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April 12, 2019

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
ON THE
EXPANDED ENVIRONMENTAL NOTIFICATION FORM

PROJECT NAME : Parallel Products of New England
PROJECT MUNICIPALITY : New Bedford
PROJECT WATERSHED : Buzzards Bay
EEA NUMBER : 15990
PROJECT PROPONENT : Parallel Products of New England, LLC
DATE NOTICED IN MONITOR : February 20, 2019

Pursuant to the Massachusetts Environmental Policy Act (MEPA; G. L. c. 30, ss. 61-62I) and Section 11.06 of the MEPA regulations (301 CMR 11.00), I have reviewed the Expanded Environmental Notification Form (EENF) and hereby determine that this project **requires** an Environmental Impact Report (EIR). I am declining to allow a Single EIR as requested by the Proponent. The Proponent must submit a Draft EIR (DEIR) in accordance with the Scope provided in this Certificate. In a separate Draft Record of Decision (DROD), also issued today, I **propose to grant** a Waiver that will allow the proponent to proceed with Phase 1 of the project prior to completing the MEPA process for the entire project.

Project Description

As described in the ENF, the project includes the phased construction of a glass recycling/processing facility; a solid waste handling and processing facility that will accept 1,500 tons per day (tpd) of municipal solid waste (MSW) and construction & demolition (C&D) waste; and a biosolids drying facility that will accept 50 dry tpd of biosolids. Phase 1 includes construction of a glass recycling/processing facility within a 27,500-square foot (sf) building,

construction of a railroad (RR) sidetrack from the main RR line to the glass processing facility, and installation of a 1.9 megawatt (MW) solar photovoltaic (PV) array. The glass recycling/processing facility will recycle glass collected through the Massachusetts bottle deposit system. Glass processing will include crushing, sizing and separation of the glass by color. Processed glass will be stored in bunkers until it is loaded into rail cars or trucks to shipment for bottle manufacturers. Phase 1 is proposed to meet an immediate regional need for glass processing in the region by providing an alternative market for glass that would otherwise be disposed.

Phase 2 includes construction of the MSW and C&D transfer station and the biosolids drying facility and extension of the RR sidetrack to service these facilities. Phase 2 will construct a 50,000-sf waste handling building which will be connected to an existing 103,000-sf building. The larger building will house processing equipment which will remove waste ban items and separate out recyclable materials. It also includes construction of a stand-alone 30,000-sf building to house the biosolids processing equipment. Biosolids processing will consist of drying the biosolids to reduce the volume and tonnage of the material prior to off-site disposal. Shipment of all outbound material will primarily occur via rail car.

Project Site

The 71-acre project site is located within the New Bedford Industrial Park at 100 Duchaine Boulevard in New Bedford. The site is generally bounded by industrial properties and Samuel Barnett Boulevard to the north, Phillips Road to the east, undeveloped land to the south, and a rail line and the Acushnet Cedar Swamp State Reservation to the west. The site was previously developed by the Polaroid Corporation and contains access roads, parking areas, stormwater management infrastructure and numerous buildings. The Proponent purchased the site in 2016 and has relocated a portion of its processing and recycling operations from 969 Shawmut Avenue to the project site. The site also contains 1.5 MW of solar PV mounted on a series of carport canopies. Access to the site is provided from Duchaine Boulevard, via an internal one-way loop roadway surrounding the proposed facility. The site has adequate area to support truck movement and access and is easily accessible from Route 140 (Alfred M Bessette Memorial Highway) via Braley Road or Phillips Road.

Wetland resource areas in the vicinity of the project include Bank, Bordering Vegetated Wetlands (BVW), Land under Water (LUW), and Riverfront Area. The project site is not located in Priority and/or Estimated Habitat as mapped by the Division of Fisheries and Wildlife's (DFW) Natural Heritage and Endangered Species Program (NHESP) or an Area of Critical Environmental Concern (ACEC). The site does not contain any structures listed in the State Register of Historic Places or the Massachusetts Historical Commission's (MHC) Inventory of Historic and Archaeological Assets of the Commonwealth.

Environmental Impacts and Mitigation

According to the EENF, potential environmental impacts of Phase 1 include alteration of 4.6 acres of land, creation of 21,780 sf of impervious area, generation of 108 new average daily vehicle trips (adt), consumption of 150 gallons per day (gpd) of potable water, and generation of

150 gpd of wastewater. Phase 1 will impact BVW (4,087 sf), Bank (36 linear feet (lf), and Riverfront Area (900 sf). The EENF describes commitments to avoid, minimize and mitigate environmental impacts associated with Phase 1 including: limiting all glass processing to an enclosed building; designing the RR crossing to reduce impacts to BVW and RFA; wetland replication; constructing the project on a previously altered site; use of rail to ship glass off-site; construction period erosion and sedimentation control measures; and generating renewable energy with solar PV systems.

Potential environmental impacts associated with full-build of the project include alteration of 8.8 acres of land; creation of 3.5 acres of impervious area; generation of 568 new adt (including employee trips), an increase in water demand of 13,000 gpd of potable water, and an increase in wastewater flow of 82,975 gpd of wastewater. The project will also generate GHG emissions associated with the project's energy use and trip generation. Measures to avoid, minimize, and mitigate project impacts include constructing the project on a previously altered site; limiting all discharge and handling of solid waste to the enclosed tipping floor; limiting all biosolids processing to an enclosed building; use of rail to transport the majority of material from the site; installation of a floor drain collection system that drains to a holding tank to prevent groundwater contamination; erosion and sedimentation controls; stormwater management controls and implementation of Best Management Practices (BMPs) to minimize odor, dust, noise, and litter impacts.

Jurisdiction and Permitting

The project is undergoing MEPA review and requires the preparation of a mandatory EIR pursuant to Sections 11.03(5)(a)(6) and 11.03(9)(a) of the MEPA regulations because it requires State Agency Actions and will result in: New Capacity for storage, treatment, processing, combustion or disposal of 150 or more wet tpd of sewage sludge and New Capacity of 150 or more tpd for storage, treatment, processing, or disposal of solid waste (respectively). Because it requires an EIR, the project is subject to review in accordance with the MEPA Greenhouse Gas (GHG) Emissions Policy and Protocol. The project is also subject to the Executive Office of Energy and Environmental Affairs' Environmental Justice (EJ) Policy.

Phase 1 of the project will receive Financial Assistance from the Massachusetts Department of Transportation (MassDOT) Industrial Rail Access Program (IRAP) in the amount of \$500,000. Phase 1 will require an Order of Conditions from the New Bedford Conservation Commission (or in the case of an appeal, a Superseding Order of Conditions from MassDEP) and a new or amended Site Plan Approval from the New Bedford Planning Board.

The remainder of the project will require a Determination of Site Suitability, Authorization to Construct, and Authorization to Operate and may require a Limited Plan Approval (LPA) from MassDEP and a NPDES General Permit (GP) for Construction and/or Multi-Sector General Permit (MSGP) for Stormwater Discharges Associated with Industrial Activity from the U.S. Environmental Protection Agency (EPA). The project will also require a number of local permits from the City of New Bedford, including: Site Assignment from the Board of Health, a new and/or Amended Order of Conditions from the Conservation Commission, and a new and/or amended Site Plan Approval from the Planning Board.

Because the Proponent is seeking Financial Assistance, MEPA jurisdiction is broad in scope and extends to all aspects of the project that may cause Damage to the Environment, as defined in the MEPA regulations.

Phase 1 Waiver Request

The Proponent submitted an EENF in support of its request for a Phase 1 Waiver, which would allow Phase 1 of the project to proceed prior to completion of the EIR for the entire project. Consistent with this request, the EENF was subject to an extended 30-day public comment period. At the Proponent's request, the comment period was extended for an additional two-weeks and closed on April 12, 2019.

The MEPA regulations at 301 CMR 11.11(1) state that I may waive any provision or requirement in 301 CMR 11.00 not specifically required by MEPA and may impose appropriate and relevant conditions or restrictions, provided that I find that strict compliance with the provision or requirement would:

- (a) result in an undue hardship for the Proponent, unless based on delay in compliance by the Proponent; and
- (b) not serve to avoid or minimize Damage to the Environment.

The MEPA regulations at 301 CMR 11.11(4) state that, in the case of a partial waiver of a mandatory EIR review threshold that will allow the Proponent to proceed with Phase 1 of the project prior to preparing an EIR, I shall base the finding required in accordance with 301 CMR 11.11(1)(b) on a determination that:

- (a) the potential environmental impacts of Phase 1, taken alone, are insignificant;
- (b) ample and unconstrained infrastructure facilities and services exist to support Phase 1;
- (c) the project is severable, such that Phase 1 does not require the implementation of any other future phase of the project or restrict the means by which potential environmental impacts from any other phase of the project may be avoided, minimized or mitigated; and
- (d) the agency action(s) on Phase 1 will contain terms such as a condition or restriction, so as to ensure due compliance with MEPA and 301 CMR 11.00 prior to commencement of any other phase of the project.

Single EIR Request

The Proponent submitted an EENF and requested that I permit the filing of Single EIR, rather than a Draft and Final EIR. A Single EIR may be allowed, provided I find that the EENF: a) describes and analyzes all aspects of the project and all feasible alternatives, regardless of any jurisdictional or other limitation that may apply to the Scope; b) provides a detailed baseline in relation to which potential environmental impacts and mitigation measures can be assessed; and, c) demonstrates that the planning and design of the Project use all feasible means to avoid potential environmental impacts.

Review of the EENF

The EENF included a detailed project description, an alternatives analysis, existing and proposed conditions plans, and information regarding traffic impacts, noise impacts, air and odor impacts, and GHG emissions. The Proponent provided supplemental information to the MEPA Office regarding Phase 1, existing operations at the project site, and wetland impacts to facilitate MEPA review.¹ For purposes of clarity, references to the EENF in this Certificate include this supplemental information. The comment period was extended for two-weeks at the Proponent's request to provide additional time to review and comment on the EENF.

The project exceeds solid waste and wastewater threshold and is located within one mile of a designated Environmental Justice (EJ) community. The Proponent consulted with MassDEP and the MEPA Office regarding the enhanced outreach requirements of the EJ Policy. The Proponent published Spanish and Portuguese language versions of the MEPA Public Notice in *El Planeta* and the *Portuguese Times* (respectively) in addition to the *New Bedford Times*. The Proponent also notified the following organizations of the project and MEPA scoping session and provided them with a copy of the EENF: Coalition for Social Justice, Alternatives for Community & Environment, Hands Across the River Coalition, and Old Bedford Village. These were identified as EJ leaders based on consultation with MassDEP. The comment period was extended for two-weeks at the Proponent's request to provide additional time to review and comment on the EENF. The comment period commenced on February 20, 2019 and concluded on April 5, 2019. I accepted all late comments as allowed in accordance with 301 CMR 11.06(3). A MEPA site visit and scoping session was held on March 7, 2019. Spanish and Portuguese translation services were provided at the MEPA scoping session. As noted above, the Proponent will hold a public meeting in early May which will provide another opportunity for public participation and outreach.

