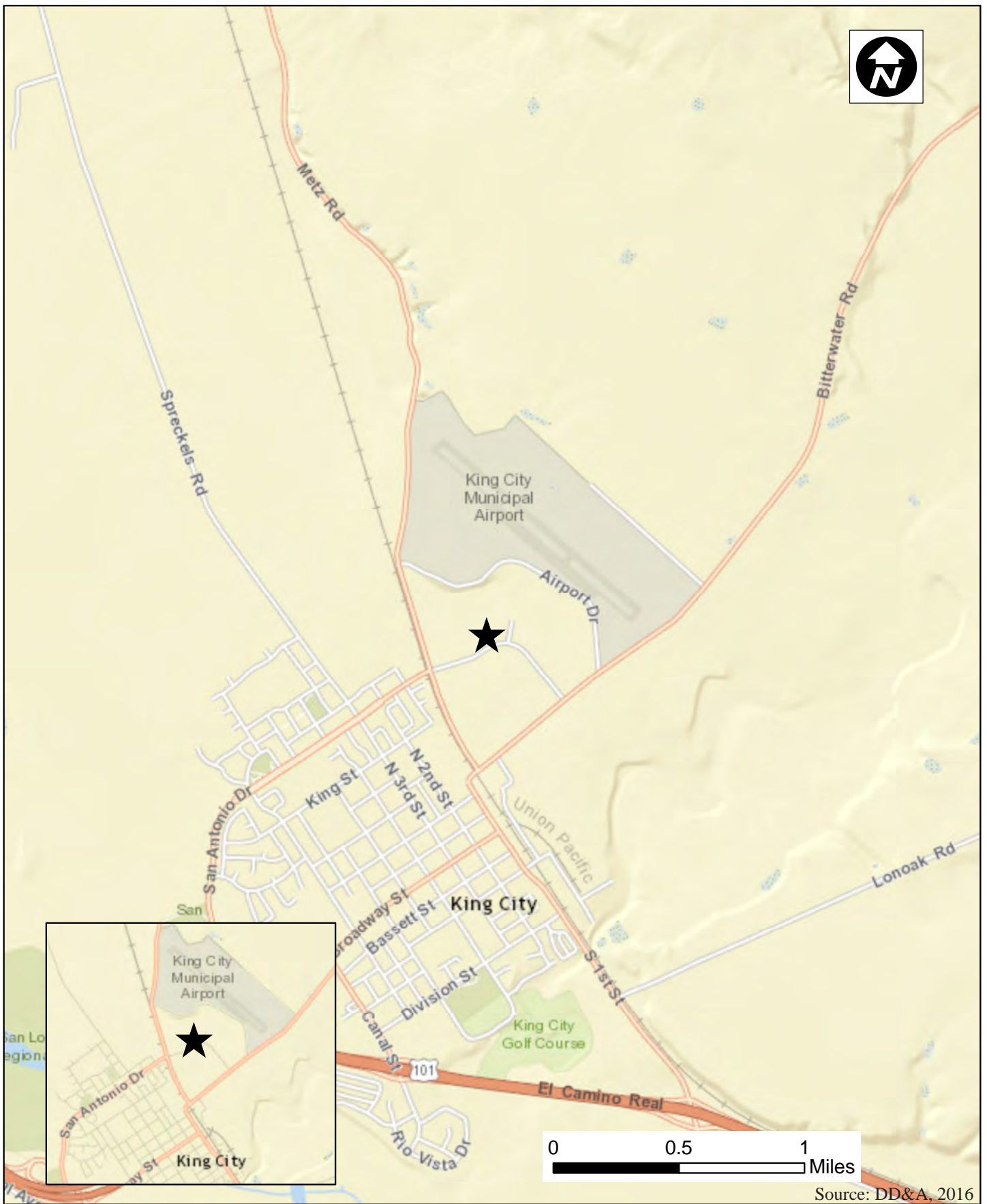
The proposed project is located at an approximately 4.8-acre, vacant parcel in King City, California (project site) (**Figure 1**). The site is bounded to the west by a vacant lot, to the south by San Antonio Drive, to the north by the King City Energy Center, and to the east by Don Bates Way (**Figure 2**). The site is flat, surrounded by industrial uses, and is heavily disturbed due to mowing and maintenance activities (**Figure 3**). The approximate elevation of the proposed project site is 340 feet above mean sea level.

