

NEW SWS TRANSFER STATION



TETRA TECH



DOWL

April 2020 Update

We appreciate your interest in the Solid Waste Services New Central Transfer Station Project and are eager to hear your feedback.

INCLUDED IN THIS UPDATE

Project Background & Introduction

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

Conditional Use Permit & Platting Overview

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Concept Design

What is in store for the new facility

Community Feedback

We want to hear from you!

PROJECT TEAM

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PROJECT BACKGROUND

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



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 commercial trash trucks and transfer trailers.

- Commercial trucks pick up your trash and bring it to CTS (unless you live in or north of Eagle River), keeping your garbage collection bills low
- People who self-haul bring their trash to the CTS,
- Residents come to CTS to dispose of household hazardous waster, such as paint,
- In-town disposal is convenient,
- Reducing your highway driving time and traffic on the Glenn Highway, and
- Reducing driving time for transfer trailers and commercial 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

And these are just our year-round averages. During the peak season, between May and September, an average Saturday sees 1,000 vehicles drive through the CTS.

265,000 TONS of trash a year move through the Central Transfer Station

... That much trash can fill the **BP building** in garbage **every MONTH.**

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The infographic is divided into two main sections. The left section features a white background with a grid of 265,000 small squares stacked vertically on a truck. The right section features a black background with a stylized illustration of the BP building, a tall skyscraper with a yellow circle at the top, and a row of evergreen trees at its base. The text is in a clean, sans-serif font, with key numbers and words in bold and red.

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



The Anchorage Central Transfer Station was built in the 1970s as a trash shredder and later converted to a transfer facility. It was not designed for the purpose it serves today. Anchorage has been making due 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 recycling or reuse technologies or opportunities

These deficiencies come with a cost. Without adequate space to efficiently and effectively keep waste out of 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



1

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 has a limited capacity. Unless we can figure out how to reduce waste going into that landfill, we will have a very costly problem. Before 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 is to send the garbage to the Mat-Su, which already charges twice as much as Anchorage. We would likely pay 4-5 times OR MORE than 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 through recycling and reuse. Separating out organic waste into compost, increasing the amount and types of recycling, sending tires and mattresses 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



Landfill Closure Countdown: <https://www.muni.org/Departments/SWS>

We want to make sure this message has sunk in. According to the Anchorage Landfill Doomsday Clock today, if we do nothing, 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 and will become an issue for the next generation of Anchorage residents. 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 allows new opportunities for reuse and recycling, thus extending the life of the landfill and preserving a future for Anchorage.

This countdown timer estimates the landfill's remaining usable life based on a number of variables. You can learn more about how consumer choices and SWS services influence the life of the landfill by visiting SWS's website: <https://www.muni.org/Departments/SWS>.

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. The new SWS CTS will be full enclosed, which means that when trash comes to the transfer station, it will stay inside the facility without causing a mess, and the surrounding area 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 with the new facility. The new facility will improve queueing times by having dual queue lanes and having improved trash drop-off that reduce wait 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.

We want to do

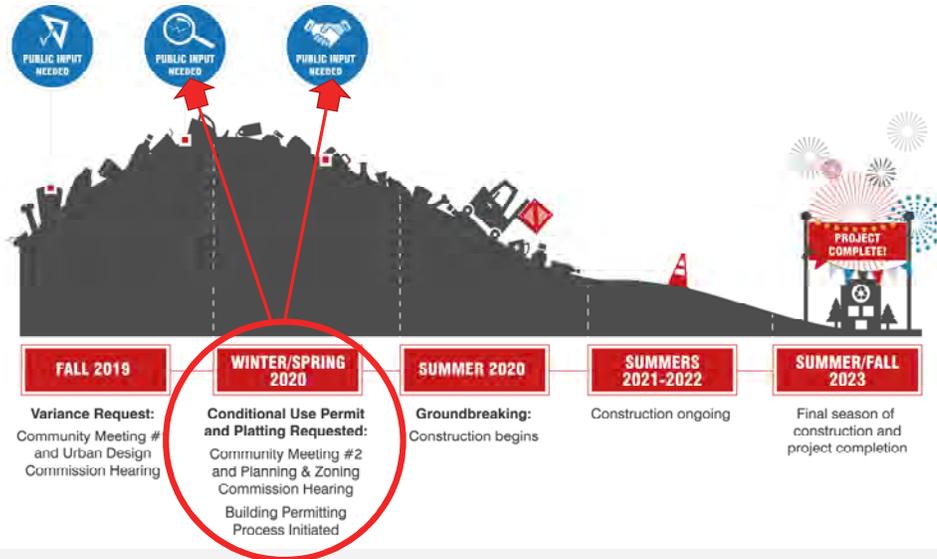
MORE RECYCLING!

First, we need a **better space** for it.



The new Central Transfer Station will make room for additional **recycling technologies** and **reusing opportunities**.

BUILDING A NEW CENTRAL TRANSFER STATION



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We're continuing with the design process for building a new facility. The first big project milestone was receiving a variance, which included the need for public input, and which was granted. The next steps in developing this project are receiving a conditional use permit and a platting request approval. The goal is to start construction in the summer of 2020 and have the facility open in 2023.

