PRINCE GEORGE'S COUNTY
SOLID WASTE TRANSFER STATION
SELECTION CRITERIA

COMMUNITY WORKSHOP

Introduction

The Prince George's County's refuse landfill at Brown Station Road will reach its permitted capacity in 2011. The County decided not to develop a new landfill within the County. Instead the County will transfer its refuse to one of the several modern, large, commercial landfills operating in the mid-Atlantic region.

Consequently, the County needs to develop a new transfer facility for consolidating the refuse into larger vehicles for shipment instead of requiring that individual refuse trucks transport refuse outside the County. The County will carefully site the facility so that it not only meets the various technical requirements, but also minimizes the impact to the neighboring communities.

To date, no location has been selected. At this time, the County is asking the community to participate and voice their opinion in the development of the site selection criteria. These criteria will be used to evaluate properties in the entire County and identify likely candidate sites.

A list of possible criteria was prepared to use in this community outreach process. These criteria represent best practices for the industry and have been used in various combinations by communities across the country in selecting sites for solid waste transfer facilities. While it is not an exhaustive list, it should give you a sense of the considerations that are commonly employed in making such decisions. The list of criteria has one or more measures that can be used to quantify, as objectively as practical, the magnitude of that criterion in relation to a given site.

Community Input Process

We ask you to perform three (3) services as part of this process:

1. Examine and discuss the significance or the importance of each criterion to you;
2. Evaluate and discuss the components of each criterion; and
3. Suggest other appropriate alternative or additional criteria and/or their components.

Please remember to rank the criteria in order of importance within your focus group.

You are welcome to suggest new criteria as well as other measurement parameters. Feel free to use this form to make notes or comments.

CANDIDATE CRITERIA AND MEASUREMENT COMPONENTS

Criteria 1: **LAND AREA**		
Component	Description	Rank
A Site Acreage	Area needed to build and operate Transfer Station which is generally 12 acres but can be smaller or larger depending on terrain, shape, and other factors.	
B Site Shape	Contour of site to build and operate a Transfer Station. It can be more difficult to design and operate and Transfer Station on a narrow site.	
C Woodland Cover	Acreage and location to perimeter of the Transfer Station site. *Question: How far should woodlands be from the Transfer Station Site Boundary?*	
D		

Criteria 2: **ENVIRONMENTAL IMPACT**		
Component	Description	Rank
A Woodland Clearing	Construction of a Transfer Station would require removal of mature trees and other plant life existing on site.	
B Wetlands Losses	Wetlands are areas where water covers the soil, or is present either at or near the surface of the soil all year or for varying periods of time during the year, including during the growing season. Water saturation (hydrology) largely determines how the soil develops and the types of plant and animal communities living in and on the soil.	
C Wildlife	Rare, threatened, or endangered species of flora or fauna may be impacted by construction and operation of a Transfer Station.	
D Air Emissions and Energy Conservation	Emissions from trucks that collect refuse. Distance traveled from refuse generation areas to Transfer Station and the number of truck trips increases vehicle emissions requires more energy	
E Environmentally-Sensitive Resources	Examples include aquifer recharge zones, ecological resources, working farmland, etc.	
F		

Criteria 3: **SITE AVAILABILITY**		
Component	Description	Rank
A Willing Seller	Land owner receptive to negotiate sale.	
B Condemnation	Officially pronounced unfit for other land uses.	
C Public Ownership	Land owned by local, regional, or state government	
D		

Criteria 4: **TRANSPORTATION**		
Component	Description	Rank
A Distance to Major Transportation Routes	Direct and convenient access to truck routes, major arterials, and highways.	
B New Roads or Road Improvements	Development of new roads or significant road improvements required for trucks utilizing the Transfer Station. *Question: How many miles of new road or significant road improvements are reasonable?*	
C Ability to Utilize Rail	Direct access to rail lines will significantly reduce the number of large transfer trailers leaving the station and traveling area roads.	
D Inbound & Outbound Truck Routes	Ability to avoid routing traffic through residential areas which can lead to traffic congestion; increased risk to pedestrians; increased air emissions, noise, and wear on roads; and might contribute to litter problems.	
E		

Criteria 5: **ENGINEERING CONSIDERATIONS**		
Component	Description	Rank
A Topography	Transfer stations often are multilevel buildings that need to have vehicle access at several levels. Completely flat sites need ramps or bridges constructed while steep slopes might require extra costs associated with earthmoving and retaining walls.	
B Soils and Geology	Poor soils can increase development costs	
C Proximity to Utilities	Transfer stations require electricity to operate equipment, such as balers and compactors; lighting; water for facility cleaning, restrooms, and drinking; and sanitary sewer systems for waste-water disposal.	
D Easements and Rights-of-Way	Easements and Rights-of-Way can increase design and operational costs.	
E Geotechnical Constraints	Geotechnical constraints such as shallow groundwater may increase design and construction costs.	
F		

Criteria 6: **LAND USE**		
Component	Description	Rank
A Present Land Use		
B Present Zoning	A Transfer Station is only permitted as a Special Exception in the I-2 Industrial Zone.	
C Surrounding Zoning and Land Use		
D		

Criteria 7: **COMMUNITY IMPACT**			
Component		Description	Rank
A	Proximity of Residential Areas	Distance from Transfer Station to residential areas *Question: What distance from the Transfer Station border to residential areas is reasonable?*	
B	Setback	Distance from the Transfer Station building or operating areas to the site property border.	
	Screening	Screening can be natural or constructed and can take many forms, including open spaces, fences, sound walls, trees, berms, and landscaping.	
C	Proximity of Sensitive Receptors	Distance from the Transfer Station to schools, churches, recreation sites, day care facilities, retirement communities, etc.	
D	Historical/Cultural Considerations	Distance from the Transfer Station to historical and/or cultural sites.	
E	Proximity of Other "Nuisance" Facilities	Distance from the Transfer Station to other "nuisance" facilities such as power plants, water treatment facilities, etc.	
F			

Criteria 8: **ECONOMIC CONSIDERATIONS**			
Component		Description	Rank
A	Land Cost	Purchase price, fees, taxes	
B	Permitting Cost	Depends on complexity of the project and number of experts required	
C	Development Costs	Re-grading, distance to nearest utilities, road access	
D	Operating Costs	Technology selected for refuse disposal which may be influenced by site conditions	
E	Transfer and Haul Costs	Influenced by site's ease of access and distance to both sources of waste and disposal site	
F	Cost Relative to Least Expensive Site	Degree to which County should consider criteria other than economic considerations when siting the Transfer Station. *Question: How many times the cost of the least expensive site would be reasonable for the cost of the "best" site?*	
G	Prior Land Uses	Elements that would require mitigation and increased costs.	
H			

Criteria 9: **OTHER CRITERIA**		
Component	Description	Rank
A		
B		
C		

RANK ALL CRITERIA	
Criteria	Rank
1 Land Area	
2 Environmental Impact	
3 Site Availability	
4 Transportation	
5 Engineering Considerations	
6 Land Use	
7 Community Impact	
8 Economic Considerations	
9 Other	