The proposed project site is located within the boundaries of the approved Specific Plan (**Figure 4**). The Specific Plan planning area consists of approximately 107 acres of industrial and related uses located northeast of King City. The Specific Plan planning area is bordered by Metz Road to the west, Bitterwater Road to the south, and Airport Drive to the east. San Antonio Road dissects the East Ranch Business Park. The Specific Plan planning area is located in the M-1 (Industrial) District. The industrial area provides an area of larger land parcels with enhanced aesthetic standards exclusively for sound industrial development wherein manufacturing and other industries can locate and operate away from the restricting influences of non-industrial uses. The Specific Plan planning area is characterized by industrial and commercial development (Specific Plan, 2007).

### ***BACKGROUND***

MST is a transit district that provides fixed route, demand-response, and special seasonal transit service to a 293.9-square mile area of Monterey County with connections to: Santa Cruz County in Watsonville and Santa Cruz; Santa Clara County in Gilroy, Morgan Hill, and San Jose; and San Luis Obispo County in Paso Robles and Templeton. MST operates 55 fixed-routes within a service area comprised of an estimated 433,898 people and has a total of 73, 35- and 40-foot standard diesel buses, 6 MCI 45-foot commuter coaches, 7 diesel trolley style buses, one electric trolley style bus, 25 medium gasoline powered buses, and 4 hybrid diesel-electric medium buses. On the demand response side, MST operates 41 medium gasoline powered buses; 34 for paratransit and 7 for general public dial-a-ride service in the neighborhoods of Marina, Gonzales, Greenfield, Soledad, and King City. The vehicles are maintained and stored in one of three bus yards: the Thomas D. Albert Division in Monterey, the Clarence J. Wright Division in central Salinas, and the MV Transportation (a contract transit service provider) facility in southwest Salinas near the city limits. Transit services operate through two major transit hubs in Monterey and Salinas as well as secondary hubs in Marina and at the Edgewater Shopping Center in Sand City. Annual boardings on the fixed-route system total 4.3 million (FY 2016).

MST provides a variety of fixed-route services to meet the unique needs of the rural, small, and medium sized communities it serves. High frequency commuter services in Salinas, Monterey, and Seaside complement local and neighborhood services in Pacific Grove, Carmel, Marina, and Del Rey Oaks.



# Regional Map

Monterey-Salinas Transit  
South County Operations and Maintenance Facility Project

Figure  
1





# Project Vicinity Map

Monterey-Salinas Transit  
South County Operations and Maintenance Facility Project

Figure  
2





Photo 1. View of the proposed project site looking north from San Antonio Drive onto existing energy facility.



Photo 2. View of the proposed project site looking west from Don Bates Way.



Photo 3. View from the site of industrial/commercial buildings bordering the south, southwest of the site.



Photo 4. View of the proposed project site looking east from San Antonio Drive onto Don Bates Way.

Source: DD&A, 2016

## Site Photos

Monterey-Salinas Transit  
South County Operations and Maintenance Facility Project

Figure  
3





Source: City of King, 2007

## Specific Plan Planning Area

Monterey-Salinas Transit  
South County Operations and Maintenance Facility Project

Figure  
4

Regional service connects residents and visitors of Monterey County to Watsonville, Carmel Valley, and South Monterey County and to a variety of other destinations and attractions. Interregional services make the following connections:

- Monterey northward to Santa Cruz and San Jose
- Salinas southward to Fort Hunter Liggett, Camp Roberts, Paso Robles, and Templeton
- Salinas northward to San Jose.

Since 2002, MST has provided fixed-route transit service between the Salinas Valley communities of Chualar, Gonzales, Soledad, Greenfield, and King City. What began as a handful of round trips per day has grown into nearly hourly service along the Highway 101 corridor, connecting these communities to the Central Coast and beyond. MST currently operates lines 23, 82, 84, 85, and 86, which begin their routes at South County locations. For Line 23, the predominant commute pattern in the morning is from the south to the north and the opposite direction in the evening. To support this commute pattern, MST operates service from King City and travels northward with stops in Greenfield, Soledad, Gonzales, Chualar, and Salinas. Line 86 provides service farther north to San Jose. MST also operates public transportation serving the military at Camp Roberts and Fort Hunter Liggett, both in southern Monterey County. These military-focused routes reach as far south as Templeton in San Luis Obispo County.