I have received numerous comment letters that identify concerns regarding the project and public outreach. During the MEPA review period, the Proponent also agreed to hold a public meeting which will provide the community with an additional opportunity to learn about and comment on the project. The meeting is proposed to be held during the evening at the Pulaski School in the north end neighborhood of New Bedford. It is proposed to be held in early May although a final date has not been selected. Once scheduled, the Proponent will publish notice of the meeting in the *Standard Times* and will notify the above referenced EJ groups. The Proponent has also created a website (<http://parallelproductssustainability.com>) which provides information on the project and will be updated to include renderings of the proposed project.

Comments from State Agencies generally support the Phase 1 waiver request. In addition, comments from MassDEP note the important role that the Phase 1 project plays in supporting the alternative market for collecting and diverting glass from disposal. I have also received numerous comment letters from the City, abutters, and other stakeholders that express concerns regarding noise, odor, and traffic and identify the need for additional public engagement. I note that MassDEP's Site Assignment Regulations for Solid Waste Facilities (310 CMR 16.00) and Solid Waste Regulations (310 CMR 19.00) require that facilities be designed and constructed to prevent pollution of land, air and water, and to prevent the creation of nuisance conditions. The

¹ Emails from Whitney Hall (Green Seal Environmental Inc.) to Page Czepiga (MEPA Office) sent 3/5/19, 3/11/19, and 4/2/19.

Scope for the DEIR requires additional public outreach and analysis of project impacts to demonstrate that the project will not disproportionately affect EJ communities. It also requires that the Proponent provide information that addresses the applicable Site Assignment and Solid Waste regulatory approval criteria to support MassDEP permitting.

Alternatives Analysis

The EENF identified the criteria the Proponent used to evaluate the following potential sites in New Bedford: Site A- 100 Duchaine Boulevard (71 acres), Site B – 1080 Shawmut Avenue (3.6 acres), and Site C – 781 Church Street. According to the EENF, all three sites are located in industrial zoned areas, are located adjacent to a rail line, and would comply with MassDEP siting criteria established for the waste handling area of solid waste handling facilities. According to the EENF, Site B was not large enough to accommodate a waste handling building and a rail side track of sufficient length necessary for the required rail service. The EENF indicated that Site C could accommodate a waste handling building and sufficient rail side track. According to the EENF, Site C was eliminated as it would require trucks accessing the site to pass numerous residences and the New Bedford Vocation Technical High School. According to the EENF, Site A was selected as the Preferred Alternative as it is located in an existing industrial park, has adequate space to accommodate a waste handling building and rail side track of sufficient length, has good access to high-capacity roads and highways, and will avoid routing trucks through residential areas or past schools.

Solid Waste

The Proponent has been operating a glass, aluminum, and plastics container recycling operation at 969 Shawmut Avenue in New Bedford since 2008. The Proponent intends to relocate all recycling operations from 969 Shawmut Avenue to the project site as part of Phase 1. Comments from MassDEP indicate the Proponent holds a General Permit for its recycling operations and submitted Annual Certification on May 11, 2018, as required by 310 CMR 16.04. I refer the Proponent to MassDEP's comments which provide guidance on the annual certification requirements. Phase 2 will be regulated in accordance with MassDEP Site Assignment Regulations for Solid Waste Facilities (310 CMR 16.00) and Solid Waste Facility Regulations (310 CMR 19.00). The EENF included a detailed description of project operations and a preliminary site suitability application (BWP SW 01) which addresses how the project will meet MassDEP Site Suitability Criteria. The criteria include avoiding handling of waste in areas contributing to ground or surface water supplies or in the Riverfront Area, setbacks from residential areas, minimizing impacts to traffic and air quality and avoiding, or minimizing impacts to other sensitive resources including agricultural land, rare species habitat, Areas of Critical Environmental Concern (ACEC) and open space. According to the draft Site Suitability Application included in the EENF, the project design and location conform with the criteria. I refer the Proponent to comments from MassDEP which identify additional information necessary to demonstrate consistency with the criteria.

As described in the EENF, MSW, C&D, glass, and biosolids will be delivered to the facility by truck between 6:00 AM and 6:00 PM, Monday through Saturday. Biosolids delivery may also occur on Sunday between 6:00 AM and 6:00 PM. The facility will receive C&D, baled

MSW, and loose MSW in live floor trailers, transfer trailers, and packer trucks (respectively). Trucks will be weighed on a truck scale and backed into the 50,000-sf waste handling building to tip their load. Processing equipment and manual picking lines will remove waste ban items from the mixed waste and separate other recyclable materials for recycling or diversionary uses. Extracted recyclables will be sent to recycling markets by rail or truck and residual waste will be baled, shrink-wrapped, and transported via rail to off-site disposal. All biosolids processing will be done within a separate enclosed building with two odor control systems. The facility will accept both dewatered cake biosolids and thickened wet slurry biosolids. Wet slurry biosolids will be stored in tanks until they are dewatered via centrifuge or screw press. The dewatered biosolids cake will be blended with other biosolids cakes and directed to a thermal dryer that utilizes a natural gas burner. The biosolids will be dried to approximately 90% solids and sent for disposal via railcar or truck.

The following BMPs were incorporated into the project design to minimize potential impacts to the site and surrounding environment:

- All tipping, handling, and loading of MSW/C&D and all biosolids processing will occur within fully enclosed buildings;
- Tipping floor will be constructed of impervious concrete and include a floor drain collection system that drains to a holding tank to prevent contamination of groundwater;
- Use of a fine atomized misting system within the MSW handling and processing buildings to control fugitive dust and odor;
- Regular daily clean-up and sweeping to control fugitive dust on external paved surfaces;
- Use of a negative pressure air collection system, wet scrubber, and ionization system to reduce odors from the biosolids facility; and
- Designing building stacks with adequate heights and exit velocities to facilitate air dispersion.

Demolition of existing buildings will generate C&D waste, portions of which may contain asbestos. Removal or abatement of regulated asbestos-containing material must be completed consistent with the requirements of 310 CMR 7.00. I encourage the Proponent to incorporate C&D recycling activities into project plans and refer the Proponent to MassDEP's comment letter which provides regulatory guidance on Asphalt, Brick, and Concrete (ABC) recycling and processing.

Environmental Justice

Because the project exceeds MEPA EIR thresholds for wastewater and solid waste and is located within one mile of an EJ Community, it is subject to the EEA EJ Policy and requirements for enhanced public participation and enhanced analysis of impacts and mitigation. The EJ Policy was designed to improve protection of minority and low income communities from environmental pollution as well as promote community involvement in planning and environmental decision-making to maintain and/or enhance the environmental quality of their neighborhoods. The Proponent's outreach efforts and the enhanced outreach requirements of the

EJ Policy were identified earlier in this Certificate. The EENF identified one census block group designated as an EJ community (i.e. 25% or more of the residents area are minority) that is located within one mile of the project. The EENF included an “Environmental Justice Analysis” (Appendix J) which provided an assessment of baseline public health conditions, analysis of potential air impacts, and measures to avoid, minimize, and mitigate said impacts. It included an evaluation of the baseline health of the EJ communities in the broader area surrounding the project site using data from the Department of Public Health’s (DPH) Environmental Public Health Tracking website. The analysis reviewed cancer data (from 2000 to 2013), the incidences of asthma (from 2000 to 2014), acute myocardial infarctions (AMI) (from 2000 to 2014), and Chronic Obstructive Pulmonary Disease (COPD) (from 2000 to 2014).

The analysis found that occurrences of these issues vary in the surrounding area with New Bedford having rates above the statewide average and Acushnet and Dartmouth having rates similar to or lower than the statewide average. Based on the results of the air quality dispersion model, the EENF concluded that the project will comply with all health-protective standards and will not cause or contribute to any health-protective exceedances of air quality concentrations. Specifically, the project will not exceed NAAQS/MAAQs which were established to “provide public health protection, including protecting the health of “sensitive” populations such as asthmatics, children, and the elderly” or MassDEP’s AALs and TELs which were developed to evaluate potential human health risks from exposures to airborne chemicals. Comments from MassDEP identify concerns regarding adverse impacts to proximate sensitive receptors (two schools and a daycare) and request an expanded discussion of potential project-related impacts to these sensitive receptors.

Wetlands/Stormwater

The Proponent provided supplemental information to the MEPA Office to clarify a slight reduction in wetland impacts based on plan refinements that occurred after the EENF was submitted.² According to this supplemental information, Phase 1 will impact BVW (4,087 sf), Bank (36 lf), and Riverfront Area (900 sf). Remaining development, which will be addressed in the DEIR, will not impact wetland resource areas. The New Bedford Conservation Commission will review Phase 1 to determine its consistency with the Wetlands Protection Act (WPA), the Wetlands Regulations (310 CMR 10.00), and associated performance standards, including the Stormwater Management Standards (SMS). According to the EENF, all wetland impacts are associated with construction of the rail spur over a drainage swale and a BVW crossing. The EENF indicated the Proponent will provide wetlands replication to mitigate impacts to BVW. Comments from the City indicate they will require mitigation at a 1.5:1 ratio of mitigation to impacts. I anticipate that the Proponent will coordinate closely with the City Conservation Agent to provide appropriate wetland replication while reducing tree clearing. I refer the Proponent to comments from the City that note an outstanding compliance issue that must be remedied prior to the commencement of site work.

The following measures were incorporated to reduce wetland impacts: crossing perpendicular to the swale and BVW to minimize the impacted area, installation of a box culvert

² Emails from Whitney Hall (Green Seal Environmental Inc.) and Christian Farland (Farland Corp.) to Page Czepiga (MEPA Office) sent 4/2/19 and 4/8/19, respectively.

within the alignment of an abandoned bridge to cross the swale, locating the swale crossing within previously disturbed soils, aligning the BVW crossing so a portion of the crossing can be constructed on an isolated area of uplands within the wetland, and use of retaining walls (in-lieu of sloped embankments) to construct the BVW crossing to reduce wetland impacts. Comments from MassDEP request additional consideration of alternative designs that will further reduce impacts to wetland resource areas. In an email dated March 29, 2019, the Proponent prepared a response to MassDEP's comments which elaborated on crossing structures considered for the site and confirmed that the crossings will comply with MA Stream Crossing Standards. Supplemental comments from MassDEP identify additional information that should be provided during permitting, including an expanded analysis to address the applicable Riverfront Area performance standards and information to demonstrate the project's compliance with the MA Stream Crossing Standards and support its designation as a Redevelopment Project per at 310 CMR 10.58(5).

