

# TOWN OF PALM BEACH

Information for Town Council Meeting on: September 13, 2022

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TO: Mayor and Town Council

VIA: Kirk W. Blouin, Town Manager

FROM: H. Paul Brazil, P.E., Director of Public Works

RE: Evaluation of Alternatives to Relocate Garbage and Recycling Pickup at Lake Drive Park  
- Update

DATE: August 29, 2022

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## **STAFF RECOMMENDATION**

Town staff is providing an update on this subject and requests direction from the Town Council concerning the implementation of a temporary solution on a trial basis as outlined below.

## **GENERAL INFORMATION**

At the July 12, 2022 Town Council meeting, staff presented various alternatives for consideration to achieve the collection of marina garbage in the vicinity of the existing Public Works facility and parking lot. The key discussion items and direction from that meeting are summarized as follows:

- The preferred alternative consists of using a small garbage truck (six (6) cubic yards capacity) on a trial basis, preferably during season to obtain input from neighbors and in particular the residents of 315 S. Lake Drive property.
- In order to minimize impacts in the short term, the temporary trial use will include only one truck and garbage/recycling will be consolidated.
- No permanent hardscape will be installed yet, and removal of existing vegetation would be kept to the minimum necessary along with temporary surface (gravel/stone) for the garbage truck to park in the southwest portion of the site.
- Golf carts collecting the garbage will use the Lake Trail to travel into the rear of the PW parking lot using the existing gate near Palm Way dock, with a temporary surface installed there also (gravel/stone) in lieu of the existing turf ramp.
- A minimum fire lane with 20-foot width would need to be preserved through the PW parking lot.
- A summary of net greenspace changes was requested along with calculations to correspond to the impact of those new changes. More detail on this is provided below.
- The existing solid waste area would be maintained to the maximum extent possible, to avoid losing marina storage space under that canopy (golf cart storage, etc).
- Replacement of the existing green canopy with a new structure to support a tile roof would be investigated.
- Any permanent future changes in hardscape or landscape would need to be reviewed and approved via the Landmarks Preservation Commission (LPC) process.

Staff has worked with Chen Moore and Associates to refine the proposed alternatives to address the above items. A graphic showing the proposed layout will be presented and is attached. Since there are temporary and permanent scenarios involved, they are summarized separately below.

**Temporary (Trial) Alternative:**

The short-term costs to perform this on a trial basis would include the rental of a 6CY garbage truck estimated at \$5,500/month, fuel and maintenance for the truck at \$300/month, and pickup/delivery fee to drop off and pick up the rental truck estimated at \$2,000. On an annual basis these costs would be about \$72K for the rental truck. Labor cost for the equipment operator to drive the truck would need to be included also. Purchase of a garbage truck would cost \$121,000 currently and with 10-year useful life would have a monthly cost of \$1,812 for depreciation, fuel and maintenance.

Costs to clear/grub the existing vegetation, install gravel/stone base material for temporary ramp and truck parking space would be approximately \$25K. Total estimated cost for the trial alternative is about \$97K (\$72K for rental truck plus the \$25K for site work to implement it) plus labor costs.

The temporary alternative would not provide any hardscape revisions, so the greenspace calculations associated with it are not applicable. Those are addressed for the permanent alternative below, since it would involve hardscape/landscape revisions.

**Proposed Permanent Alternative(s):**

Pending successful completion of the trial period, and if permanent changes are implemented, the hardscape revisions to be made are estimated as follows:

Garbage truck parking pad *	=	305 SF added
Paved ramp from Lake Trail to PW gate (6'wide)	=	<u>127 SF</u> added
Total hardscape impervious area	=	432 SF added
Hardscape removed (compactor driveway)	=	<u>232 SF</u> removed
Net hardscape added	=	200 SF net

\*(assumes single truck only with 9'x21' dimensions)

Staff has reviewed the calculations provided by the consultant during the design of the Lake Drive Park improvements, and that results in a net gain of 317 SF. A copy of that calculation is attached for reference. The final net hardscape change based on the above assumptions would be a small gain of 117 SF, and allow for the existing concrete slab and covered area to remain for marina golf cart storage, etc. This assumes that only one garbage truck parking space is provided. The calculations to provide the double parking spaces for two trucks would require demolition of the entire slab and canopy area at the existing compactor area. This is shown in the Chen-Moore report as Exhibit EX-2.

Permanent hardscape would be added for the pavement addition for truck parking, connector ramp from Lake Trail to the parking lot, and hardscape would be subtracted for removal of the existing compactor driveway (for 208SF green space recovery). Cost for that demolition and replacement with landscaping would be \$20K. Costs for new pavement and ramp would be \$30K. Design fees for permanent revisions would be about \$15K.

The costs to remove the existing canopy and frame to provide a new tile roof supported on a new structure were also requested and that would be \$150K, and an additional design fee of \$30K would be required to include LPC application and review process. The existing concrete slab appears to be adequate to also support a small 6CY garbage truck if having that resource located in the new structure was an option that might be considered.

The total estimated cost of the possible improvements if the permanent revisions are made would be approximately \$245K, plus the labor costs and garbage truck purchase as previously noted.

### **FUNDING/FISCAL IMPACT**

The funding impacts associated with this item would be further evaluated once the trial period has been completed, and any desired adjustments made to this work. Estimated costs for the temporary trial period are \$97K (excluding labor costs), and the estimated costs for the proposed permanent work are \$245K (excluding labor costs and truck purchase cost).

### **PURCHASING REVIEW**

This item has been reviewed by the Purchasing Manager for concurrence.

### **Attachments**

cc: Carolyn Stone, Assistant Town Manager  
Eric Brown, P.E., Assistant Director Public Works  
Chester Purves, Services Division Manager  
Paul Colby, Facilities Maintenance Division Manager