Currently, MST deploys these fixed route buses from either its Monterey bus yard approximately 60 miles away or its Salinas bus yard, approximately 50 miles away. This results in “deadhead” trips which increase MST’s operating costs in fuel, maintenance, and labor due to additional distance and time. This type of operation is inefficient and causes unnecessary wear and tear on transit buses. Additionally, service restoration is substantially delayed in the event of a mechanical failure or other unforeseen event. The South County communities are expected to grow in the coming years, as this is one of few areas in Monterey County that has “water rights” to develop residential units. The Association of Monterey Bay Area Governments (AMBAG) estimates that the populations of South Monterey County cities, including King City, Greenfield, Soledad, and Gonzales, will increase by 45%, 45%, 31%, and 136%, respectively, over the next 20 years. With increased development, there would be additional demand for public transit service. In order to plan for this growth, MST will need to have a maintenance and operations facility in South County to run transit services for the increased number of people living in those cities.

### ***Site Selection Process***

MST’s Facilities Committee meets quarterly to discuss agency issues, such as the selection of an appropriate site location that would meet the broader agency needs as well as ensure that the site was located in an area that would not result in unavoidable equity impacts. Toward that end, the MST Board of Directors adopted Site Selection Goals, described further in 2.4.1 below, to assist in the process. These goals are also required under federal Civil Rights guidance, per Title VI of the Civil Rights Act of 1964, which requires that agencies ensure that the location is selected without regard to race, color, or national origin.

Several site locations were considered, including Soledad, Greenfield, and King City:

- Soledad Unified School District – This location was considered, but rejected because a joint agreement to use the school district’s bus yard was deemed financially infeasible. In addition, the City of Soledad has in excess of 20,000 residents according to the US Census, and, hence, is not eligible for a USDA rural assistance loan. In addition, this location was not large enough to accommodate a long-range buildout scenario and was in a densely populated residential area adjacent to a school.
- Greenfield – This location was considered, but rejected because of its close proximity to a residential area with a primarily minority population, which raised federal Title VI civil rights and Environmental Justice concerns.

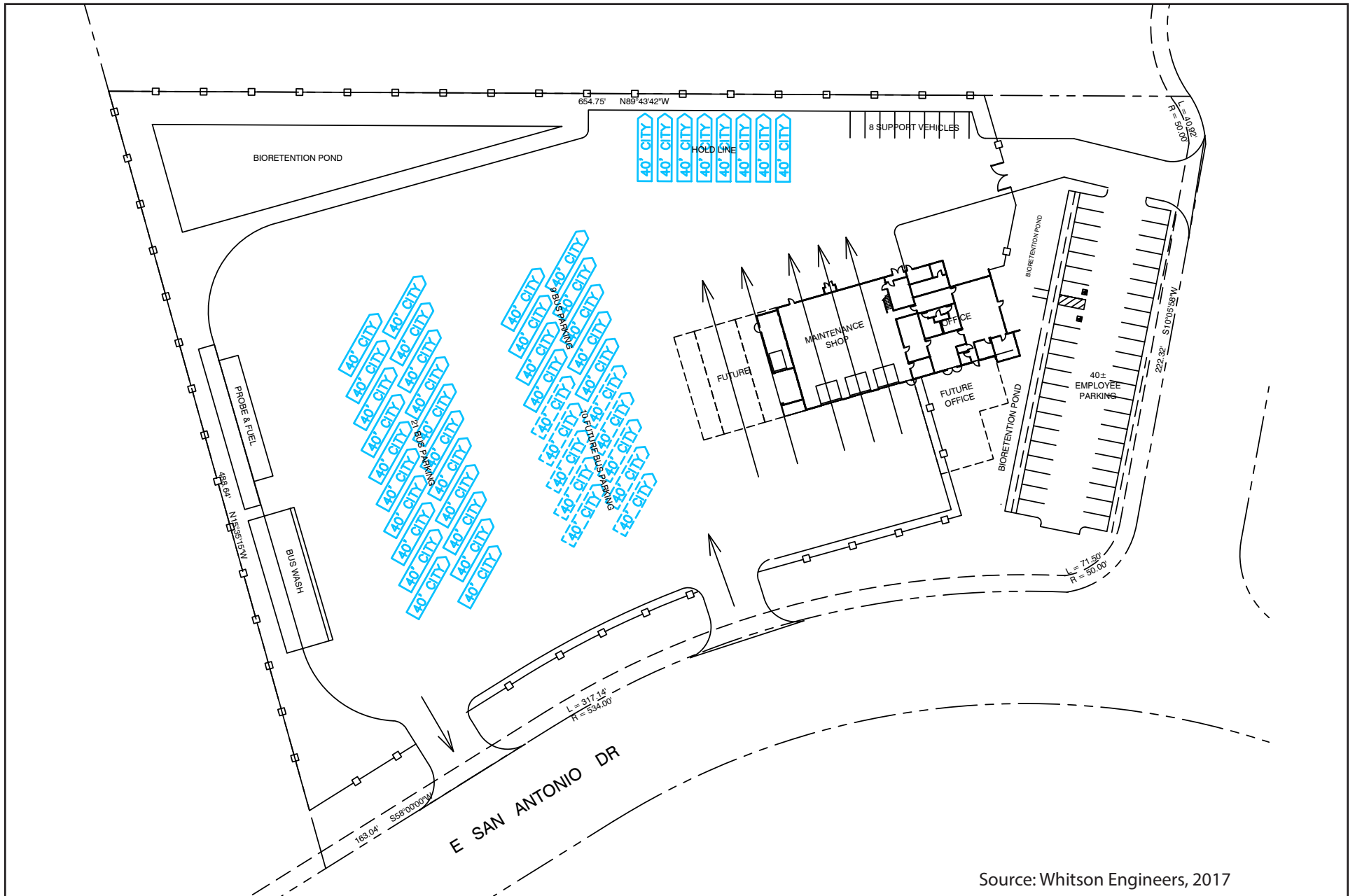
King City was determined to be the most centrally located and economically feasible option that had the fewest impacts on residential areas, including those with primarily minority occupants. Multiple industrial parcels were considered within King City, but ultimately the proposed project site was selected because it has access to two public roads, allowing for alternate egress if one of the two roads were blocked due to natural disaster or vehicle accident. It is also one mile from a planned multi-modal transit center that will be served by MST buses and future passenger rail. In addition, there are no easements or right-of-way issues.