The existing stormwater management system includes a series of catch basins, detention ponds, and subsurface infiltration systems. According to the ENF, the existing stormwater management system will continue to serve the site as the project will not significantly increase impervious area or result in significant changes to site drainage or topography. Comments from MassDEP note that components of the stormwater management system may be subject to the *Underground Injection Control (UIC)* program and provide guidance on NPDES permitting.

Transportation/Traffic

The EENF included a Traffic Impact and Assessment Study (TIAS) which was performed in general conformance with MassDOT/EEA's Guidelines for *EIR/EIS Traffic Impact Assessments*. Comments from MassDOT indicate the study area is adequate for capturing the traffic impacts of the project. The TIAS concluded that Phase 1 of the project will generate approximately 108 new trips per day (54 vehicles entering and 54 vehicles exiting). Full-build of the project will generate 418 new truck trips per day (209 truck trips entering, 209 truck trips exiting). In addition, employees will contribute approximately 150 vehicle trips (75 entering, 75 exiting) for a total of 568 vehicle trips accessing the site on an average weekday. Trip generation was calculated based on empirical data collected from a similar solid waste facility in Rochester, MA. The Proponent anticipates shipping all outbound material by rail. To provide a conservative analysis, the trip generation calculations assumed all outbound material would be transported by truck. The planned use of rail for outbound shipment would reduce trip generation by approximately 110 trips per day. I refer the Proponent to comments from MassDOT and the City which request the Proponent commit to and implement a Transportation Demand Management (TDM) program to reduce trip generation. Comments from MassDOT also identify bus stops located in close proximity to the site and encourage the Proponent to design access roads in accordance with Complete Street standards to facilitate opportunities to walk and bike to the site and proximate transit connections.

The TIAS included a summary of study area crash rate data for the five year period of 2011-2015 which identified two unsignalized intersections³ that exceed the MassDOT-District 5

³ The two intersection locations are: 1) Braley Road/Theodore Rice Boulevard at Phillips Road and 2) Theodore Rice Boulevard at Duchaine Boulevard.

and state-wide average rates. Comments from MassDOT indicate that the additional traffic volume generated by the project is not expected to significantly impact safety at these intersections. According to the TIAS, there are no Highway Safety Improvement Program (HSIP) high crash cluster intersections within the study area. The TIAS included capacity analyses at study area intersections for the weekday morning (AM) and evening (PM) peak hours for 2018 Existing, 2025 No-Build, and 2025 Build conditions. The addition of project-generated traffic will cause certain turn movements to experience slightly increased delays compared to the 2025 No-Build conditions. The TIAS indicated the delays are generally not significant to impact the LOS and noted that the impacted locations will continue to operate under capacity in 2025 Build Conditions.

Greenhouse Gas Emissions

The EENF included a GHG analysis consistent with the MEPA GHG Policy (the Policy). The Policy requires projects to quantify carbon dioxide (CO₂) emissions and identify measures to avoid, minimize, or mitigate such emissions. The analysis quantified the direct and indirect CO₂ emissions associated with the project's energy use (stationary sources) and transportation-related emissions (mobile sources). I note the City of New Bedford is a designated Green Community under the provisions of the Green Communities Act of 2008. As such, the City has adopted the Commonwealth of Massachusetts' Stretch Code (SC). The project will be required to meet the applicable version of the SC in effect at the time of construction. The SC requires at least a 10-percent reduction in energy use compared to the base Building Code requirements. Stationary sources were evaluated using equipment assumptions and excel spreadsheets. Mobile GHG emissions were estimated using information from the TIAS, MOVES CO₂ emission factors, and followed the standard methodology outlined in MassDEP's *Guidelines for Performing Mesoscale Analysis of Indirect Sources* (May 1991). Mobile source emissions were calculated for local on-road process truck deliveries, employee vehicle trips, onsite and offsite idling, and the use of front-end loaders for glass and MSW/C&D handling.

The GHG analysis evaluated CO₂ emissions for two alternatives as required by the Policy including: 1) a Base Case compliant with the 9th Edition of the Massachusetts Building Code, and 2) a Preferred Alternative (Mitigation Alternative) that incorporates additional energy saving measures. The 9th Edition of the Building Code references the American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) 90.1-2013 and the International Energy Conservation Code (IECC) 2015. The EENF indicated that the equipment for processing the glass and MSW/C&D is industry standard and would not differ from the base case scenario. It also indicated that the glass recycling and MSW/C&D processing buildings will be unconditioned spaces. Based on this, the GHG analysis for the glass recycling and MSW/C&D processing facilities was limited to the energy use associated with their buildings, specifically the lighting demands. Similarly, the GHG analysis for the biosolids processing facility was limited to the energy use associated with lighting, ventilation, and heating demands. The EENF identified those measures that will be incorporated into the project design, measures that were dismissed as infeasible or inappropriate, and measures that will be studied further during advanced design stages.

The Proponent has committed to incorporate the following measures to reduce GHG emissions:

- Installation of 1.9 MW of solar PV via canopy (carport and shed) and rooftop arrays during Phase 1 (in addition to existing 1.5 MW on-site PV array);
- Reduced Lighting Power Densities (LPD) to achieve a 10% reduction over Code requirements in all buildings;
- Construction of all new buildings as solar PV-ready with appropriate structural capacity and space allocations for solar PV arrays;
- Energy-Efficient condensing boiler for heating the biosolids processing building; and
- Construction waste recycling.

Because the project is at a conceptual design level, the Proponent has an opportunity to consider incorporation of additional GHG reduction measures. As recommended by DOER, the Proponent should consider a further reduction in LPD and the use of cold-climate heat pumps to provide space heating in the biosolids processing building. I acknowledge and appreciate the Proponent's commitment to renewable energy which will assist the Commonwealth in meeting its overall GHG reduction goals stated in the Global Warming Solutions Act of 2008. The Proponent has installed 1.5 MW of solar PV at the site and will install an additional 1.9 MW of solar PV in Phase 1. Installation of the 1.9 MW solar PV array will generate 2,499 MWh/year and result in a GHG reduction of 907 tpy. The combined 3.5 MW array will generate 4,543 MWh/year for a total GHG reduction of 1,647 tpy.

The EENF evaluated and quantified the GHG reductions that could be achieved by implementing the following measures in the biosolids processing facility: advanced vacuum drying technology (2,393 tpy) and variable frequency drives (VFDs) in the ventilation system (36 tpy) and process motors (211 tpy). The EENF indicated the Proponent cannot guarantee these GHG reductions as they were based on conceptual engineering estimates and/or vendor representations. Based on this, these additional measures were not included as GHG mitigation commitments. It is unclear whether they will be incorporated into the project. This should be addressed in the DEIR. The EENF also indicated that the Proponent is evaluating gasification of dried biosolids for a later stage of the project. Gasification is not proposed at this time. If the Proponent intends to incorporate gasification into the project at a later date, it would be subject to a Notice of Project Change (NPC) to the MEPA Office and additional review, permitting and air quality analysis.

Phase 1 stationary source CO₂ emissions were estimated at 102 tpy in the Base Case. Adoption of energy efficient lighting will reduce stationary source CO₂ emissions by 10 tpy, for a total of 92 tpy or a 10% decrease. Installation of the 1.9 MW solar PV array will reduce GHG emissions by 907 tpy. The EENF indicated the estimated number of new trips associated with the Phase 1 project (108 new trips) is not anticipated to generate a significant level of mobile source GHG emissions. To be conservative, the EENF did not take credit for the reduction in mobile source emissions associated with shipping outbound materials by rail instead of trucks or the reduced travel from trucks transferring materials from their point of origin within the greater New Bedford area to more distant facilities. The GHG emissions (Table 7 of Appendix C) for full-build of the project are summarized below.

	BASECASE	PROPOSED	DIFFERENCE	
			TPY	%
MOBILE SOURCE EMISSIONS	3,377	3,377	0	0
STATIONARY SOURCE EMISSIONS	10,898	10,835	63	-0.58%
<i>Glass Recycling</i>	<i>102</i>	<i>92</i>	<i>-</i>	<i>-</i>
<i>MSW/C&D Processing</i>	<i>314</i>	<i>282</i>	<i>-</i>	<i>-</i>
<i>Biosolids Processing</i>	<i>10,482</i>	<i>10,461</i>	<i>-</i>	<i>-</i>
1.9 MW SOLAR PV		-907	-	-
TOTAL	14,275	13,305	970	-6.80%

Air Quality

The project will require a Limited Plan Approval (LPA) from MassDEP to ensure that the project, and the facility as a whole, conforms to National Ambient Air Quality Standards (NAAQS) and the Massachusetts Ambient Air Quality Standards (MAAQS). MassDEP's permitting process may include a review to demonstrate compliance with the Best Available Control Technology (BACT) review. The EENF included an Air and Odor Analysis (Appendix D) which evaluated emissions associated with stationary combustion sources, mobile diesel equipment, dust from material handling, and potential odor sources. The analysis used the U.S. EPA's AERMOD air dispersion model to determine potential air quality impacts associated with the above emissions on proximate residential receptors. To be conservative, the analysis assumed all outbound shipment of material will occur via truck. The analysis quantified potential emissions from the project for nitrogen dioxide (NO₂), particulate matter up to 2.5 micrometers in size (PM_{2.5}), and MassDEP air toxics and compared them to the NAAQS and MassDEP's Ambient Air Levels (AALs) and Threshold Effect Exposure Limits (TELs).

The analysis also evaluated potential odors from MSW tipping and processing and biosolids processing. These were compared against the recommended odor concentration limit in MassDEP's "Draft Odor Policy for Component Facilities". The analysis identified the following measures to reduce air quality and odor impacts: wet scrubbing for air emanating from the biosolids dryers; ionization for oxidation of the air constituents emanating from the biosolids dewatering operations; and designing building stacks to facilitate air dispersion. Based on the results of the air dispersion modeling, predicted air pollutant, and odor concentrations are shown to be below the applicable NAAQS/MAAQS, MassDEP AALs and TELs at residences, and protective odor concentration criterion at residences. Based on this, the analysis concluded that the project as designed, will not cause or contribute to a condition of air pollution in the area.

