

NEW SWS TRANSFER STATION



TETRA TECH



DOWL

August 21, 2019 Community Meeting

Thank you for being here! We appreciate your interest in the Solid Waste Services New Central Transfer Station Project and are eager to hear your feedback.

PURPOSE OF TONIGHT'S MEETING

Project Background & Introduction

What's the problem and how are we solving it?

Variance Approval Overview

First step to make this a reality

Sneak Peek: Preliminary Concept Design

What is in store for the new facility

Community Feedback

We want to hear from you!

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The purpose of the August 21 community meeting is four fold: to introduce the project with an explanation of why it's important, explain the pending variance request and what that means to neighboring properties, give a sneak peak of the new facility's design, and request public feedback. We cannot emphasize it enough: we want to hear from you!

PROJECT TEAM

Solid Waste Services

Mark Spafford: General Manager

Mark Madden: Engineering & Planning Manager

Suzanna Caldwell: Recycling Coordinator & Public Information Officer

Mike Rhodes: Civil Engineer

Bryan Protzman: CTS Foreman

Tetra Tech

Chris Coleman: Project Manager

Andrew Schellberg: Solid Waste Facility Designer

Quintin Biagi: Architect

DOWL

LaQuita Chmielowski, P.E., LEED AP: Planning Land Use Manager

Katie Conway: Public Involvement Lead

Members of the project team are available to speak with you, answer your questions and take your comments.

PROJECT BACKGROUND

What's the problem and how are we solving it?



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It's important to consider the new Central Transfer Station project in the context of the role this facility plays and its inherent deficiencies, which relate directly to the limited life of the Anchorage Regional Landfill.



**80% OF ANCHORAGE TRASH
MOVES THROUGH CTS.**

Q: Who benefits from the Central Transfer Station?

A: EVERYONE.

- In-town, convenient location
- Reduces highway driving, therefore GHG emissions
- Used by commercial haulers
- Used by self-hauling residential customers
- A place to bring household chemicals

CTS IS A CRUCIAL PIECE OF ANCHORAGE INFRASTRUCTURE

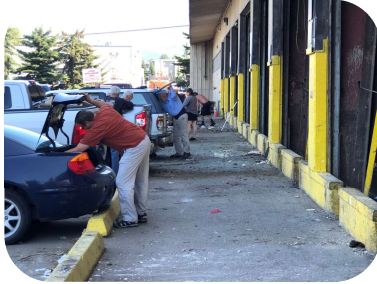
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SWS's Central Transfer Station takes in 80 percent of Anchorage's trash and is a crucial piece of our city's infrastructure. It reduces emissions and keeps costs low for commercial waste haulers and residents by reducing driving time for diesel-guzzling trash trucks.

- Commercial haulers pick up your trash and bring it to CTS (unless you live in or north of Eagle River).
- People who self-haul bring their trash to the CTS.
- Residents come to CTS to dispose of household chemicals like paint.
- In-town disposal is convenient,
- Reducing your highway driving time and traffic on the Glen Highway, and
- Also reducing driving time for diesel-guzzling trash trucks which reduces GHG emissions and keeps your rates lower.

ON YOUR AVERAGE SATURDAY:



