NEW SWS TRANSFER STATION

WE WILL BUILD YOU A CLEANER, SAFER AND MORE EFFICIENT FACILITY
AND WE WANT TO HEAR FROM YOU!

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
Next steps to make this a reality

Concept Design
What is in store for the new facility

Community Feedback
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
Glen Haasl: Operations Manager

**Tetra Tech**
Chris Coleman: Project Manager
Andrew Schellberg: Solid Waste Facility Designer
Quintin Biagi: Architect

**DOWL**
LaQuita Chmielowski, PE., LEED AP: Planning Land Use Manager
Katie Conway: Public Involvement Lead
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.
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.
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.
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.
Un fortunately, 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.
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.
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.
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.
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.
The Administration Building houses six primary functions: administration, finance, customer service, green and recycling programs, operations and an engineering on display area for public education.

The site orientation dictated much of the design of the Administration Building. This included consideration of views to the mountains, solar orientation, prevailing winds, and view from the highway onto the campus.

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 and how those opportunities can extend the life of the landfill. A better informed public will go a long way toward meeting the long term goal of SWS.
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.
Please visit our project web page for the latest on the project and to provide your input.
THANK YOU!

www.NewSWScentralTransferStation.com
info@NewSWScentralTransferStation.com
907.562.2000 (Katie Conway, DOWL Public Involvement)

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