Noise

The EENF included a Sound Level Assessment Report (Appendix D) which provided a description of the applicable noise regulatory requirements, a brief explanation of noise terminology, a summary of the results of the complete ambient sound level monitoring program, and a discussion of the sound level modeling analysis for the proposed project. The EENF also discussed the project's consistency with the MassDEP Noise Policy. The primary noise sources

of the project include MSW/C&D tipping and handling, ventilation equipment, outdoor front-end loader at the glass handling building, process ventilation equipment at the biosolids building, and four cooling towers. The project and majority of on-site equipment will operate 24 hours/day and 7 days per week, with the exception of the outdoor front-end loader at the glass processing building which will operate from 7:00 AM to 10:00 PM. I refer the Proponent to comments from MassDEP which identify additional sound sources that should be incorporated into the analysis.

The MassDEP Noise Policy limits new noise-generating equipment to a 10-dBA (A-weighted decibel) increase in the ambient sound measured at the property line and at the nearest residences. The EENF provided a summary of the results from sound level modeling measured at four representative locations around the facility and within the community. The locations were selected to represent the closest sensitive receptors (primarily residential) surrounding the project site. The analysis identified the following measures that were incorporated into the project to reduce noise impacts: electric rail car pusher to move rail cars within the site, fan silencers or low noise exhaust fans on the biosolids building, silencer or low noise unit in the scrubber stack and quiet cooling towers or construction of a sound barrier wall (50-ft long by 15-ft tall) along the southern edge of the biosolids building to shield the residential area from the sound generated by cooling towers. With implementation of the proposed mitigation, modeled future daytime and nighttime sound levels from the project are predicted to increase the measured background sound levels by 3 to 8 dBA at all modeled residential receptor locations, thereby demonstrating consistency with the MassDEP Noise Policy limit. Modeling also indicates that the proposed project is not expected to create any "pure tone" conditions, as defined by MassDEP, when combined with existing background sound levels at any modeled receptor locations.

Water/Wastewater

According to the EENF, the project will increase water demand by 13,000 gpd and will increase wastewater flows from the site by 82,975 gpd. Wastewater generation is primarily associated with water removed from biosolids either by dewatering or by drying/condensing. The project will be served by municipal water and sewer infrastructure. Comments from MassDEP indicate the City has an EPA approved Industrial Wastewater Pretreatment Program (IPP). The Proponent should consult with the City to determine measures necessary to comply with the City's IPP. I refer the Proponent to comments from the City which requests analysis to determine whether existing infrastructure can accommodate and treat the wastewater flows. Comments from MassDEP encourage the Proponent to implement measures to reduce water consumption.

Conclusion

Based on review of the EENF, consultation with State Agencies, and a review of comment letters, I hereby require the Proponent to file a Draft EIR and Final EIR. The Scope below identifies additional information and analysis that should be provided in the DEIR to demonstrate that environmental impacts have been minimized, avoided and mitigated to the maximum extent feasible; to demonstrate that the project will not disproportionately affect an EJ community; and to provide information and analysis for permitting agencies to evaluate consistency with regulatory standards and to make associated Section 61 Findings.

In a separate DROD, also issued today, I propose to grant a Waiver that will allow the Proponent to proceed with Phase 1 of the project prior to completing the MEPA process for the entire project. The Phase 1 waiver is limited to the construction of a glass recycling/processing facility, a RR sidetrack from the main RR line to the glass processing facility, and a 1.9 MW solar PV array. The DROD addresses the project's consistency with the criteria for a Phase 1 Waiver and related conditions.

SCOPE

General

The EIR should follow Section 11.07 of the MEPA regulations for outline and content, as modified by this Scope. The majority of the EENF was comprised of the preliminary site suitability application with appended technical studies. This provided information for review by State Agencies and the public; however, the DEIR must contain a full and self-contained description and analysis of the project. It should provide additional narrative to explain and support the analysis of the project's impacts and mitigation, and extract relevant documentation and tables from technical appendices to supplement the narrative. The DEIR should include a comprehensive narrative with a separate chapter for each of the categories identified herein.

Project Description and Permitting

The DEIR should include a detailed description of the existing and proposed conditions, describe any changes to the project since the filing of the EENF, and should provide an update on Phase 1. The DEIR should include updated site plans for existing and post-development conditions at a legible scale. It should provide a brief description and analysis of applicable statutory and regulatory standards and requirements, and a description of how the project will meet those standards and provide an update on the state, federal, and local permitting process. The DEIR should provide an update that describes all of the enhanced public outreach efforts and meetings that have occurred since the EENF was submitted in accordance with the EJ Policy.

The DEIR should show areas of land alteration for buildings, roadways, parking, wastewater, water and stormwater infrastructure, lawns and landscaping, and other project components. The DEIR should describe the project's consistency with the City's current Master Plan and the Southeast Regional Planning and Economic Development District's (SRPEDD) current Regional Policy Plan. It should also include a discussion of the facility's role in achieving the Commonwealth's goals as outlined in MassDEP's Solid Waste Master Plan.

Solid Waste

The DEIR should include a narrative summary that describes how C&D, baled and loose MSW, and dewatered cake and thickened wet slurry biosolids, will be delivered, transferred from vehicles, processed, and shipped-off site. The DEIR should address the issues identified in the "Suitability Criteria" section of MassDEP's comment letter (dated March 22, 2019). The DEIR

should include a narrative description and supporting figures that describes the movement of empty and full railcars on the site, including the new rail spurs and extended sidetrack. It should provide plans that show the waste handling area and associated 500-foot setback from residential properties, including the newer residences referenced in MassDEP's comments. Plans should also depict wetland resource areas in relation to the proposed waste handling area. The DEIR should address the project's consistency with applicable site suitability criteria. Comments from the City identify concerns regarding the explosion/combustion potential of dried biosolids. The DEIR should address this issue and identify associated mitigation measures, as appropriate. It should also describe contingency plans for processing biosolids if one or more dryer becomes unavailable.

Environmental Justice

In accordance with the EJ Policy, the Proponent must provide enhanced public outreach of the DEIR to EJ populations in New Bedford. Enhanced public outreach should include preparation and distribution of a fact sheet that provides a summary of the project, environmental impacts (including air quality), and public comment opportunities. The fact sheet should include photos of similar facilities (or direct individuals to a website to view renderings). The project fact sheet should be provided to the public library and City Hall; included on the project website; and provided upon request by residents. Prior to submitting the DEIR, the Proponent should contact the Toxics Action Center, EJ groups identified above, and the City's Planning Department for input on alternative media outlets and information repositories in which to provide notice of the DEIR. The Proponent should consult with the MassDEP's and/or EEA's Environmental Justice Director during preparation of the DEIR regarding the proposed circulation and participation plan to ensure compliance with the EJ Policy.

I have received numerous comment letters that identify concerns regarding the project and public outreach. As noted above, the Proponent will be holding a public meeting to discuss the project, its potential environmental impacts, and mitigation measures. The DEIR should provide a detailed update that describes all of the proponent's enhanced public outreach efforts and meetings that have occurred since the EENF was submitted.

Comments from MassDEP identify concerns regarding adverse impacts to proximate sensitive receptors (two schools and a daycare) that are generally located within a one-mile radius of the project. Other comments identify concerns with potential mobile source emissions, air quality, noise, and odor impacts on vulnerable populations (children and the elderly). Because the project is sited within one mile of a designated EJ population, the DEIR should expand on the discussion of air dispersion modeling results provided in the EENF to identify the direction and extent of potential impacts and to inform development of effective mitigation measures. The DEIR should evaluate increased buffers between property lines and sources of noise/air emissions, increased plantings and vegetated buffers or other barriers to reduce potential impacts.

The EENF indicated that New Bedford has statistically higher rates of environmentally-related health outcomes, including asthma and COPD. The DEIR should discuss the current and future impacts that climate change (including extended periods of drought, and extreme temperatures) will have on air quality within the EJ populations. The DEIR should evaluate

development of a plan to reduce air emission and odor impacts that will be implemented on days when the National Oceanic and Atmospheric Administration (NOAA) issues air quality alerts. In addition, the Proponent should consider implementing an air emissions monitoring plan to track the project's air emissions and identify thresholds which would trigger an evaluation of the need to implement additional mitigation to reduce air quality and odor impacts. The Proponent should also consult with MassDEP and the City's Health Agent to develop a system to log and track odor, noise, and dust complaints during the construction and operational phases of the project. The DEIR should describe the plan and how the community will be notified of the system.

Wetlands/Stormwater

During MEPA review of the EENF, the Proponent indicated project plans were refined to eliminate all wetland impacts associated with the remaining development. The DEIR should provide project plans and a supporting narrative that describes how the project was designed to avoid, minimize, and mitigate impacts to wetland resource areas. This narrative should also provide an update on Phase 1, including any design revisions that further reduced wetland impacts and the location and size (sf) of the wetland replication area. The DEIR should also provide plans that clearly identify new impervious areas and should evaluate all feasible methods to reduce impervious surfaces, including reduced parking ratios, narrow driveway widths, etc. The DEIR should describe the project's stormwater management system and provide conceptual plans identifying existing and proposed stormwater infrastructure. It should discuss how the project will comply with the requirements of applicable stormwater programs, including but not limited to MassDEP's SMS and NPDES GP and/or MSGP (as applicable). The DEIR should consider retrofitting the existing stormwater management system and incorporating additional low impact development (LID) measures to improve water quality.

Transportation/Traffic

Traffic accessing the site will travel through the Theodore Rice Boulevard/Braley Road at Phillips Road intersection in the easterly and westerly directions. This intersection operates as a 4-way stop sign-controlled location. The DEIR should provide revised traffic modeling to reflect this condition. It should provide information to demonstrate that vehicle queues will not block the proximate Route 140 off-ramps. Comments from MassDEP note that the Proponent must commit to limiting the maximum number of vehicles utilizing the site to that presented in the traffic study, or revise the traffic study to reflect the maximum proposed site traffic flow rate. The DEIR should address this and provide a revised traffic study, as necessary.

The DEIR should include a thorough evaluation of TDM measures to reduce site trip generation, including the measures identified in comments from MassDOT and the City. All feasible measures should be incorporated into a TDM plan for the project. The DEIR should include the draft TDM plan and a commitment by the Proponent to implement said plan. I encourage the Proponent to improve bicycle and pedestrian connectivity between the site and adjacent land uses, including proximate bus stops.

