

ATTACHMENT A

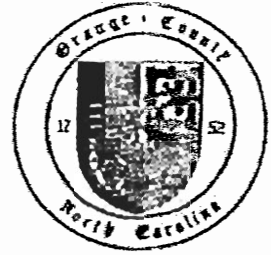
**A RESOLUTION ACCEPTING THE REPORT ON
SITING THE ORANGE COUNTY SOLID WASTE TRANSFER STATION
Resolution No. 131/2006-07**

BE IT RESOLVED by the Board of Aldermen of the Town of Carrboro that the Board receives the report on two possible sites for the Orange County solid waste transfer station and direct staff to provide the following comments to the Orange County Board of Commissioners:

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MOSES CAREY, JR. CHAIR
BARRY JACOBS, VICE CHAIR
VALERIE P. FOUSHIE
ALICE M. GORDON
MIKE NELSON

ORANGE COUNTY BOARD OF COMMISSIONERS
POST OFFICE BOX 8181
200 SOUTH CAMERON STREET
HILLSBOROUGH, NORTH CAROLINA 27278



February 8, 2007

Mayor Mark Chilton
Town of Carrboro
301 West Main Street
Carrboro, N.C. 27510

Dear Mark:

As you know, the Orange County Landfill is expected to reach capacity in 2010. As you are also likely aware, the County has been investigating opportunities to locate a transfer station in the County that could be utilized to sort solid waste for transport to a receiving facility(ies) outside the County. During recent months, the County has been reviewing, to varying degrees, two potential transfer site locations – one on the existing landfill property on Eubanks Road, and one located along Highway 70 East in the eastern central portion of the County.

The Board of Commissioners has requested that I solicit input from you and the Board of Aldermen regarding the two proposed sites. Specifically, we would appreciate any thoughts you may have regarding the following question:

Does the Town of Carrboro wish to have the County consider the Highway 70 East site in eastern central Orange County based on the additional costs and other potential issues that it will create for the Town?

Our staff conducted a site evaluation for each of the two potential sites, a copy of which is attached. You will note at the bottom of the first page the additional estimated annual hauling costs for the Town associated with the Highway 70 East site. There is also some concern that the fleet of solid waste vehicles that the Town currently uses may not be well-equipped to handle the transporting of the Town's solid waste to this potential facility location.

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The Commissioners are trying to move expeditiously on this matter due to the short timeframe that the County has to both identify a site and construct a transfer station by the time the landfill reaches capacity. The Board would appreciate any input that you and the Board of Aldermen can provide on the above as well as any other thoughts regarding either of the two potential sites, and I would appreciate any feedback by February 23, 2007, if possible. Should additional information from the County facilitate your prompt response, please contact County Manager Laura Blackmon or me directly.

Sincerely



Moses Carey, Jr., Chair
Orange County Board of Commissioners

Attachment

CC: Board of County Commissioners
Gayle Wilson, Solid Waste Director

TRANSFER STATION – SITE EVALUATION SUMMARY

	A - Eubanks Road	B - Highway 70 East
Site Description:	Current Landfill Property North of Eubanks Road	19.05 Acre Property Currently For Sale
Interstate Access:	Excellent - I-40, Exit 266 1-mile	Excellent - I85, Exit 170 ½-mile
Zoning Classification:	Mixed Use Office & Institutional 1	Zoned EDD in Eno Economic Develop. District The BOCC has jurisdictional authority as it pertains to permitted uses within the Economic Development District. Current zoning classification may be interpreted to include a transfer station as a permitted governmental purpose.
Proj. Land Acquisition Costs:	None	Asking \$3,800,000
Proj. Construction Costs:	\$4,700,000	Feasibility study has not been conducted. Assume construction costs similar to Eubanks, except for any environmental comp- lications which might arise.
Hauling Cost Estimates – (Represent additional cost estimates above/beyond present costs.):		
	Chapel Hill	\$193,200 annually plus \$395,600 in start up costs for route expansions
	Carrboro	\$142,000 annually
	Hillsborough	Approx. (\$1,500) annual savings
	Orange Co – PW	\$52,174 annually plus \$227,174 start up costs for route expansions