### ***OVERVIEW OF THE PROPOSED PROJECT***

The proposed project consists of developing an approximately 4.8-acre, vacant parcel in King City, California to construct an operations and maintenance facility for vehicles that primarily serve southern Monterey County (**Figure 5**). The proposed project would accommodate future transit needs in the surrounding rural communities of Monterey's South County.

Through a formal procurement process, MST would select a design-build contractor to build the new facility. MST would use a design similar to the Salinas Operations and Maintenance Facility (**Figure 6**). The building would be a pre-engineered (Butler) type of building, constructed on a concrete slab and would have a metal roof and siding (**Figure 7**). The proposed project includes a maintenance area; an administration area; an area for parts storage, a mezzanine, steam cleaning, and other miscellaneous uses; and parking (**Figure 8**).

As such, the proposed project would fall under the permitted uses and adhere to the design requirements as stipulated by the Specific Plan. The Specific Plan defines the development framework, establishes the development and design standards, and identifies implementation measures to accommodate a well-planned business park. Manufacturing and other industries can be located in the East Ranch Business Park and operate away from the restricting influences of non-industrial uses, while maintaining an environment free from offensive or objectionable noise, dust, odor, or other nuisances (Specific Plan, 2007). The proposed project is allowed under the Specific Plan as an industrial type use, pursuant to acquiring a Conditional Use Permit and Architectural Review approval.



# Site Plan

Monterey-Salinas Transit  
South County Operations and Maintenance Facility Project

Figure  
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Photo 1. Maintenance and Administration Area.



Photo 2. Bus Parking Area.



Photo 3. Front Entrance.