Greenhouse Gas Emissions

The FEIR should include a revised GHG analysis that includes the additional information and analyses requested in DOER's comment letter. The DEIR should clarify whether VFDs (for ventilation and process motors) and advanced vacuum technology will be incorporated into the biosolids processing building. If not included as mitigation commitments, the DEIR should provide supporting financial analysis or data to support the dismissal of these measures. The DEIR should clarify the planned code pathway and which two measures have been incorporated into the "Base Case" Scenario as required by Section C406.1 of the Building Code and/or should revise the GHG analysis accordingly. The DEIR should provide additional information on the construction type, building envelope, and space heating output of the biosolids processing building. As recommended by DOER, the revised GHG analysis should evaluate reducing LPD to achieve a 20% reduction over Code requirements in all buildings (vs 10% currently proposed) and the use of cold-climate heat pumps to provide space heating in the biosolids buildings. The DEIR should present the results of calculations used to establish the existing/baseline condition(s), the build condition(s), and the impact of proposed emissions-reduction mitigation. If the project does not incorporate additional reductions in LPD or cold-climate heat pumps, the DEIR should explain, in reasonable detail, why the use of these measures which could provide significant GHG reductions, were not selected. The Proponent should consult with DOER to confirm the approach of the GHG analysis prior to preparing the DEIR. The DEIR should also include a mobile source GHG analysis which has been updated to reflect any changes since the DEIR (as appropriate). The mobile source analysis should quantify the GHG reduction that could be achieved by shipping outbound material by rail instead of trucks.

Air Quality/Noise

The DEIR should include a revised sound analysis that incorporates the additional sound sources identified in MassDEP's comment letter. Prior to filing the DEIR, the Proponent should consult with DPH to identify additional measures that can be incorporated into the project to further reduce impacts to air quality and noise. The DEIR should provide an update on this consultation, including a thorough evaluation of the feasibility and benefits of the identified measures. The Proponent should commit to implementing any measures which are determined to be feasible. The DEIR should confirm the air permitting required by the project and provide an update on the air permitting process, including any BACT analysis.

Water/Wastewater

The DEIR should provide an update on consultations with the City regarding monitoring, metering, and pretreatment necessary to comply with the City's IPP. The DEIR should clarify whether the municipal wastewater infrastructure (including piping and pump stations) is adequate to accept and treat the additional flows from the project and/or should identify any necessary improvements. I refer the Proponent to the City's comment letter for additional guidance. The DEIR should include a draft spills contingency plan to address prevention and management of potential releases of oil and/or hazardous material. At a minimum, the spills contingency plan should address refueling of machinery, storage of fuels, and accidental

releases. The DEIR should also identify measures incorporated into the project design to reduce the project's water demand.

Construction Period Impacts

The DEIR should describe construction methodology and sequencing, potential construction period impacts (including but not limited to traffic management, materials management, parking, air quality and noise impacts, and other items as they related to the construction period), and identify feasible measures that can be implemented to eliminate or minimize these impacts. This discussion may be prepared and presented in the DEIR as a draft Construction Management Plan (CMP). The draft CMP should include appropriate erosion and sedimentation control BMPs consistent with applicable NPDES Permit requirements. The project must comply with MassDEP's Solid Waste and Air Pollution Control regulations, pursuant to M.G.L. c.40, §54. The DEIR should discuss the solid waste and air quality regulatory requirements identified in MassDEP's comment letter and identify the specific and aggressive construction recycling and source reduction goals the Proponent will adopt.

Because this project is located in close proximity to a designated EJ population, the Proponent should mitigate the construction period impacts of diesel emissions to the maximum extent feasible. This mitigation may be achieved through the installation of after-engine emission controls such as diesel oxidation catalysts (DOCs) or diesel particulate filters (DPFs), or the use of equipment that meets Tier 3 or Tier 4 emission standards for non-road construction equipment. The DEIR should address how the project will support compliance with the Massachusetts Idling regulation at 310 CMR 7.11.

Mitigation and Draft Section 61 Findings

The DEIR should include a separate chapter summarizing proposed mitigation measures. This chapter should also include draft Section 61 Findings for each State Agency that will issue Permits for the project. The DEIR should contain clear commitments to implement mitigation measures, estimate the individual costs of each proposed measure, identify the parties responsible for implementation (either funding design and construction or performing actual construction), and contain a schedule for implementation. To ensure that all GHG emissions reduction measures adopted by the Proponent in the Preferred Alternative are actually constructed or performed by the Proponent, I require Proponents to provide a self-certification to the MEPA Office indicating that all of the required mitigation measures, or their equivalent, have been completed. The commitment to provide this self-certification in the manner outlined above should be incorporated into the draft Section 61 Findings.

Response to Comments

The DEIR should contain a copy of this Certificate, and a copy of each comment letter received. Based on the large volume of form letters received, copies of form letters may be provided electronically. To ensure that the issues raised by commenters are addressed, the DEIR should include direct responses to comments to the extent that they are within MEPA jurisdiction. A single response to form letters can be provided. This directive is not intended, and

shall not be construed, to enlarge the scope of the DEIR beyond what has been expressly identified in this certificate. I recommend that the Proponent use either an indexed response to comments format, or a direct narrative response. Responses must specifically address each comment letter on the EENF; references to a chapter or extensive section of the DEIR are not adequate.

Circulation

The Proponent should circulate a hard copy of the DEIR to any State and City Agencies from which the Proponent will seek permits or approvals, and to any parties specified in Section 11.16 of the MEPA regulations. The Proponent must circulate a copy of the DEIR to all other parties that submitted individual written comments. In accordance with 301 CMR 11.16(5), the Proponent may circulate copies of the DEIR to these other parties in CD-ROM format or by directing commenters to a project website address. However, the Proponent should make available a reasonable number of hard copies to accommodate those without convenient access to a computer and distribute these upon request on a first-come, first-served basis. The Proponent should send correspondence accompanying the CD-ROM or website address indicating that hard copies are available upon request, noting relevant comment deadlines, and appropriate addresses for submission of comments. In addition, a hard copy of the DEIR should be made available for review at the New Bedford Public Library. The DEIR submitted to the MEPA office should include a digital copy (e.g., CD-ROM, USB drive) of the complete document.



April 12, 2019

Date

Matthew A. Beaton

Comments received:

Form letters beginning "I am strongly opposed to the..." (1,013 received)

Form letters beginning "I strongly support the..." (two received)

03/08/2019	Tracy Wallace (1 of 2)
03/18/2019	Robert Ladino
03/22/2019	Massachusetts Department of Environmental Protection (MassDEP) (1 of 2)
03/26/2019	Roger Cabral
03/26/2019	Cheryl Souza
03/27/2019	Marlene Pollock
03/27/2019	Tracy Wallace (2 of 2)
03/27/2019	Wendy Graca
03/28/2019	Claire B.W. Miller, Toxics Action Center
03/29/2019	Massachusetts Department of Transportation (MassDOT)
03/29/2019	Jonathan F. Mitchell, Mayor, City of New Bedford
03/29/2019	Department of Energy Resources (DOER)
03/29/2019	Vincent Carolan

03/31/2019 Claudia Ostiguy
04/02/2019 Ron Cabral
04/02/2019 Carol Strupczewski
04/05/2019 MassDEP (2 of 2)

MAB/PRC/prc

Czepiga, Page (EEA)

From: cstrupczewski@verizon.net
Sent: Tuesday, April 02, 2019 9:33 AM
To: Czepiga, Page (EEA)
Cc: RRCRT@aol.com; cbostiguy@gmail.com; ritalapre@gmail.com; brad.markey@newbedford-ma.gov
Subject: EEA15990 Paralles Products

Paige Czepiga
Environmental Analyst
MEPA Office

First of all I want to thank and Secretary Matthew Beaton for the extension to April 5 for allowing residents to write their opposition for Parallel Products of New England plans for its expansion in the New Bedford Business Park with the future possibility of having a wastewater sludge facility.

My immediate concern is Phase I and its final step. If granted this will be devastating to the entire development of Pine Hill Acres more than 350 home, Heritage Estates, Long Built Homes, and Briarwood quality of life for more than a thousand residents. Presently, residents in Pine Hill Acres less than 500 feet for the facility are being awoken with loud noise at night, during the daytime, detection of odors in the neighborhood, and can clearly see the well-lighted outside holding stalls with materials in them from Phillips Road. Abutting the property, there are newly built homes.

As I drove on Phillips Road past the Parallel site at 10 p.m., I could clearly see down from the road the lighted open holding stalls which are less than 200 feet from the street. There are no trees, shrubs, privacy fence around the stalls.

The quality of life in this densely popular area is quickly changing for all of the residents from air to noise to traffic. Phillips Road is a two-lane street and can't take the traffic of heavy vehicles on it multiple times a day which will most likely happen as some trucks will take Exit 5 off of Route 140 to enter the southern area of the Business Park which is closer to the Parallel Products factory.

Please do not grant the Phase I step.

Carol Strupczewski
1075 Braley Road
New Bedford, MA 02745

508-995-6135

Czepiga, Page (EEA)

From: Cheryl Souza <clsouza@comcast.net>
Sent: Tuesday, March 26, 2019 8:06 PM
To: Czepiga, Page (EEA)
Subject: Parallel Products of New England

Ms Czepiga,

I have just learned about a project proposed for a location close to my home. I live at 80 Keene Road, in Acushnet, not far from the New Bedford Industrial Park. It has just been brought to my attention that Parallel Products of New England is proposing to bring a biosolid facility to the Industrial Park. I am a strong proponent of environmental cleanliness, and the company does present itself as an environmentally conscious company, however, there has definitely not been enough community outreach regarding the effects on neighbors and the environment they live in.

Parallel Products is also not being truly forthcoming, by denying their plan to implement the "gasification" of biosolids which is in their own words "cutting edge technology". Generally, cutting edge technology really means "we are making this up as we go along."

Please postpone the upcoming deadline for the public comment period, the company has not advertised their public forums, nor have they offered them at times the average working class person would be able to attend.

In addition, there is an anonymous campaign reaching out to the community with poorly written, blatantly false and repetitive flyers. The website for this campaign is <http://stoptheparalleldump.com>. It is not uncommon, in today's world, that corporations employ many ways to get their projects completed regardless of community interest. I believe the owner of that website should be brought to light, it could be Parallel Products themselves.

thank you for your time,

Cheryl Souza

80 Keene Road

Acushnet, Ma 02743

508-685-0330



CITY OF NEW BEDFORD
JONATHAN F. MITCHELL, MAYOR

March 29, 2019

Executive Office of Energy and Environmental Affairs (EEA)
Attention: MEPA Office
Paige Czepiga: EEA No. 15990
100 Cambridge St, Suite 900
Boston MA 02114

RE: EEA 15990: Parallel Products

Dear Ms. Czepiga,

I write to present the response of the City of New Bedford regarding Parallel Products of New England's (PPNE) proposed facility expansion project at 100 Duchaine Blvd. in our business park.