University		May decide to haul elsewhere; did not ask contractor to provide estimate.
Solid Waste Oper. Cost Est.: Staff/Equip.	No Staff/Equip.	Annualized cost of \$254,664 plus travel of equipment/mechanics to conduct maintenance and repairs
Environmental Considerations:	No increase in air emissions from collection vehicles; located under existing DENR environmental permit and associated monitoring; sewer available.	Distance from centers of waste generation results in additional vehicle emissions; Due diligence may indicate property to have environmental contamination and/or be in a non-compliant DENR status.
Community Reaction:	See Jan. 18 neighborhood meeting summary.	Unknown. Staff has not been directed to organize and conduct a community meeting.
Customer Service Impacts:	Provides virtual one-stop waste management services; no change in existing waste management practices	Will create separate waste management facility for operations and fragment waste disposal delivery top customers.
Estimated Timeline:	Likely to be designed, permitted and constructed by summer of 2010.	With need to conduct site feasibility study and environmental assessment, facility may not be available when needed. Due diligence could conceivably add 6-18 months to the timeline.
SWAB Recommendation:	Formally recommended by SWAB	SWAB has made no formal recommendation.
Additional Comments:	Neighborhood has requested consideration and accommodation of concerns.	May not allow County to meet 2010 deadline.

NEXT STEPS:**If "A" Authorized**

Address neighborhood
concerns as appropriate.
Initiate process for facility
design and permitting.

If "B" Authorized

Enter into property
acquisition negotiations
and due diligence
assessment.

Meeting Summary

Landfill Neighborhood Community Meeting January 18, 2007

Comments were received on the following topics during the meeting and have been grouped for ease of consideration. A complete listing of citizen questions and comments are available upon request.

Current Landfill Issues

Traffic:

- speed limit on Rogers and Eubanks Road
- easier ID of speeding government collection vehicles by placing a big number on the sides of the trucks, two feet high, so that it is easily seen and reported
- Eubanks Road needs to be 3 lanes

Odor:

- concern about the odor being bad for your health
- neighbors don't deserve the odor.
- the pungent order that exists out there is awful
- how long will the landfill smell after it closes

Groundwater:

- concern about the water contamination

Other Solid Waste Facilities/Services to Remain:

- what other landfills will remain open on Eubanks after this landfill unit closes

Potential Transfer Station Issues

Past Promises/Unfair:

- getting dumped on again
- political decision targeting less influential voices
- taking path of least resistance
- Eubanks Road operations will never be closed
- do past promises mean anything
- much of the original land is being developed in this area

Process/Criteria for Site Decision:

- minimal size of property needed
- why were the other sites ruled out
- how many other sites were/are being considered
- criteria for selection of final site
- how can you know the Eubanks Road site is best if you don't know the location of the landfill you're hauling to
- are you really considering other sites
- can neighbors really do anything stop the transfer station from coming to Eubanks Road
- will other sites being considered be announced before a final decision
- are Towns involved in decision making – can't vote for Town officials
- are non-monetary costs being considered
- why was Durham ruled out

Traffic:

- will driveway surface in and out of new facility be paved
- is a right turn lane into the new facility being considered
- concerned with lack of improvements to Eubanks Road caused by the new developments
- interested in speed bumps on Rogers Road
- ban trucks traveling to transfer station from using Rogers Road
- initially 12-15 additional roundtrips per day impact; how many in 5 years
- consider sidewalks on Rogers Road
- too much traffic with recent development without bringing in more traffic

Other Solid Waste Services/Facilities to Remain:

- any other solid waste operations that will be disturbed by the transfer station other than the convenience center
- will the C&D landfill and hazardous waste landfills remain open when the transfer station opens

Operations:

- number of collection truck loads that will fit into a transfer truck
- will trash be compacted into the transfer trucks
- will the trash dumped at the transfer station be sorted for recyclables
- will all of the waste be transferred out each day or stored in transfer station or a truck

Environmental:

- if trash is dumped on concrete, how do you control substances getting into the water
- can EPA do an environmental impact study

- how will rodents be controlled
- concerned about leaking trucks when their outside of the facility

Sanitary Sewer:

- for years you've said no sewer in the neighborhood unless you want it; is that an accurate observation

Litter:

- concerned about trucks pulling over down the road and putting tarp on just before entering transfer station
- who will monitor uncovered trucks
- will sheriff or state patrol be responsible for uncovered trucks
- concerned about litter from uncovered trucks
- what is law on covering hauled loads

**PROPOSED
TRANSFER STATION SITE: EUBANKS ROAD
COMMUNITY INFORMATION MEETING**

February 6, 2007

Introduction:

The following Report summarizes the seven categories of community concern – Refuse Collection, Landfill Functions/Facilities, Traffic Control, Litter Control, Odor Control, Vermin Control, and Environmental Protection – accompanied by the County response and additional alternatives posed for consideration.