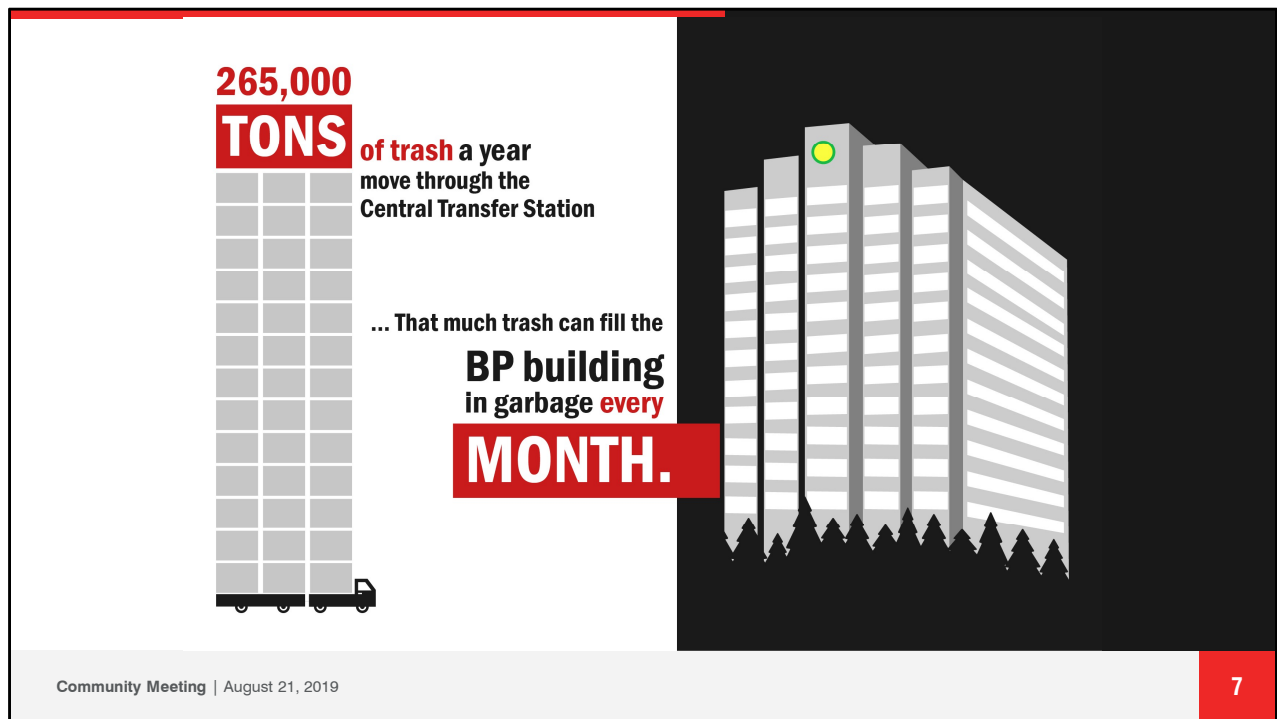
800 vehicles on the
residential side



30 garbage trucks on
the commercial side



30 transfer trucks
going to the landfill



Eighty percent of Anchorage's garbage equates to roughly 265,000 tons of garbage a year moving through the Central Transfer Station. Not compacted, that equates to about a BP building of garbage every single month.

HOWEVER: INSUFFICIENT SPACE TO MEET MODERN DEMANDS

- It is old and was not designed with the intent to serve the critical purpose it serves
- There are inherent deficiencies in addition to the age of the infrastructure: cleanliness, safety, inefficiency
- We have outgrown the space
- It cannot adequately support recycling demand
- It cannot accommodate adequate diversion of divertible waste streams from the landfill



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The Anchorage Central Transfer Station was built in the 1970s as a trash shredder. It was not designed for the purpose it serves today. Anchorage has been making do since then, but the current facility no longer works. The current facility has insufficient space to meet the demands of a modern and growing city.

- Open concept means the facility is noisy and smelly
- Trash blows into adjacent neighborhoods
- Inefficient traffic flows mean long queueing times
- No room to expand operations or add more recycling
- No room to grow with new technologies or opportunities
- No space to effectively divert waste streams that can extend landfill life

These deficiencies come with a cost. Without adequate space to efficiently and effectively divert waste from the Anchorage Regional Landfill, there will be significant cost increases in waste disposal for the next generation of Anchorage residents.

ANCHORAGE HAS A PROBLEM WITH TRASH



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**Our landfill
is filling**



2

**There's no more
space for a new site
in Anchorage**



3

**Shipping trash to
the Mat-Su, Kenai or
lower 48 will be very
expensive**

**THE NEW CENTRAL TRANSFER STATION WILL ALLOW INNOVATIVE WAYS
TO DIVERT WASTE FROM THE LANDFILL AND AVOID EXPENSE**

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Unfortunately our landfill is also nearing capacity. Unless we can figure out how to reduce waste going into that landfill we will have a very costly problem. When the landfill is completely full, Anchorage will have a big decision to make. There's no space in Anchorage to build a new facility, so where would we send our garbage? One option for where to send our garbage is the Mat-Su, which already pays twice as much as Anchorage. We would likely pay 4-5 times OR MORE what we pay currently to ship our garbage to the Valley. Sending it further away would be even more expensive.