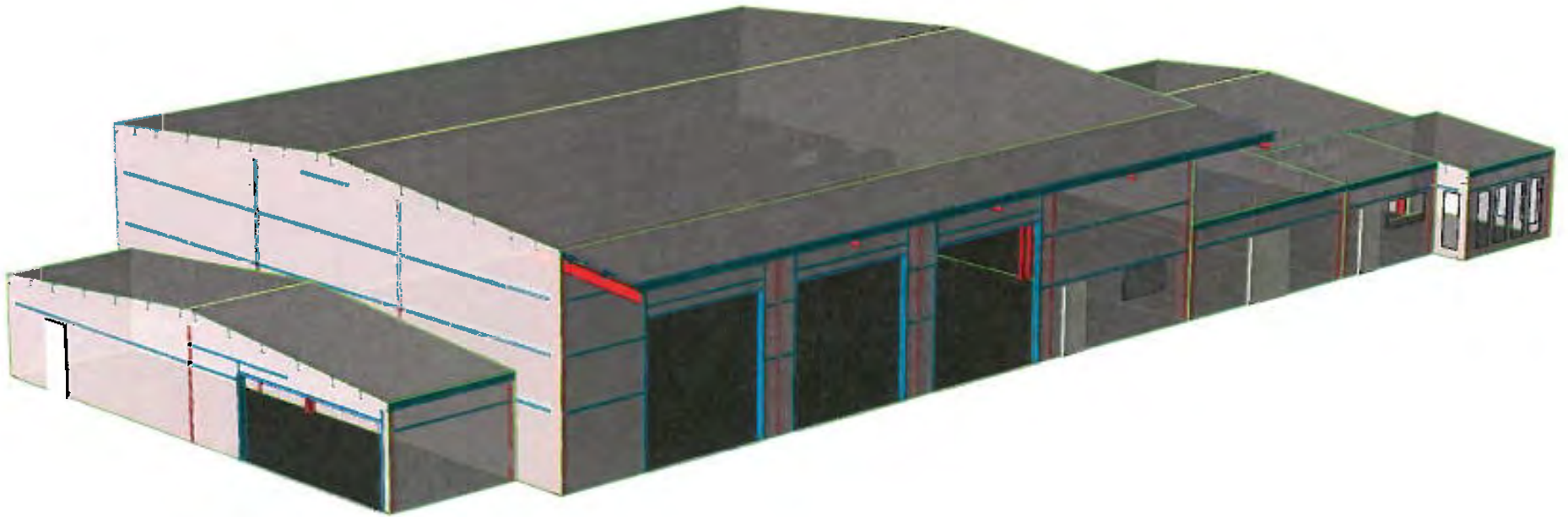
Photo 4. Landscaping.

Source: DD&A, 2017

# MST Salinas O&M Facility

Monterey-Salinas Transit  
South County Operations and Maintenance Facility Project

Figure  
6



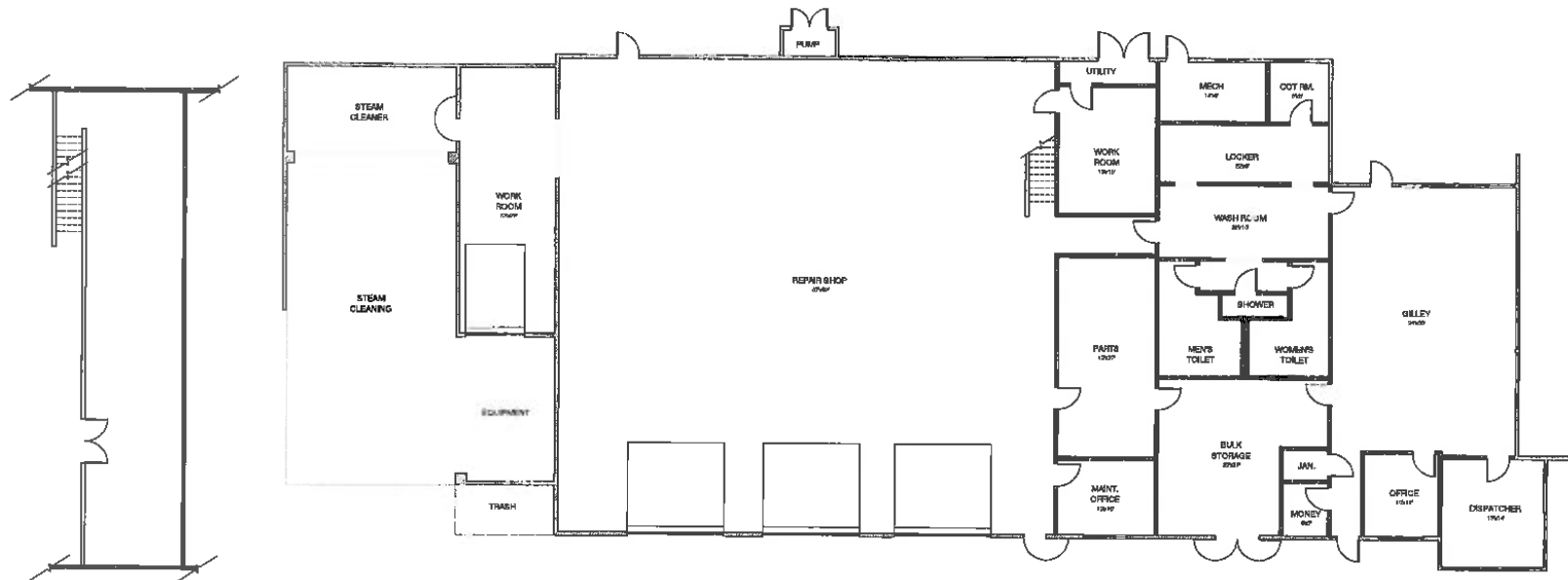
Source: Paul Davis Partnership, 2016

## Building Rendering

Monterey-Salinas Transit  
South County Operations and Maintenance Facility Project

