



## APPROVED COMMUNITY-SPECIFIC CRITERIA

Criteria	Application	Weighting Factors	
		Importance	Value
<b>1. ENVIRONMENTAL JUSTICE CONSIDERATIONS</b>			
<p>Consideration: The following questions should be asked with respect to each site:</p> <ol style="list-style-type: none"> <li>1. What are the environmental justice implications if this site is selected for the proposed transfer station?</li> <li>2. If a potential site has environmental justice implications, have all Orange County residents been given adequate notice of the issue, relevant information, and opportunities to give meaningful input before the final decision (site selection) is made?</li> <li>3. Does siting of the proposed transfer station have a potentially cumulative environmental impact on a specific community or neighborhood?</li> <li>4. If a proposed site may be environmentally unjust, is there an alternative resolution that would have a less disparate impact while still accomplishing our core purpose?</li> </ol> <p>Definition: The fair treatment and meaningful involvement of people of all races, cultures, incomes, age or disability, and educational levels with respect to the development and enforcement of environmental laws, regulations, policies, and decisions. Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, transportation, governmental, and commercial operations or policies.</p>	<p>Candidate sites will be respectively ranked considering inequitable sharing of negative environmental consequences and potential cumulative environmental impacts on proximate communities or neighborhoods.</p>	Extremely Important	20
<b>2. IMPACT ON AIR QUALITY</b>			
<p>Consideration: Increased air pollution is a concern for projects with transportation components. The various vehicular emissions that are regulated include nitrogen oxides, particulates, non-methane hydrocarbons, carbon monoxide, and carbon dioxide. Therefore, potential changes in emissions that could affect these pollutant levels are the primary focus of this criterion.</p> <p>Definition: Overall percentage increase in nitrogen oxides, particulates, non-methane hydrocarbons, carbon monoxide, and carbon dioxide emissions resulting from collection vehicle hauling and operation.</p>	<p>Candidate sites will be ranked with respect to potential percentage increase in exhaust emissions (nitrogen oxides, particulates, non-methane hydrocarbons, carbon monoxide, and carbon dioxide emissions) from collection vehicles as computed using the additional haul distance measured from the waste generation centroid to the proposed site. The site with the lowest percentage increase will be ranked highest. <u>Greening Garbage Trucks: New Technologies for Cleaner Air</u>, 2003, will be used to establish emission rates for the various pollutants.</p>	Very Important	10

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<b>3. IMPACT ON THE LOCAL INFRASTRUCTURE</b>			
<p><b>Consideration:</b> Within a community, the residents have needs that must be met to maintain a certain minimum standard of living and quality of life. From an infrastructure standpoint, these needs typically include homes, transportation (streets, roads, sidewalks, and drainage), energy (gas and/or electricity), telecommunications, and water and sewer service.</p> <p><b>Definition:</b> Potential impact upon connector streets and roads from the standpoint of increased collection and transfer traffic volume and suitability of roadway designs for heavy truck traffic. Electric, water, and sewer service will be assessed with respect to availability, capacity, and impact of transfer station usage on existing systems.</p>	Sites with available electric, water, and sewer service (within 1000 feet of the transfer station site) and suitable roadway connector design will be ranked the highest. Existing roadway features will be compared to minimum standards for industrial access roads.	Important	5
<b>4. ADJACENT LAND USES</b>			
<p><b>Consideration:</b> Official land use provides information on the actual or customary use of the community. However, zoned or planned land uses may not show how different parcels of land are actually used. The zoning/planning use and actual use, and existing customary uses associated with a candidate site should be examined.</p> <p><b>Definition:</b> Potential impact upon a community's existing use of space (e.g., restriction of open space or outdoor uses, traffic volumes, or patterns that create barriers to crossing of streets and/or neighborhood connectivity) resulting from transfer station or infrastructure development.</p>	The candidate site with the least potential impact in terms of change in actual or customary uses on adjacent properties (within 500 feet of transfer station property boundary) will be ranked highest.	Extremely Important	15
<b>5. PROXIMITY TO SCHOOLS, CHURCHES, AND RECREATION SITES</b>			
<p><b>Consideration:</b> How near a facility is to parks, schools, churches, retirement centers, hospitals, or other public areas where people congregate can be a concern from the standpoint of both physical and environmental safety (vehicle exhausts, liquid, fugitive emissions, and odor) from facility-related operations or traffic.</p> <p><b>Definition:</b> Potential impact of facility-related traffic through "sensitive" community areas (e.g., schools and/or other public areas) including pedestrian safety, collection or transfer vehicle exhausts, fugitive emissions, and odor.</p>	Candidate sites with street or roadway connector access that least impact sensitive community areas will be ranked highest.	Extremely Important	15