Building the new CTS is largely about preserving the life of the landfill by allowing innovative ways to reduce the amount of waste going to the landfill. Separating out organic waste into compost, increasing the amount and types of recycling, sending tires to a shredder first instead of directly to the landfill – these are just a few of the ways we could “divert” waste from the landfill, thereby extending the landfill’s life and avoiding the cost of shipping our garbage outside the Municipality.

DRIVING CHANGE FOR MAXIMUM PUBLIC BENEFIT

The Next Step After SWS Master Planning Effort

Identified
Project Goals

Identified and
Evaluated Potential
Sites

Options for
Site Operations
and Design



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SWS has been trying to address this problem for a while. It began with a Master Planning Effort. The decision to build a new Central Transfer Station came directly from that planning effort.

ANCHORAGE LANDFILL USABLE LIFE REMAINING



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We want to make sure this message has sunk in. According to the Anchorage Landfill Doomsday Clock today, August 21, the landfill has approximately 40 years of functionality left at the current rate of use. While 40 years might seem like a long time, it isn't. This is a massive, critical piece of infrastructure right up there in importance with electricity and modern plumbing. We need this infrastructure to last for a long time. You and I might be gone by the time the landfill is filled, but what about our kids or grandkids? Building a new Central Transfer Station and extending the life of the landfill is about preserving a future for Anchorage.

AN IMPROVEMENT FOR THE NEIGHBORHOOD, AN INVESTMENT FOR THE COMMUNITY



Cleaner



Safer



More
efficient



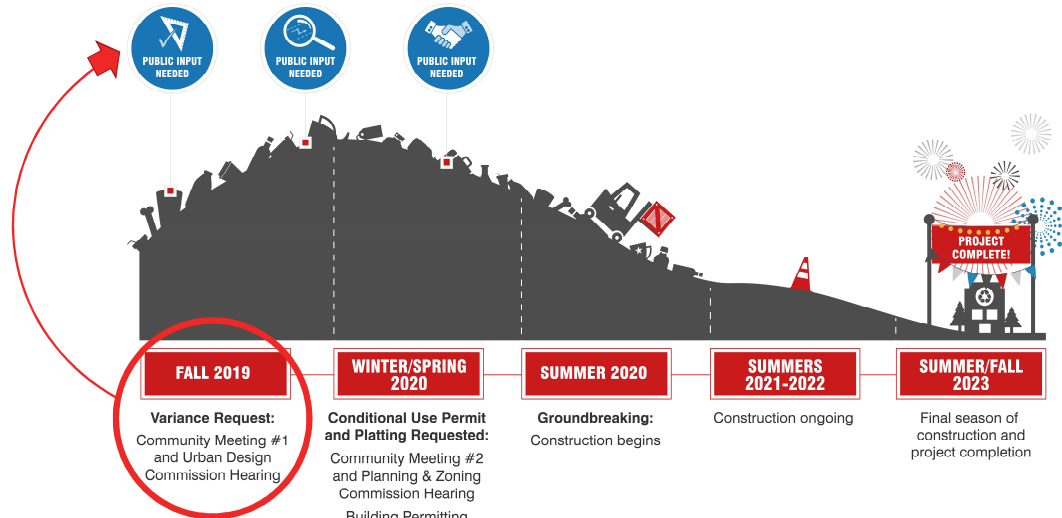
If everyone is thinking
alike, someone isn't
thinking...

General George S. Patton

The new Central Transfer Station is not just about the landfill, however. This new facility is also about making SWS a better neighbor and improving the customer experience.

- It will be **CLEANER**. A more thoughtful design and much of it under cover will mean your garbage less often ends up in our neighbor's yards, and SWS will smell better.
- It will be **SAFER**: a facility designed and built for the purpose of being the central transfer station (unlike the current facility) means the design is intentional in placement and flow of activity and trash for improved safety of the people who work in and use the facility.
- It will be more **EFFICIENT**: We heard you when you said you hate waiting in line to drop off your garbage. Especially in a smelly, loud place. We will fix all of that. The new facility will improve queueing times. But that's just the beginning of efficiency improvements. The new facility will also streamline operations, open up more space for innovation in recycling and reusing, and use energy wisely.