Given the facility's proximity to a densely populated residential neighborhood, I am troubled by the paucity of PPNE's outreach to public, and particularly to the abutting Pine Hill neighborhood. I believe strongly that there needs to be a much more robust public engagement effort that has been undertaken to date.

Moreover, I am not convinced that the preliminary impact analysis regarding potential noise, odor, and traffic is adequate given the stakes, and I would encourage MEPA to exercise its oversight authority to ensure that further study is pursued so that the decision-makers and the public alike can have greater confidence in the findings. In sum, unless and until PPNE is able to satisfactorily address reasonable neighborhood concerns in the areas of noise, odor, and traffic, I am not prepared to lend my support to the project.

In addition to my concerns regarding public engagement and neighborhood impacts, municipal departments have identified a number of specific operational/environmental issues with the proposed facility. These are enumerated below, and are based upon departmental reviews of the EENF submitted to the City of New Bedford in February 2019.

1) **Land Use Impacts**

The project site is in the City's Business Park, a location established to accommodate most industrial uses. As such, the project site is meant to be buffered from the surrounding neighborhood which is residential to the east. If MEPA should allow the project to proceed, PPNE must be required to ensure that all impacts to this neighborhood are satisfactorily mitigated. This would include all potential noise, odor, or additional traffic impacts. It should be noted that the Land Section of the ENF Form was not completed. As the project is a redevelopment of a previously used industrial site, the responses in this section are not likely to have revealed any otherwise unidentified potential impacts.

However, responses would have quantified the amount of land occupied for certain uses (buildings, parking areas, etc.) and would have identified the project's consistency with current City Master Plan and the current Regional Policy Plan of the Southeast Regional Planning and Economic Development District (the regional planning agency whose territory includes New Bedford). Previous environmental studies at the site included a Phase 1 Environmental Assessment and a Limited Subsurface Investigation, by SAGE Environmental. These reports are not included in the EENF, but a table of reported releases to the environment from the Phase 1 Environmental Assessment is provided, showing three releases reported to MassDEP between 1994 and 2008. All three were assigned Release Tracking Numbers (RTNs), and all three either had the RTN retracted or had audits completed. Six previous spills or releases were also identified, between 1978 and 1994, with minimal information on remedial actions.

2) Economic Development

It is recognized that this project would entail a significant economic investment, which would bring a positive return to the City in increased tax revenue and water usage fees.

3) Rail Infrastructure, Waste, and Energy Efficiency

- a) **Rail Infrastructure:** PPNE is proposing to add a rail stub in order to utilize rail as an option for shipping out waste materials after processing. This is an important component of the project and is seen as a benefit as it mitigates truck traffic which is already increased significantly.

This rail siding requires the crossing of a Bordering Vegetated Wetland (BVW) and a perennial stream with associated Riverfront area. The ENF states that less than 5000 s.f. of BVW will be impacted by the rail crossing. The plans show that retaining walls will be utilized to minimize wetland impacts from the rail crossing. The wetland boundaries in the vicinity of the crossings have not yet been verified by the Conservation Commission and therefore the square footage of Resource Area impacts cannot be confirmed. This should be provided.

Rail transport of outgoing material is identified as beneficial for many aspects of the project, including greenhouse gas emissions, other air pollutant emissions, efficient energy usage, and traffic considerations. However, rail transport is faced with uncertainties: The owner of the rail line is not identified; no mention is made of discussions with the railroad owner about installing the proposed rail spur; and MSW is proposed to be baled, wrapped, and shipped in gondola (open-topped) rail cars. At present, CSX, the largest railroad network in the eastern US, will only haul MSW in sealed intermodal containers on flat-bed rail cars. If this policy does not change, the facility must either pack MSW in sealed intermodal containers or ship it off site in trucks.

The project will be supported by a grant of \$500,000 from the Massachusetts Department of Transportation's Industrial Rail Access Program. There is no mention of contingency if this financing does not come through.

- b) **Waste:** The EENF states (erroneously) that the Crapo Hill Landfill is located in New Bedford, and that District member communities "*are not expected to utilize the proposed facility for MSW disposal.*" However, there may be an advantage to some dialog between the District (and/or its member communities) and the project's proponent, to consider some use of the proposed facility to prolong the life of Crapo Hill, and/or to address long range planning for when the Crapo Hill Landfill does close.

The proposed facility consists of three primary components: A glass bottle processing facility, to accept 200 tons per day (tpd) of glass bottles for crushing and shipment to end-users; A municipal

solid waste (MSW) processing facility, that will accept 1,500 tpd for processing and transfer. The proponents expect to extract up to 20%, or 300 tpd, of material for recycling, and ship 1,200 tpd of waste for out-of-state disposal; A wastewater biosolids (sludge) processing facility that will accept 50 tpd dry weight (or up to 600 tpd wet weight), and ship dried product for end use or disposal. Inbound material will arrive by truck. Outbound material will be transported by rail, with some truck shipment as necessary. The waste shed area and waste sources are not identified, although District member communities are specifically noted as "not expected to use the proposed facility for MSW disposal" (Draft Site Suitability Application, pg 58).

i) Glass Facility: The glass processing facility is alternately described as replacing the proponent's existing glass "beneficiation" operation from their facility at 969 Shawmut Ave, New Bedford, but is also identified as "the relocation and upgrade of the glass recycling operation that Strategic Materials previously operated in Franklin, MA to the 100 Duchaine Boulevard site. The new glass recycling facility will be owned by PPNE and will be operated in conjunction with Strategic Materials" (Draft Site Suitability Application Narrative, p. 10.). The facility is proposed to receive 200 tpd of glass bottles collected through the Massachusetts bottle deposit system for crushing, sizing and separation by color, and shipment off site for re-use or disposal. The proponent's parent company is experienced in various aspects of product destruction and container processing.

ii) MSW Facility: As described in the EENF, the MSW facility is essentially a "Dirty Material Recovery Facility (MRF)", or a mixed waste processing facility, with a goal of extracting 20% of incoming material for recycling from raw waste. Such facilities are labor-intensive and face substantial worker safety challenges. They do not require any consumer or waste hauler separation of recyclable materials from waste and have largely fallen out of favor within the waste industry, displaced by single-stream recyclables collection and processing in a "Clean MRF". Massachusetts has devoted considerable effort into educating consumers and recycling at all stages of the waste generation-collection-disposal processes. Waste entering a "Dirty MRF" that has already been stripped of recyclable material will likely have a very low recyclables recovery rate. Operation of the MSW facility as described does not appear consistent with the general consensus of what the future of waste handling in Massachusetts should be. The MSW tipping (or receiving) building is 50,000 square feet, which appears adequate for the proposed tonnage; the tipping floor appears best configured for direct load of waste into intermediate rail cars. It appears likely the operation will target loads specific for processing and then move those loads into the processing facility, which appears to be insufficient at 103,000 square feet, for handling 1,500 tpd of mixed waste. For comparison, the E. L. Harvey Materials Recycling Facility in Hopkinton, Massachusetts, which is permitted for 600 tpd of single-stream recyclables or mixed waste, is 80,000 square feet in size.

iii) Biosolids Processing Facility: The biosolids processing facility is expected to receive and process 50 tpd dry weight of biosolids. At the low end of the range of solids content presented in the EENF, this will actually be 600 tpd of raw material. The proposed receiving and storage facilities for the thickened and dewatered biosolids appear to be adequately sized with appropriate redundancy. The building size of 30,000 square feet may be insufficient, unless an additional upper level is included. Very little detail is provided on the design for the railcar loadout system. Additionally, there is no mention of combustion and explosion mitigation measures associated with the dried biosolids. Dried biosolids are a known explosion hazard, especially during storage. Also, the dryer does not have a standby unit, and there is no mention of the impacts to the process if one or more dryers become unavailable.

- c) **Energy Efficiency:** PPNE is proposing to add an additional 1.9 MW of solar power in the form of PV panels to the already 1.5 MW generated onsite. This is a net Greenhouse Gas mitigation for the project and is a good use of the sites non-programmable rooftops.

The solar power component will need to be supported through the Solar Massachusetts Renewable Target (SMART) Program, and the requested Phase I MEPA waiver is “*imperative*” for SMART Program support. There is no mention of contingency if SMART program support does not come through.

4) **Traffic and Trip Generation**

- a) **Traffic/Trip Generation:** PPNE has included a traffic impact study which states that the facility will generate 418 new truck trips per day (209 in/out) and 150 employee trips per day (75in/out). This is a significant increase over the existing conditions of 76 vehicle trips per day. To be conservative, this includes the contingency that all outgoing material will be by truck instead of by rail. Truck traffic in tons per load and in distribution throughout the day is estimated based on data from the SEMASS facility in Rochester, Massachusetts. Traffic from the existing NWD Trucking facility on the site is deducted, as this facility is expected to relocate.

Truck estimates appear to be accurate, except that the fraction from the biosolids component appears to be somewhat low (at the low range of solids content of the incoming material, each truck as presented would carry 30 tons, which is high). Facility traffic will be present from 6:00 am to 6:00 pm Mondays through Saturdays, with the biosolids component also creating traffic on Sundays. Only a small portion of the traffic is expected to occur during peak hours (7:30 am – 8:30 am, and 3:00 pm – 4:00 pm). Seven local intersections were studied, including Philips Road, Braley Road, the Route 140 exit ramps, and intersections within the Business Park. A 2025 “Build” scenario was projected to result in only two minor reductions in Level of Service at intersections.

It is recommended that PPNE describe Transportation Demand Management (TDM) strategies in effort to reduce the impacts associated with these trips, such as carpool and vanpool preferential parking designation, working with SRTA to locate transit service accommodations, shuttle services, bicycle parking accommodations, and other options. It would further be recommended that along with a traffic analysis the proponent should provide a report on how the added vehicle traffic would impact the road conditions and add to their maintenance.

5) **Emissions, Odor, Sound**

- a) **Emissions, Odor:** PPNE analyzed emissions associated with stationary onsite combustion sources, mobile diesel equipment, dust from materials handling, and potential odor sources (biosolids, MSW). Their plan proposes to avoid, minimize, and mitigate impacts to air quality and smell through the use of best industry practices, wet scrubbing and ionization. It goes on to state that National and State Ambient Air quality standards and standards for Air Toxics will not be exceeded ‘in residential areas.’

As this project is located in an industrial area, we ask that PPNE clarify air quality impacts at the facility itself, particularly for the benefit of employees of PPNE who will be exposed to this air every day as well as the nearby neighborhood. The City should be able to peer review the air quality report at the time when PPNE returns to the planning board for a Site Plan modification in order to ensure the plant employees and residential neighborhood to the east of the site is

protected from any toxics in the air.