Refuse Collection

Community Questions/Concerns

- what is the number of collection truck loads that will fit into a transfer truck
- will trash be compacted into the transfer trucks
- will the trash dumped at the transfer station be sorted for recyclables
- will all of the waste be transferred out each day or stored in transfer station or a truck

County Response: Each transfer trailer will hold about 6-10 garbage trucks. The type transfer station Orange County is considering will not compact trash into the transfer trailers, but will be placed in the trailer by a front-end loader. A backhoe loader will then reposition the waste to fill voids and to ensure each load is near, but not over the legal load limit. The trash will be dumped on the floor so that it can be spread for the inspection of prohibited materials and to enforce bans. If time and space allow, some picking of recyclables may be allowed by haulers in order to avoid penalties for improper materials, however, the transfer station will not, as a routine practice be used for sortation of recyclables from the waste. It will be an operational policy that all waste will be removed from the tipping floor each day, loaded into a transfer trailer, and hauled to the landfill. Exceptions to this policy may occur in extraordinary circumstances such as severe weather emergency situations, major power outages, etc.

Additional Alternatives: Orange County will strive to maintain best management practices in the management of a transfer station.

Landfill Functions/Facilities

Community Questions/Concerns:

- any other solid waste operations that will be disturbed by the transfer station other than the convenience center
- will the C&D landfill and hazardous waste landfills remain open when the transfer station opens

County Response: A transfer station on landfill property north of Eubanks Road will dislocate the solid waste convenience center (SWCC), the fenced equipment storage area, and the diesel fuel tank. The planned approach for these dislocated operations will be as follows:

- SWCC – proposed to be moved across Eubanks Road near the existing hazardous household waste facility; to be improved by placing on hard asphalt/concrete surface, utilizing a new entrance aligned with an existing landfill perimeter road, eliminating open top front loading dumpsters and employing enclosed waste compactors, and expanding the use of higher capacity roll-off containers.
- Equipment storage area – to be relocated adjacent to the existing maintenance building where the recycling collection trucks and crew building are now located; the recycling trucks and crew building are to be moved adjacent to the new solid waste operations center.
- Diesel fuel tank - to be relocated to adjacent to the maintenance building.

The C&D landfill located on the north side of Eubanks Road will continue until capacity is reached, in about 20 years. There is no hazardous waste landfill on Eubanks Road; only our hazardous household collection facility where materials are received, containerized, and hauled to out-of-county treatment and processing facilities.

Additional Alternatives: Given severe space limitations on the north side of Eubanks Road, few other alternatives are available to receive the relocated operations. It would be possible to explore other available property in the general Eubanks Road/Millhouse Road area as alternate locations for the dislocated operations.

There is no practical alternative to continuing operation of the recently opened construction and demolition (C&D) landfill.

Traffic Control

Community Questions/Concerns:

- speed limit on Rogers and Eubanks Road
- easier ID of speeding government collection vehicles by placing a big number on the sides of the trucks, two feet high, so that it is easily seen and reported
- Eubanks Road needs to be 3 lanes
- will driveway surface in and out of new facility be paved
- is a right turn lane into the new facility being considered
- lack of improvements to Eubanks Road caused by the new developments
- interested in speed bumps on Rogers Road
- ban trucks traveling to transfer station from using Rogers Road
- initially 12-15 additional roundtrips per day impact; how many in 5 years
- consider sidewalks on Rogers Road
- too much traffic with recent development without bringing in more traffic

County Response: Speed limits, lane expansions and speed bumps on roads adjacent to the Eubanks Road landfill are not under the authority of Orange County.

These limits are typically established by DOT, with input from the relevant local jurisdiction.