BUILDING A NEW CENTRAL TRANSFER STATION



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We're now at the beginning of the process for building a new facility. The first big project milestone is receiving a variance, which includes the need for public input.

VARIANCE APPROVAL OVERVIEW

First step to making this a reality



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“Variance” isn’t a word most of us hear every day. What is it and why do we need it?

WHAT IS A VARIANCE AND WHY IS IT NEEDED

Municipal Code

Per code 21.05.060.E. 9.b.i. a transfer station cannot be within 500 feet of a residentially zoned district.

Transfer Station

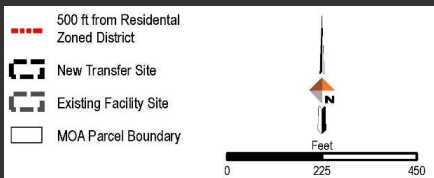
300 feet separate the project site from the residentially zoned district on the east side of the New Seward Highway.

Parcels directly across from the project site are undeveloped and are currently a private snow storage facility.

A variance is essentially an exception to the rule. We're asking for permission to build closer than the 500 ft. proximity rule in Municipal code required between a transfer station and a residentially zoned area. When the current transfer station was built this rule didn't exist. The current transfer station is also within 500 ft. of a residentially zoned area.

SEPARATION DISTANCE

Adding more distance between residential property line and the Transfer Station Building



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The new CTS will actually add distance between the building and the adjacent residential area. The current separation distance is 720 feet from the building to the residential zone property line. The new separation distance will be 768 feet. Additionally, the new facility will be more enclosed, which means the litter, smells and sounds currently coming from the transfer station will be significantly reduced. The new Central Transfer Station will indeed make Solid Waste Services a better neighbor.

OTHER FACTORS

- Elevation Change
- Snow Storage Facility



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Other factors will make the new transfer station an improvement to the neighborhood as well. The new facility will be at a lower elevation than the current facility in relation to the Seward Highway, so the Highway will be a natural sight, smell and noise buffer between the CTS and adjacent properties on the other side of the Highway.

- The top left photo was taken from across the Seward Highway looking west toward the project site. This photo shows the elevation difference from the snow storage driveway.
- The top right photo, also taken from the snow storage driveway across the highway from the project site. This photo was taken looking north toward Tudor and shows a natural buffer from existing homes in the residential area.
- The bottom left photo was taken further north on Brayton Drive looking west across the existing transfer center.
- The bottom right photo was taken from Brayton Drive, on the snow storage driveway, looking south. It shows the elevation difference closer to the Dowling overpass where the snow storage site extends south and where existing homes are closest to the project site.

VARIANCE: WE NEED YOUR INPUT



Knowledge speaks,
but wisdom listens

Jimi Hendrix



September 4
Application Submission

November 13
UDC Hearing

Proceed with
30% Design

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The variance process requires an opportunity for public input. Notes from the community meeting and any comments received, both directly to the Muni or via the project team, will be a part of the variance application package.

On behalf of Solid Waste Services, DOWL will submit the variance application on September 4. We anticipate the Urban Design Commission will hear the variance request at their November 13 meeting. After the variance is approved the project team will be able to move forward with a 30% design.

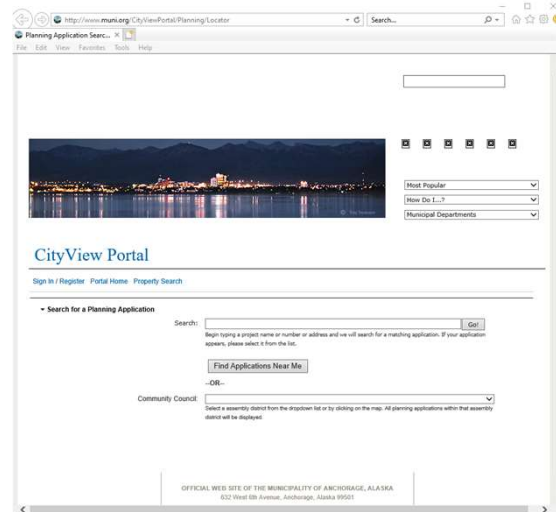
VARIANCE: WE NEED YOUR INPUT

To comment specifically about the variance request, please use the Muni's planning application portal, which will be available once we've submitted our application on September 4.