Figure  
7





Mezzanine Floor  
Plan

Main Floor Plan

Source: Paul Davis Partnership, 2016

## Floor Plans

Monterey-Salinas Transit  
South County Operations and Maintenance Facility Project

Figure  
8

## ***Goals and Objectives***

As described above, the need to connect rural communities along the Highway 101 corridor has grown. As a result, MST needs to develop a bus maintenance and operations facility in southern Monterey County to accommodate future transit needs in these rural communities. The purpose of the proposed project is to support existing and future bus maintenance and operations needs to sustain public transportation beginning and ending service in South County and along the Highway 101 corridor.

The primary project objective is constructing a maintenance and operations facility to accommodate the bus fleet and to provide maintenance services. The proposed project approach, design, and implementation must align with MST guiding principles. Several important elements of the MST philosophy and mission are excerpted here from organization documents.

MST Mission Statement:

*“Advocating and delivering quality public transportation as a leader within our community and with our industry.”*

From MST Strategic Goals:

*Goal 2: “Provide quality transit and mobility management services.*

*Objectives/Outcomes: Develop and implement services, infrastructure and technologies to meet and exceed the expectations of customers, reduce subsidies and improve the image of MST in the community; continue to explore and implement new technologies and practices that enhance the overall customer experience, improve safety, reduce costs, attract new customers, retain existing customers, motivate employees and improve the value of MST in the community.*

*Indicators of Success:*

- *Passenger boarding growth rate that exceeds employment and population growth trends;*
- *Increased customer and stakeholder satisfaction; and*
- *Business conducted within approved budget and performance indicators including safety, efficiency, effectiveness, on-time performance, customer satisfaction, employee satisfaction and stakeholder satisfaction.*

*Menu of Tactics*

- *Fine tune existing service to improve convenience and on-time performance;*
- *Develop comprehensive service plan to focus limited resources on highest priority transit needs;*
- *Continue planning activities for Hwy 1 corridor transit improvements; and*
- *Upgrade and enhance technologies to improve customer experience.”*

*Goal 4: “Research, implement, and promote policies and practices that encourage environmental sustainability and resource conservation.*

*Objective: Implement economically sound and environmentally-friendly resource conservation policies that reduce MST dependence on scarce natural resources and the potential for negative environmental impact.*

*Indicators of Success:*

- *Compliance with EPA and California Air Resources Board mandates;*
- *Reduced consumption and related costs of utilities including water, natural gas, and electricity; and*
- *Reduced consumption of fossil and non-renewable fuels.*



### *Menu of Tactics*

- *Identify opportunities for energy, water, gas, and other resource conservation programs;*
- *Implement alternative fuel and low or zero emission bus technologies; and*
- *Monitor emerging technologies and determine cost-effective sustainable technologies and implement as appropriate.”*

From these source documents and discussions with leadership and the design team, MST developed several project objectives which support the organization’s overarching goals and objectives. These include:

- Accommodate future transit needs in rural communities.
- Reduce operational costs, vehicle wear and tear, fuel consumption, and vehicle emissions relative to fleet size by providing a maintenance and operations facility in Monterey’s South County, thus reducing the effects of deadhead trips from Salinas and Monterey, where the existing fleet is housed and maintained.
- Modernize facility and equipment to improve service efficiency and quality.
- Reduce potable water usage relative to fleet size.
- Increase facility energy efficiency.
- Provide a comfortable and safe environment within the building and around the usable site areas that promotes improved occupant health, safety, and productivity.

### **Site Selection Goals**

As previously noted, the MST Board adopted Site Selection Goals to ensure that the location of the new facility would not result in avoidable discriminatory impacts based on race, color, or national origin. These goals include those associated with site functionality, site efficiency, site development and site equity. The goals below include the evaluative measures that were used within each goal to determine how well each site compared to the goal. As previously noted, two sites in addition to King City were evaluated. However, King City selected as the preferred site, based on how well it performed against these goals.

Below is the evaluation summary matrix, including the goals and evaluation metrics that were used to evaluate the three sites.