- b) **Sound:** PPNE analyzed sound levels associated with the proposed plant operations, taking into account sounds generated from tipping activities, fans and exhaust towers, and both indoor and outdoor activities. The project will be subject to Massachusetts State laws as administered by the DEP, which regulate noise under air pollution. The controls/mitigation include using an electric yard engine for moving rail cars within the site, employing low-noise air quality control and ventilation mechanisms such as fans and stacks, and a noise barrier wall between the biosolids cooling towers and residential area to the south. It would be recommended that the City peer review the sound assessment report at the time when PPNE returns to the planning board for a Site Plan modification in order to ensure the residential neighborhood to the east of the site is protected from excessive decibels or pure tone sounds.

6) Wetlands, Water Resources

- a) **Wetlands:** Wetland replication has not been shown on the plans. The Conservation Commission has a policy of requesting a 1 ½ to 1 ratio of wetland mitigation to wetland impacts. The wetland replication area should be constructed in an area that is currently developed or grassland such that mature upland trees in the 100' Buffer Zone do not need to be cut to facilitate the replication area. The Conservation Commission also has a policy of maintaining a 25' setback of undisturbed land between wetland resource areas and proposed development (with the exception of wetland crossings). Incursions into the 25' setback have been noted in several locations and it is hoped the plans can be redesigned to maintain an undisturbed setback.
- b) **Water Resources:** It appears a portion of the new rail spur would cross through the high yield aquifer while the remaining rail siding, recycling, MSW and biosolids facilities would be within the medium yield aquifer. Long Term Pollution Prevention Plans shall be requested for each component of the facility. Spill control plans shall also be requested with respect to the diesel fuel for the rail cars and other on-site fuel facilities. The proponent should prepare a Pollution Prevention and Emergency Response plan for both the construction phase and normal operations that identifies potential contamination sources, threats of Hazardous Material and Hazardous Waste releases to the environment, describes material storage and handling details, containment and contingency plans for spill response, and documents regular inspection and employee education opportunities. Areas used for vehicle maintenance and loading docks should install a mechanical shut-off valve or other flow-arresting device between the catch basin or other stormwater-capture structure draining this area and the leaching structures.

7) Wastewater and Stormwater

- a) **Wastewater:** PPNE is expected to use 13,150 GPD of water and will generate 83,125 Gallons Per Day (GPD) of wastewater (biosolids drying will be extracting water from the product). It is recommended that the proponent demonstrate through a groundwater study that the project will not have adverse impacts on groundwater levels or adjacent surface waters and wetlands. It has also recommended an infrastructure analysis be done that the proponent demonstrate the current piping and pump station is sufficient to handle the proposed new water and wastewater use. This would include the new loads impact to the wastewater treatment facility. This would determine if a pre treatment facility would be needed either on site or at the Industrial Park Pump station. The plant loadings should include nitrogen loads.
- b) **Stormwater:** The rail siding also crosses a stormwater detention facility which was constructed under SE49-0738 to capture runoff from a construction stockpiling facility. This Order of

Conditions has expired and does not have a Certificate of Compliance. The applicant/owner shall be required to obtain a Certificate of Compliance prior to any other work commencing on site. Following this, the Notice of Intent for Phase I will have to modify the design of the stormwater facilities and stockpile area to accommodate the rail siding. Additionally, runoff from the idling MSW trucks and recycling trucks may contain trash which will enter into the stormwater system.

A plan for keeping the pavement clean and preventing the clogging of the stormwater facilities is needed. It is also of concern to the city that the plans seem to show removal of existing catch basins as well as serious increase in impervious areas. Also noted would be an explanation of how any contaminated run off from the waste areas will be dealt with.

In conclusion, in the course of the City's review it has become evident that many environmental considerations should be understood much better than they are at present and will require significant attention going forward. It is in this context that I encourage MEPA to require the proponent to issue an Environmental Impact Report. Only a continued robust program of impact analysis will put MEPA, the public, and state and local officials, in a position to decide if this particular project, at this particular location, makes sense for New Bedford, our region, and the Commonwealth. Thank you for your consideration.

Sincerely,



Jon Mitchell

CC: Energy and Environmental Affairs Secretary Matthew Beaton
Senator Mark Montigny
Representative Paul Schmid
Representative Christopher Hendricks
New Bedford Planning Board

Czepiga, Page (EEA)

From: Claudia Ostiguy <cbostiguy@gmail.com>
Sent: Sunday, March 31, 2019 2:18 PM
To: Czepiga, Page (EEA)
Subject: Additional Comment Period Extension

EEA No. 15990 Parallel Products of New England, New Bedford

Page Czepiga
Environmental Analyst
MEPA Office

Ms Czepaga,

I appreciate and thank you and Secretary Matthew Beaton, for the extension to accept comments expressing thoughts and concerns regarding the establishing of Parallel Products of New England in the North End of New Bedford.

It is my understanding that MEPA, establishes regulations and reviews thresholds for projects that are of a nature, size or location, likely to cause damage to the environment, directly or indirectly.

Residents from many housing developments, 2 Elementary Schools and businesses in the actual Business Park that Parallel is joining, were stunned to learn of this invasive industry popping up, seemingly overnight, in our area.

New Bedford, has struggled for decades in its attempt to be a clean city. We are well aware of environmental challenges that impact health, and quality of life issues.

At this time, our concern is Phase I, and the final step, the Environmental Impact Report. Should this certification be granted Phase II, which would be an even greater challenge, would begin.

Parallel's site is in the south end of the Business Park, directly across from a residential housing development with over 300

homes. (NOTE: there are many other residential sites impacted as well.)

Since Parallel has established their facility at this site, the landscape that blocked view and access to the previous businesses has been severely altered. With the recent building of new homes that abut the Parallel property, the dense tree line and vegetation that once buffered the park and the main Street (Phillips Rd) and the housing development (Pine Hill Acres) has been reduced to a few trees.

You can see the plant.

You can see stalls filled with recyclables. You can see dozens of vehicles including front end loaders.

You can hear the disruptive noises.

There's a faint odor detected, which will most probably get worse as the warmer weather arrives and the work load increases.

We are informed that this industry will be processing six days a week from 6 AM - 6PM and possibly some Sundays.

This brings up not only the din from the plant, but brings up the issue of trucks, 18 wheelers in fact, which will be delivering 1,500 TONS of recyclables/MSW daily. This fleet will be taking Rte 140 South and Exit 7, Braley Road Exit, which leads into the Business Park. What you may not be aware of is that this exit, with 4 ramps, 2 on and 2 off is just West of an Elementary Magnet School. This area is already a huge logistical problem. Braley Road is impassible twice a day when the Pulaski School opens and closes. Buses, private vehicles, block the way so that Emergency Vehicles, should they be activated, have a difficult time getting through either to the Business Park or residential areas. There's also the Business Park traffic as well that adds to this frustrating problem. These tractor trailers may in all likelihood avoid Exit 7 and take Exit 5 which will have them take Phillips Road. This two lane street is not designed or able to take the load of heavy trucks and would directly travel by residential homes. Once at the plant, these trucks will sound back

up bell noises, powerful engine noises and the actual sound of dumping products.

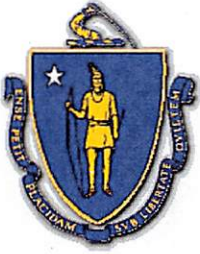
Even before this project is completed, we have lost our peace of mind. We feel disrespected and neglected. Many of us have bought homes in this bedroom community with the thought of enjoying our homes inside and outdoors. Many are retired elderly. All our hard work and sacrifices to sustain and enjoy our homes will literally be erased with noise, air pollution and traffic jams. This is just the tip of the iceberg.

We were here first! We are being invaded and taken over. It's disheartening to learn that the powers that be are supporting 50 jobs over the welfare of thousands of taxpaying citizens.

I respectfully request that at this time, you do not give EIR Certification to Parallel Products of New England in New Bedford.

Parallel must inform our community directly of their plans. Give us this time to get educated before anything else moves ahead.

Sincerely,
Claudia Ostiguy
426 Valley Road
New Bedford, MA 02745
cbostiguy@gmail.com
508-995-7613



COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE OFFICE OF
ENERGY AND ENVIRONMENTAL AFFAIRS
DEPARTMENT OF ENERGY RESOURCES
100 CAMBRIDGE ST., SUITE 1020
BOSTON, MA 02114
Telephone: 617-626-7300
Facsimile: 617-727-0030

Charles D. Baker
Governor

Karyn E. Polito
Lt. Governor

Matthew A. Beaton
Secretary

Judith F. Judson
Commissioner

29 March 2018

Matthew Beaton, Secretary
Executive Office of Energy & Environmental Affairs
100 Cambridge Street
Boston, Massachusetts 02114
Attn: MEPA Unit

RE: Parallel Products, New Bedford, Massachusetts, EENF #15990

Cc: Maggie McCarey, Director of Efficiency Programs, Department of Energy Resources
Judith Judson, Commissioner, Department of Energy Resources

Dear Secretary Beaton:

We've reviewed the Expanded Environmental Notification Form (EENF) for the above project. The proposed project consists of the following:

- 115,000-sf of lighted buildings for MSW tipping and glass processing;
- 30,000-sf of semi-heated, lighted, and ventilated building for biosolids processing.

The proponent is proposing the following improvements for GHG mitigation:

- Lighting power density reduction of 10% for all buildings;
- Heating efficiency improvement (from 85% to 90%) for biosolids processing building;
- Installation of 1.9-MW of additional solar PV.

The following requires clarification in the next submission:

- For all buildings, clarify the planned code pathway and which two of the six C406.1 measures are being included;

Parallel Products, EEA #15900
New Bedford, Massachusetts

- For the semi-heated biosolids processing building, provide the following:
 - Information about building construction (metal building, metal-framed, etc);
 - Envelope information (both roof and walls): R-value for insulation between studs, stud spacing, and R-value of continuous insulation;
 - Space heating output per area (btu/hr-ft²).

Our recommendations are as follows:

1. Evaluate reducing lighting power density to 20%.
2. Evaluate using cold-climate heat pumps for space heating for the biosolids buildings.
3. Provide a schedule for installation of the planned 1.9-MW solar PV system.