Before then, or any time during this project, you can submit your feedback to us in writing:

info@NewSWSCentralTransferStation.com

www.NewSWSCentralTransferStation.com



<http://www.muni.org/CityViewPortal/Planning/Locator>

Once the variance application has been submitted and a case number has been assigned, public comments relating to the project can be sent directly to the Municipality via their online planning portal. Before then, or at any time during the project, comments and questions can also be sent to the project team via email.

SNEAK PEEK: PRELIMINARY CONCEPTUAL DESIGN

What's in store for the new facility



SITE PLAN

Getting to and around the site.



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The new Central Transfer Station will have a more thoughtful, efficient design that improves the flow of traffic for both residential and commercial customers, decreases queuing time, and decreases the amount of time spent on the tipping floor needed for each customer.

FACILITY DESIGN

Northwest view (top)

Southwest view (bottom)



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One of the things that's important to CTS is ensuring space at the new facility for education. The new CTS building will have a viewing platform where school groups and the public can see what's happening on the tipping floor while discussing reuse and recycling opportunities. A better informed public will go a long way toward meeting the long term goal of extending the landfill life.

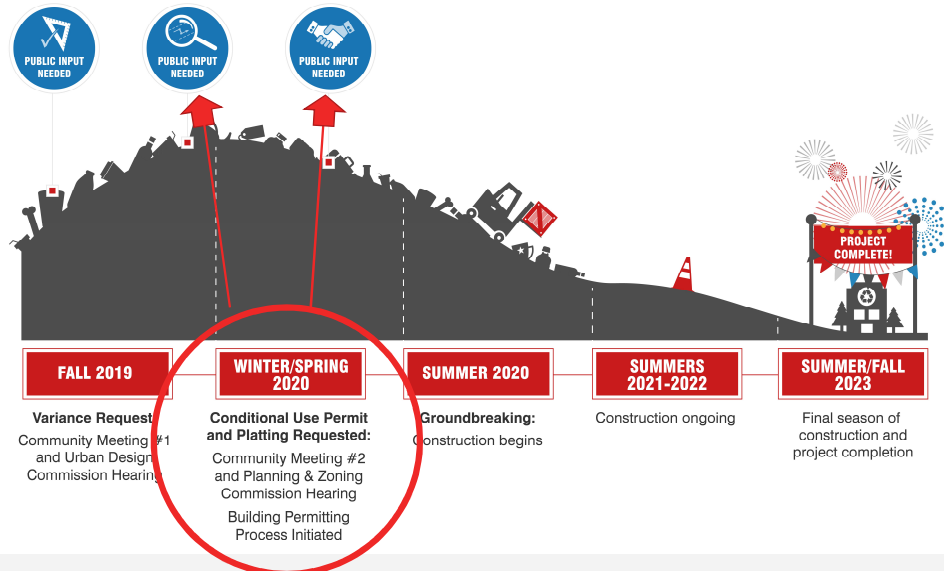
COMMUNITY FEEDBACK

We want to hear from you!



We do want to hear from you!

BUILDING A NEW CENTRAL TRANSFER STATION



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After the variance there are two other planning actions required for this project to proceed to groundbreaking: a conditional use permit and platting. Both of these actions include a required opportunity for public involvement. We will have at least one more community meeting, sometime over winter or early spring 2020. We will also be giving regular updates to the Taku/Campbell Community Council, and keeping information current on the project website.

THANK YOU!

www.NewSWScentralTransferStation.com

info@NewSWScentralTransferStation.com

907.562.2000 (Katie Conway, DOWL Public Involvement)



TETRA TECH



DOWL

Please don't hesitate to reach out with any questions or comments at any time!