**Table 1. Site Selection Evaluation Matrix**

Site Functionality Goal: Accommodate Bus Operations		King City	Soledad	Greenfield
Size				
1	Less than 3 acres	3	1	1
2	3 to 4 acres			
3	Greater than 4 acres			
Entry/Exit				
1	No direct access to site (requires road construction)	3	3	3
2	Direct access to site via one roadway			
3	Direct access to site via two roadways			
4	Direct access to site via more than two roadways			
SITE FUNCTIONALITY GOAL: TOTAL SCORE		6	4	4

Site Efficiency Goal: Reduce Deadhead Costs		King City	Soledad	Greenfield
Distance From End of Line				
1	Greater than 10 miles	3	1	1
2	5-10 miles			
3	1-5 miles			
4	Less than 1 mile			
Proximity to Future Intermodal Centers				
1	Greater than 5 miles	4	1	1
2	4-5 miles			
3	2-4 miles			
4	1 mile or less			
Proximity to Multiple Service Types and Routes				
1	No area serving routes within 1 mile of facility	4	3	3
2	Most area serving routes within 1 mile of facility			
3	All area serving routes within 1 mile of facility			
4	All area serving routes & other carriers (e.g. Greyhound) within 1 mile of facility			
Access to US 101				
1	No access to US 101 within 5 miles	3	3	3
2	Access to one US 10 interchange within 1-5 miles			
3	Access to two US 101 interchanges within 3 miles			
SITE EFFICIENCY GOAL: TOTAL SCORE		14	8	8
Site Development Goal: Keep Development Costs Low		King City	Soledad	Greenfield
Consistent with Local Plans				
1	Special variances required for construction and use	2	1	2
2	No special variances required for construction and use			
Context Sensitive Land Uses				
1	Not zoned for industrial use	2	1	2
2	Zoned for industrial use			
Existing Structures or Features				
1	Requires significant demolition and reconstruction	4	1	3
2	Requires some modification to structures			
3	No structures or utilities exist at or near location			
4	No structures exist, but site has access to utilities			
Existing Conditions				
1	Existing easements or Right of Way issues	2	2	2
2	No existing easements or Right of Way issues			
Environmental Considerations				
1	Existing environmental issues	3	1	1
2	No existing environmental issues but site is sloped and/or requires significant grading and/or construction to accommodate bus operations			
3	No existing environmental issues and site is flat			
SITE DEVELOPMENT GOAL: TOTAL SCORE		13	6	10



Demographic & Title VI Goal: Ensure Minority Residents & Businesses are not Disproportionately Affected		King City	Soledad	Greenfield
Impacts to Residents and Businesses				
1	Facility creates disproportionate impacts to protected residents and/or causes minority business displacement	3	1	1
2	Facility does not create impacts to protected residents but causes minority business displacement			
3	Facility does not create impacts nor causes minority business displacement			
Neighborhood Context				
1	Facility does not fit into other neighborhood or area uses	2	1	1
2	Facility fits into neighborhood uses			
DEMOGRAPHIC & TITLE VI GOAL: TOTAL SCORE		5	2	2
		King City	Soledad	Greenfield
TOTAL SITE SELECTION SCORE		38	20	24

## **PROJECT COMPONENTS**

### ***Maintenance Area***

A 4,600 square foot (sq ft) maintenance area would be constructed with 3 maintenance bays to service buses. The one-story building would include services for drivers, mechanics, and equipment related to bus maintenance. The new facility would be capable of maintaining 40 buses of varying sizes and types, including support vehicles which have been previously been serviced at off site vendors due to lack of facilities on-site. Additionally, the building would include: a machine and rebuild shop for engines, transmissions, and small components; overhead consumable services as required throughout the service bays; special dedicated HVAC and exhaust systems; parts storage areas; utilities and parts cleaning facilities.

### ***Administration Area***

The southeast half of the building would include a 2,830 sq ft administrative area for office work stations, restrooms, a break room, training room, storage, and a dispatch communication center. The drivers' facilities would include: a drivers' lounge with adjacent day lockers, a quiet room, kitchen with vending machine area, and toilet rooms with showers.

### ***Mezzanine, Steam Cleaning, and Other Miscellaneous Uses***

The northwest corner of the building would include an area (6,580 sq ft) for parts storage, mezzanine, steam cleaning, and other miscellaneous uses.

### ***Landscape and Irrigation***

Landscaping would be confined to the building entry, parking lot perimeter, and site perimeter. Existing plantings that are not removed during construction, if in good condition and climate appropriate, would be maintained. An irrigation system would be installed that meets current water efficiency standards.