CONDITIONAL USE PERMIT & PLATTING OVERVIEW

Next steps to making this a reality



WHAT IS A CONDITIONAL USE PERMIT AND WHY IS IT NEEDED

Municipal Code

Per code 21.05.010, Table 21.05-1, a recycling and transfer facility is allowed in the I-1, Light Industrial zoning district with a conditional use permit.

Conditional Use Permit

Conditional use permit is a public hearing process that is decided upon by the Planning and Zoning Commission. The CUP is used to determine that the use of the facility does not have negative impacts on the surrounding area and the community at large. This includes, site access and circulation, on-site parking, landscaping, building elevations and building materials and colors.

CONCEPT DESIGN

How might the new facility look and function





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.

The site is designed to allow separate entrances and exits for the different users: residential, commercial, and transfer trailers.

- Residential vehicles will enter the site through the northeastern entrance on East 56th Avenue and leave the central exit on East 56th Avenue. There will be a bypass lane to allow vehicles to exit onto Dowling Road if they are only dropping off Household Hazardous Waste and do not need to enter the Transfer Station.
- Commercial Vehicles will access the site through the northwestern access on East 56th Avenue and exit at the same driveway.
- SWS Transfer Trailers will enter the site from Dowling and then exit onto E. 56th Avenue towards the eastern end of the site. In situations where incidents or traffic gridlock prevent the use of Dowling Road, the commercial customer access would be available as an alternative route.



Stormwater runoff from the paved areas of the site will be directed to low lying areas around site to provide treatment before being directed to assist in recharging the on-site wetland located at the northeast corner of the site. An overflow pipe extends from this wetland area to the municipal storm drain system in East 56th Avenue to assist in directing stormwater runoff away from the site during larger storm events.

The landscape plan will use native and naturalized species for the Anchorage area. Trees have been sited to offer shade over paved areas, to break up expansive open spaces, and provide vertical elements to scale the proposed buildings. Site entries and public areas will be planted to create a user experience that is pleasant and compliments the building aesthetic. A sight-obscuring security fence will be located around the perimeter to ensure the safety and protection of the new SWS CTS. Berms within the site will be created in an effort to re-purpose the excavated peat material from under the building pads and to further enhance the site aesthetics by proving a vertical break throughout the site. The low lying areas that are located throughout the site to capture stormwater runoff will be planted with a mix of aquatic plantings, native grass seed, and understory shrubs to offer biodiversity and multi-season interest.



One of the many improvements to the new facility is a more efficient residential experience when they are dropping off trash. Not only will there be additional bays within the Central Transfer building, they will be angled in such a way to allow for easier access. The angle will allow vehicles to back in and out of the spaces quicker, thus decreasing the turnaround time.

The ease of use and increase in number of stalls will assist in decreasing the overall queue for residential traffic in addition to the dual lanes entering the building and the bypass lane for residents that are only dropping off hazardous household waste.

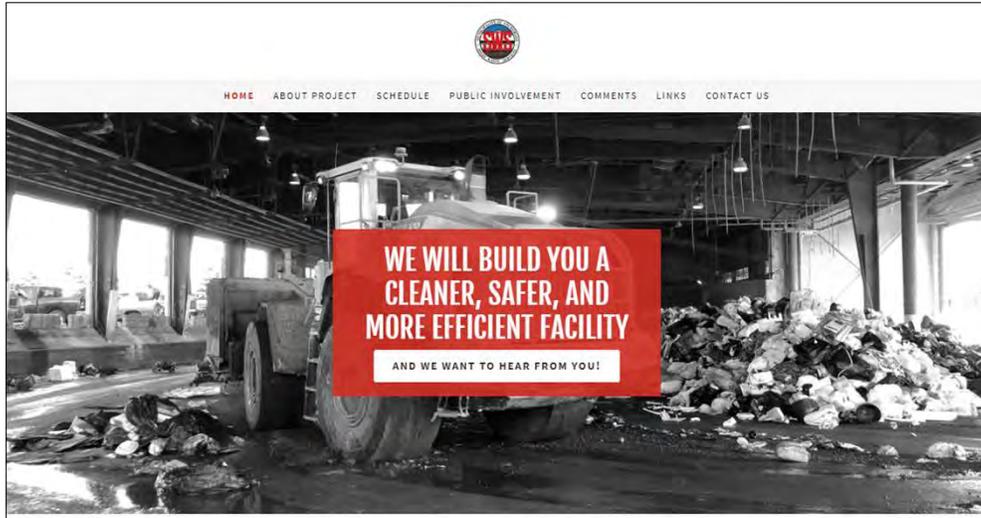
COMMUNITY FEEDBACK

We want to hear from you!



We want to hear from you! This is a community project and your input on the design and operations is critical to our success.

WWW.NEWSCENTRALTRANSFERSTATION.COM



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Please visit our project web page for the latest on the project and to provide your input.

THANK YOU!

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