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<b>6. NUMBER OF RESIDENTS IMPACTED</b>		Extremely Important	15
<p>Consideration: Residents adjacent to the site may be impacted in some manner by collection and transfer vehicle traffic and from operation of the proposed transfer station. Potential impacts would largely occur in the form of nuisance impacts (noise and odor), traffic, air emissions, and visibility of the facility.</p> <p>Definition: Number of residents living in dwelling units adjacent to the site.</p>	The site with the fewest number of adjacent residents will be ranked the highest. Residents living within 500 feet of the proposed site property boundary and within 501 feet to 1000 feet of the proposed site property boundary will be considered. The number of potentially impacted residents used in this evaluation will be computed by adding 50 percent of the total number of residents living within the 501 feet to 1000 feet zone to the total number of residents living within the 500 feet zone. The most current population data (GIS/Land records data) available from the Orange County Planning and Inspections Department will be used. Refer to Environmental Justice considerations for further application guidance (Community-Specific Criteria No. 1).		
<b>7. PRESENCE OF NATURAL BUFFERS</b>		Very Important	10
<p>Consideration: To mitigate the impact on the surrounding community, a transfer station should be located in an area that provides separation from sensitive adjoining land uses and/or residences. Natural buffers should be maintained to reduce the visibility of the facility and to provide noise abatement and air quality filtering.</p> <p>Definition: Presence of on-site open space, natural wooded areas, trees, topographic relief, or other features that provide separation from adjoining land use or residences.</p>	A site that provides the most buffer width in terms of wooded area or other natural screening feature(s) (e.g., hills) around the perimeter of the property will be ranked the highest.		
<b>8. IMPACTS ON EXISTING BUSINESSES</b>		Very Important	10
<p>Consideration: Negative impacts can range from the acquisition of a business or businesses, subsequent demolition, to a change in vehicular or pedestrian access, and permanent losses in business volume. Any of these conditions can exist alone or in combination with one or more of the others.</p> <p>Definition: Business impacts will include acquisition of a business or businesses and impacts on adjacent businesses, if any. Adjacent businesses will be classified in one of four ways: destination-oriented, nondestination-oriented, highway-oriented, and interchangeable.</p>	A site that does not require the acquisition of a business or businesses and/or that impacts the least number of destination-oriented businesses will be ranked the highest. Adjacent businesses will be defined as those businesses located within 1000 feet of the proposed site that would share connector road or street access with the transfer station.		

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<b>9. BUFFER ZONES AND SCREENING MEASURES</b>			
<p><b>Consideration:</b> Sufficient buffer zones and screening measures are important considerations in the development of a transfer station. In terms of visual amenity, the ability of the topography and landscape of an area to provide natural screening should be taken into account. If there is no natural screening, it might be necessary to increase the buffer zone. The wider cumulative impact that proposed development can have on the off-site landscape, in particular, on environmentally-sensitive areas adjacent to the site, should also be taken into consideration. Development needs to be sensitively sited so as not to impact adversely on landscapes or by spoiling views and natural beauty.</p> <p><b>Definition:</b> Ability of off-site topography and landscape in the immediate area including open spaces, greenways, natural or wooded areas, and streams to provide natural screening of the site.</p>	The site that has the best adjacent natural screening will be ranked the highest. Five additional points will be added to the "total score" of any site with adjacent natural screening comprised mainly of wooded areas (trees).	Important	5
<b>10. TRAFFIC COMPATIBILITY</b>			
<p><b>Consideration:</b> Transfer stations often receive surges of traffic when collection vehicles have finished their routes. Transfer station traffic varies locally but tends to peak twice a day. The first peak is often near the middle of the day or shift, and the second at the end of the day or shift. Therefore, the best sites for transfer stations are located away from areas that have midday traffic peaks and/or school bus and pedestrian traffic. Other considerations include: restrictions on vehicle traffic routes, bike lanes and pathways (priority bicycle routes), and congested areas with dangerous intersections.</p> <p><b>Definition:</b> Compatibility of projected transfer station traffic volume and vehicle types with existing traffic mix and flow patterns in the immediate area of the site. Priority bicycle transportation routes (adopted April 1999) as shown in the 2030 Draft Orange County Comprehensive Plan, dated May 6, 2008, will also be included in the evaluation of traffic compatibility.</p>	Sites with street or roadway connector access that do not currently or are not projected in the future to exhibit significant midday traffic peaks or significant traffic compatibility conflicts with school bus, pedestrian, or bicycle traffic shall be ranked highest. Land use and development within one half mile radius of proposed site will be used to assess potential compatibility issues related to connector streets and roads.	Very Important	10
<b>11. IMPACT ON HISTORICAL OR CULTURAL FEATURES</b>			
<p><b>Consideration:</b> Communities develop where they do for any number of reasons. It is likely the location had easy access to water. Oftentimes, communities sprouted up as railroad whistle stops or at the intersection of two main roads. For others, the location was of military or political interest or was otherwise defensible. Perhaps, a certain natural resource gave rise to industry in the area, or the farmland was fertile, or the scenery was picturesque. Such natural features shape the histories and cultures of any community, influencing who decides to live there, the bonds and traditions of those people, the organizations they create, and the values they collectively embrace. In turn, these cultural values greatly influence how the community interacts with and makes use of its natural assets.</p> <p>Understanding the community's history, values, goals, and aspirations provides an important starting point for preserving the area's natural resources and assets. Consequently, this criterion's main goal is to explore the community's history and culture in an effort to identify those things the community feels are most important.</p> <p><b>Definition:</b> Natural or manmade features that shape the histories and cultures of the community, influencing who decides to live there, the bonds and traditions of those people, the organizations they create, and the values they collectively embrace.</p>	<p>Identify the most important cultural or historic features in the immediate area of the proposed candidate transfer station site including sites that host cultural traditions and events, historic land uses, and local institutions. The site that has the least number of historical and cultural features located on properties within 1000-foot of the site boundary will be ranked the highest. Cultural and historic features shall be defined as indicated in Criterion 8 (Sites with Protected Sites of Historical, Archeological, or Cultural Significance) of the Exclusionary Criteria.</p> <p>Refer to Environmental Justice considerations in Community-Specific Criteria No. 1.</p>	Very Important	10

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<b>12. COST CONSIDERATION</b>		Important	5
<p>Consideration: The characteristics of a site can significantly impact transfer station construction costs (e.g., sites with steep slopes may require extra costs associated with earthmoving and retaining walls; site access may require construction of turning lanes; off-site improvement of utilities may be required to provide adequate capacity).</p> <p>Definition: Preliminary site development costs including site acquisition, roadway access, utility extension, on-site roadways, retaining walls, and drainage structures.</p>	The candidate site with the lowest preliminary site development cost estimate will be ranked highest.		