An important venue for assessing the appropriateness of existing speed limits, speed bumps and examining the need for roadway improvement is conceivably within the recently formed, inter-jurisdictional Rogers Road Small Area Plan Task Force, appointed by the Chapel Hill Town Council. The Task Force has been charged with reviewing the Land Use Plan, determining desirable land uses, service areas for water and sewer extension, and roadway/transit/bicycle/pedestrian networks needed to support development. Study activities and proposals will likely intersect with NCDOT and OWASA responsibilities.

County staff has shared the Eubanks Road Community Information Report with the Town planning staff to facilitate common interests. A copy of Rogers Road Small Area Plan Task Force Draft Rules of Procedure and upcoming Proposed Meeting Agenda are attached to this Report as background. BOCC Chair Moses Carey and SWAB member Bonnie Norwood both serve on the Rogers Road Small Area Plan Task Force.

The notion of trucks visiting the landfill exceeding the speed limits is a matter that has previously, and will soon again be discussed with the Manager and Sheriff's office. Periodic patrol by law enforcement could help reduce speed limit violations. Local government collection vehicles can reinforce importance of adhering to speed limits at all times, with closer oversight and consequences for those employees who speed. Most Solid Waste collection trucks currently maintain large truck numbers for ease of identification. All county waste collection vehicles will be examined for easy to see identification.

The driveway surfaces at all areas of landfill property currently anticipated to be impacted by a transfer station will be asphalt or concrete.

A right turn lane is being planned for the entrance to a potential new transfer station.

DOT is involved in the review of all new proposed developments for the Eubanks Road area and determines resultant necessary road improvements. It is our understanding that DOT has and will have continuing involvement in roadway improvement decisions.

The Town's of Carrboro and Chapel Hill, as well as Orange County's waste/recyclable collection vehicles have historically, as a matter of policy, been instructed not to use Rogers Road as a haul route to the landfill unless they are actually collecting Rogers Road neighborhoods. It is our observation that this policy is substantially complied with and any jurisdiction violating this policy should be contacted immediately upon observation. Private collection companies cannot be required to avoid traveling Rogers Road. County staff can contact known private companies to reiterate the wishes of the Rogers Road neighborhood request them to voluntarily avoid Rogers Road.

Estimating the extent to which the expected initial 12-15 transfer truck roundtrips per day will be increased over time is difficult. Based on our past experience, waste volumes have stayed level over the past 4-5 years based in part on waste reduction and recycling successes. Given that additional waste reduction success is likely, we anticipate that volumes will rise very slowly over the next few years.

Additional Alternatives:

Speeding - coordination of the control of speeding could also include the Solid Waste Management Department jointly funding additional enforcement personnel. Solid Waste Management staff is presently evaluating on-board GPS tracking and truck operation data interface systems that can track location, speed, etc. of the collection vehicle.

If local governments, as a result of an ongoing solid waste management planning process, assumed some increased level of control (through franchising, direct provision of services, etc.) of all private collection operations, an absolute prohibition of travel on Rogers Road could be implemented. Staff will raise this issue with the Solid Waste Planning Work Group at a future meeting.

Litter Control

Community Questions/Concerns:

- trucks pulling over down the road and putting tarp on just before entering transfer station
- who will monitor uncovered trucks
- will sheriff or state patrol be responsible for uncovered trucks
- litter from uncovered trucks
- what is law on covering hauled loads

County Response: The County will examine opportunities for increased enforcement of load covering, littering as well as speeding. Included in discussions with the Sheriff's Department is identifying options for dealing with trucks tarping loads on the side of the, or enhance if necessary, roadway litter pickup schedules.

Additional Alternatives: The Solid Waste Management Department will coordinate with the Public Works Department regarding load covering policies in effect at the SWCC. The County may also evaluate additional enforcement responsibilities for the Solid Waste Management Department enforcement staff.

Odor Control

Community Questions/Concerns:

- odor bad for your health
- neighbors don't deserve the odor.
- pungent odor out there is awful
- how long will the landfill smell after it closes

County Response: The transfer station's enclosed design should significantly reduce the generation of odors. Design criteria will include ventilation and indoor air flow control to minimize odors from leaving the building. The shift of the SWCC to the south side of Eubanks Road will provide opportunity to modernize it both in appearance and operation, replacing open and occasionally leaking dumpsters with enclosed compactors.