### ***Parking***

The parking areas would accommodate 45 employee vehicles and 40 buses. Electrical infrastructure will be designed to accommodate as many as four all-electric buses and several all-electric agency cars.

### ***Utilities***

#### **Domestic Water**

The domestic water service provides water for the interior (domestic) uses, industrial processes (steam clean), and landscape irrigation. The King City water supply system is owned and operated by California Water Services Company (“Cal Water”), a public utility regulated by the State Public Utilities Commission. New water system piping would be installed, including purple pipe to connect to future recycled water pipelines. The proposed project would include a new efficient bus wash as well as a mechanical and steam cleaning system. It is anticipated that the project would use 2 acre feet per year (AFY) of water.

#### **Wastewater System**

The proposed project site would receive sanitary sewer collection service from the King City Public Works Department. The proposed project would be served by a sanitary sewer main connecting to the existing City sewer line in the street right-of-way adjacent to the property.

#### **Natural Gas**

Pacific Gas and Electric Company (PG&E) would provide natural gas service to the proposed project site.

#### **Storm Drainage**

The proposed project site is located within the King City Specific Plan planning area for which storm drainage facilities have been developed.

On-site storm drainage improvements would be provided in conformance with “General Permit For Storm Water Discharges Associated With Industrial Activities,” NPDES No. CAS000001, WQO 2014-0057-DWQ (the “Industrial Permit”); “Construction General Permit for Discharges of Storm Water Associated with Construction Activity,” Construction General Permit Order 2009-0009-DWQ (the “Construction General Permit”); and Central Coast Regional Water Quality Control Board Resolution No. R3-2013-0032, “Approving Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region” (the “Regional Permit”). The proposed project would include Low Impact Development (LID) measures, such as limiting areas of disturbance and limiting impervious surfaces (Regional Permit Tier 1); treating runoff (Industrial Permit Treatment Control BMPs and Regional Permit Tier 2); stormwater retention (Regional Permit Tier 3); and peak flow control (Regional Permit Tier 4).

### ***Site Fencing***

The proposed project site would include security fence similar to the one shown in Photo 4 in **Figure 6**. In addition, a new site gate would be installed as part of the proposed project with secure access.

### ***Security***

The project would include security fencing with an access gate secured by cameras and electronic readers for authorized personnel only. The buildings would be equipped with multiple security cameras to monitor interior and exterior areas, as well as security access into the buildings.

### ***Information Technology Infrastructure***

MST will arrange for a dedicated connection via the existing fiber infrastructure approximately 400 yards from the site for its technology needs.

## ***CONSTRUCTION SCHEDULE AND EQUIPMENT***

Construction of the proposed project is expected to occur over a period of 12 months, beginning March 2018 and continuing until the anticipated completion in February 2019. Construction would be limited to weekdays between the hours of 8 AM to 5 PM (no night-time construction).

In support of these activities and for the assumptions for this document, the types of equipment that may be used at any one time during construction may include, but not be limited to:

- Excavator
- Backhoe
- Dump Truck
- Delivery Truck
- Water Truck
- Winch/Pulling Unit and Cable with Bursting Head
- Slurry Separation Unit
- Asphalt Paver
- High reach forklift

Staging areas for storage of construction equipment and other materials would be located at easily accessible, nearby locations in order to minimize hauling distances and traffic impacts. The staging areas would be located within the project site. The contractor would be required to confirm available staging area locations with MST.

## ***PROJECT APPROVALS AND PERMITS REQUIRED***

The project site is located within King City and is considered an allowed use under the Specific Plan as an industrial type use. The proposed project would require the following permits and approvals:

- King City – Grading Permit, Conditional Use Permit (Planning Commission approval), Building Permit, Fire Department Review, Architectural Review;
- Monterey Bay Air Resources District – Authority to Construct and Permit to Operate: Gasoline Storage/Dispensing Facility;
- Regional Water Quality Control Board – General Construction Permit;
- Monterey County Airport Land Use Commission;
- MST Board Approval;
- Monterey County Environmental Health Permit; and
- State of California Water Resources Control Board Permits - General Permit For Storm Water Discharges Associated With Industrial Activities,” NPDES No. CAS000001, WQO 2014-0057-DWQ; “Construction General Permit for Discharges of Storm Water Associated with Construction Activity,” Construction General Permit Order 2009-0009-DWQ; and Central Coast Regional Water Quality Control Board Resolution No. R3-2013-0032, “Approving Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region.”