Current odors are caused primarily by the existing landfill and when closed and capped in 2010-2011, will eliminate most odors associated with the landfill. Existing research on the issue of health impacts from landfill odors have found no verifiable evidence of threats to public health.

Additional Alternatives: The Solid Waste Management Department has recently altered their mulch turning procedure to that there is less potential for producing odors while turning. Additionally, the County will be soon placing for bid a sewer line extension from an existing manhole on Millhouse Road to the leachate pond located beside the existing landfill. Leachate can cause odors, particularly in warmer weather.

Vermin Control

Community Questions/Concerns:

- how will rodents be controlled

County Response: Most rodents observed at the landfill actually enter on the collection vehicles that empty dumpsters that contain them among the waste. The Solid Waste Management Department contracts with a pest control service that treats each departmental building and structure on a regular basis. It is anticipated that such a contractor will also be retained to regularly treat the transfer station. Maintaining a clean transfer facility that doesn't store waste overnight will also minimize vermin. The facility will also employ best management practices for managing all pests, including bees, flies, mice, ants, etc. Developing an enclosed facility will also deter nuisance birds such as gulls, buzzards, etc.

Additional Alternatives: If above practices are ineffective in controlling vermin, departmental staff will explore any and all measures to provide adequate controls.

Environmental Protection

Community Questions/Concerns:

- water contamination
- if trash is dumped on concrete, how do you control substances getting into the water
- can EPA do an environmental impact study
- leaking trucks when they're outside of the facility

County Response: Orange County has a long history of compliance with environmental rules and regulations, without a single notice of violation in its 35 year existence. Orange County is alleged to have been the first municipal waste landfill in North Carolina to install groundwater monitoring wells in the 1970's.

Groundwater Contamination – Approximately 15 groundwater monitoring wells form an early warning network for the detection of contamination before it reaches the property boundaries. These well are sampled for a wide range of organic and inorganic constituents twice annually. There have been some instances of exceedence of groundwater standards (which are more stringent that drinking water standards) in two of the monitoring wells. Our laboratory and hydro-geologist consulting firm maintains that these exceedences are typical of most landfills, that the degree of exceedence is marginal and not triggering any mitigation actions, and that they are either stabilized or in diminishing in concentrations. There has been no indication that any impacted groundwater has moved to or beyond property boundaries. Contingency plans exist should it appear there is movement of any impacted groundwater toward property lines.

Concrete –The transfer station will have all floor areas constructed of a special resistant concrete with drains and water separators designed to intercept all liquids. These liquids will be filtered and diverted into the sanitary sewer.

Impact Study – The EPA seldom becomes involved in local waste management siting decisions or evaluations and relies on state level regulations and enforcement to provide this oversight. State environmental regulations are required to meet EPA standards. Waste management facilities in North Carolina are highly regulated with rules for locating and permitting disposal facilities being extremely stringent and frequently exceeding more conventional environmental impact assessments. Given that the transfer station is proposed to be located on property containing both closed and operating permitted landfills, environmental monitoring and assessment will be greater due to the established monitoring system, the long history of landfill operation and associated monitoring, and the existing hydro-geologic knowledge and experience in the area will likely make this location preferable to most green (undeveloped) sites.

Additional Alternatives: The County could modify its waste hauling licensing requirements to include a requirement to maintain all factory installed collection vehicle body plugs and seals in an operable condition to avoid leaking. These requirements could include periodic inspections and would apply to municipal, county and private waste hauling vehicles. Standards for leaking bulk containers (dumpsters) could also be established to reduce leaking.

Conclusion:

Many of the questions and concerns raised by the Eubanks Road community can be addressed by Orange County, either alone or in cooperation with inter-jurisdictional partners and other public entities. A timely opportunity to mutually address a large number of issues and associated community interests is the Rogers Road Small Area Task Force, comprised of local government officials and residents of the community. Orange County, by its membership on this Chapel Hill planning task force, can help ensure concerns surrounding land uses, infrastructure, and services are well represented throughout the process. The Task Force's first meeting was held February 1, 2007.

Transfer Station Study