Sincerely,



Paul F. Ormond, P.E.
Energy Efficiency Engineer
Massachusetts Department of Energy Resources

Czepiga, Page (EEA)

From: Marlene Pollock <marlenepollock929@gmail.com>
Sent: Wednesday, March 27, 2019 8:32 AM
To: Czepiga, Page (EEA)
Subject: Parallel Products Project

Ms. Czepiga,

I am writing to ask you to delay any approval of this project, since it is a significant undertaking, yet there has been almost very little notice to people in New Bedford about it. I just found out about it and I am very active in the community, especially around environmental issues.

In addition, I understand that any meetings that have been held about this project have not been well publicized, nor at times to allow people to attend. There needs to be public hearings, with effective publicity through newspapers, radio, social media, etc. to let people know about these hearings, and to schedule them with enough notice at times that people can attend.

Please delay any procedures moving toward approval of this project until the public can fully find out about it and weigh in on it, especially those whose homes abut the project directly.

Sincerely,

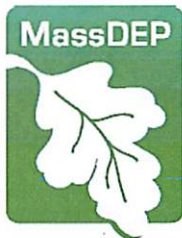
Marlene Pollock

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Marlene Pollock
Organizer
Coalition for Social Justice
New Bedford & Cape Cod
508-982-8751

Learn more about CSJ's work:

https://youtu.be/scwkT1Ic6ZY?list=PLkDkZsSMuETz_2Whez0pX8R-Q0tz102x7



Commonwealth of Massachusetts
Executive Office of Energy & Environmental Affairs

Department of Environmental Protection

Southeast Regional Office • 20 Riverside Drive, Lakeville MA 02347 • 508-946-2700

Charles D. Baker
Governor

Karyn E. Polito
Lieutenant Governor

Matthew A. Beaton
Secretary

Martin Suuberg
Commissioner

March 22, 2019

Mathew A. Beaton,
Secretary of Environment and Energy
Executive Office of Energy &
Environmental Affairs
100 Cambridge Street, Suite 900,
ATTN: MEPA Office,
Boston, MA 02114

RE: ENF Review EOEEA #15990
NEW BEDFORD.Parallel Products of New
England (PPNE) at 100 Duchaine Boulevard

Dear Secretary Beaton,

The Southeast Regional Office of the Department of Environmental Protection (MassDEP) has reviewed the Environmental Notification Form (ENF) for the Parallel Products of New England (PPNE) Project at 100 Duchaine Boulevard, New Bedford, Massachusetts (EOEEA # 15990). The Project Proponent provides the following information for the Project:

The Site is an industrially zoned, approximately 71-acre parcel, located within the New Bedford Business Park. The Site location and property boundaries are shown in Figure 1 using an aerial view. The Site was previously developed by Polaroid and already includes access roads, parking areas, and various buildings. Much of the existing infrastructure will be used in developing the proposed Project. New buildings will be constructed for glass processing, municipal solid waste (MSW) and construction and demolition (C&D) waste tipping, and biosolids drying.

PPNE is proposing to develop the Site in two phases. Phase 1 construction will consist of the construction of a glass processing building and equipment and construction of a rail sidetrack from the main line rail to the 100 Duchaine Boulevard Site. The glass processing area will consist of a 27,500 sf building to house the processing equipment.

Phase 2 of the Project includes the construction of a municipal solid waste (MSW) processing/handling facility and the biosolids processing facility. Currently, significant quantities of MSW and biosolids are being trucked out of state for treatment and disposal. PPNE will construct a facility to collect and process this material in Massachusetts and then ship the residual waste out of state by rail for disposal.

The processing proposed will also significantly increase transportation efficiencies and reduce greenhouse gas emissions. The proposed solid waste handling facility will accept up to 1,500 tons per

day of MSW delivered to the facility by truck. The proposed facility will process the MSW to extract recyclable material from the MSW. PPNE expects to recover and recycle approximately 20% of the MSW received, which supports the Massachusetts solid Waste Master Plan and is state-of-the-art for the Commonwealth. The non-recyclable fraction of the MSW along with the C&D residuals/bulky waste will be then loaded in rail cars for transport to out of state disposal sites, primarily landfills.

Bureau of Water Resources Comments

Wetlands Comments: The Wetlands Program has reviewed the Parallel Products LLC EENF (EEA# 15990) and offers the following comments. The Project Proponent acknowledges that work will occur within Areas Subject to Protection under M.G.L. c. 131, § 40; and that a Notice of Intent (NOI) will be filed with the New Bedford Conservation Commission and the Department. The EENF indicates that the Project will alter 4,436 square feet of Bordering Vegetated Wetland (BVW), 350 square feet of Land under Waterbodies & Waterways (LUWW), 1500 square feet of Riverfront Area, and 60 linear feet of inland Bank. The EENF states that the resource area alterations are associated with the construction of a proposed railroad spur, and that replication will be provided for the impacted BVW. The EENF also states that the impacts to BVW have been reduced by incorporating retaining walls into the crossing design to reduce the culvert length and minimize the amount of fill. The EENF does not address the potential use of a span or bridge design to further reduce or eliminate impacts to BVW, inland Bank and LUWW. The EENF does not indicate whether the proposed railroad spur crossing meets the stream crossing standards. The NOI should include a discussion of alternative designs for the proposed railroad spur crossing and address the stream crossing standards. The NOI should also include the Riverfront Area alternatives analysis required by 310 CMR 10.58(4)(c).

The Wetlands Protection Act Regulations for Inland Bank (310 CMR 10.54(4)(a)5.) state that a Project or Projects on a single lot, for which Notice(s) of Intent is filed on or after November 1, 1987, that (cumulatively) alter(s) up to 10% or 50 feet (whichever is less) of the length of the bank found to be significant to the protection of wildlife habitat, shall not be deemed to impair its capacity to provide important wildlife habitat functions. The Project proposes to alter 60 linear feet of inland Bank and therefore is required to undertake a Wildlife Habitat Analysis as part of the NOI submission. Please be aware, however, that in accordance with 310 CMR 10.54(4)(a)(6), the impact on bank caused by the installation of a stream crossing in compliance with the Massachusetts Stream Crossing Standards is exempt from the requirement to perform a wildlife habitat evaluation.

Water Management Comments. According to the ENF, it is expected that the New Bedford Water Department will supply 13,150 gallons per day (gpd) of water for this Project. New Bedford has the capacity to provide the requested volume for this Project based on its recent water use. However, MassDEP noticed that there was a discrepancy between the water use and wastewater generation volume presented in the ENF. MassDEP expects that the water being supplied by the New Bedford Water Department may change but New Bedford still has the ability to supply up to 83,125 gpd of water. MassDEP suggests the Proponent evaluate and implement conservation efforts that incorporate Best Management Practices (BMPs) at the Project Site. MassDEP also encourages Project Proponents that add additional demand to the public water system (PWS) to work with the PWS to mitigate the additional demands proposed by the Project.

Wastewater Comments: The City of New Bedford has an EPA approved Industrial Wastewater Pretreatment Program (IPP). The Proponent has had initial discussions with the City regarding the

wastewater generated by the Project. The City and the Proponent will determine the proper monitoring, metering and pretreatment necessary to comply with the City's IPP.

Underground Injection Control Comments. The Proponent details the uses of a comprehensive stormwater management system to collect, convey, treat and control stormwater discharges associated with the Project. The Proponent should be aware that the conveyances of stormwater through underground stormwater infiltration structures are subject to the jurisdiction of the MassDEP *Underground Injection Control (UIC)* program. These structures must be registered with MassDEP UIC program through the submittal of a BRP WS-06 UIC Registration application through MassDEP's electronic filing system, eDEP. The statewide UIC program contact is Joe Cerutti, who can be reached at (617) 292-5859 or at joseph.cerutti@state.ma.us. All information regarding on-line (eDEP) UIC registration applications may be obtained at the following web page under the category "Applications & Forms": <https://www.mass.gov/underground-injection-control-uic>.

Industrial Stormwater, Sector N - Recycling Facilities. Under the 2015 Multi-Sector General Permit for Stormwater Discharges Associated with Industrial Activity (MSGP), Sector N (SIC code 5093) recycling centers, commonly referred to as material recovery facilities (MRF), that accept waste for sorting and distribution, including material recovery facilities that receive paper, glass, plastic, and aluminum from non-industrial sources are required to apply for industrial stormwater permit coverage.

Common requirements for coverage under an industrial stormwater permit include development of a written stormwater pollution prevention plan (SWPPP), implementation of control measures, and submittal of a request for permit coverage, usually referred to as the Notice of Intent or NOI.

Good housekeeping is a practical, cost-effective way to maintain a clean and orderly facility to prevent potential pollution sources from coming into contact with stormwater. It includes establishing protocols to reduce the possibility of mishandling materials or equipment and training employees in good housekeeping techniques. Where feasible, minimizing exposure of potential pollutant sources to precipitation is an important control option. Minimizing exposure prevents pollutants, including debris, from coming into contact with precipitation and can reduce the need for BMPs to treat contaminated stormwater runoff. It can also prevent debris from being picked up by stormwater and carried into drains and surface waters.

BMPs must be selected and implemented to limit erosion on areas of your Site that, due to topography, activities, soils, cover, materials, or other factors are likely to experience erosion. Erosion control BMPs such as seeding, mulching, and sodding prevent soil from becoming dislodged and should be considered first. Sediment control BMPs such as silt fences, sediment ponds, and stabilized entrances trap sediment after it has eroded. Sediment control BMPs should be used to back-up erosion control BMPs.

For additional information on Sector N of the industrial stormwater program see https://www.epa.gov/sites/production/files/2015-10/documents/sector_n_scraprecycling.pdf

Bureau of Waste Site Cleanup Comments

Based upon the information provided, the Bureau of Waste Site Cleanup (BWSC) searched its databases for disposal sites and release notifications that have occurred at or might impact the proposed Project area. A disposal site is a location where there has been a release to the

environment of oil and/or hazardous material that is regulated under M.G.L. c. 21E, and the Massachusetts Contingency Plan [MCP – 310 CMR 40.0000].

There are no listed MCP disposal sites located at or in the vicinity of the site that would appear to impact the proposed Project area. Interested parties may view a map showing the location of BWSC disposal sites using the MassGIS data viewer (Oliver) at:

http://maps.massgis.state.ma.us/map_ol/oliver.php Under “Available Data Layers” select “Regulated Areas”, and then “DEP Tier Classified 21E Sites”. MCP reports and the compliance status of specific disposal sites may be viewed using the BWSC Waste Sites/Reportable Release Lookup at: <https://eeaonline.eea.state.ma.us/portal#!/search/wastesite>

The Project Proponent is advised that if oil and/or hazardous material are identified during the implementation of this Project, notification pursuant to the Massachusetts Contingency Plan (310 CMR 40.0000) must be made to MassDEP, if necessary. A Licensed Site Professional (LSP) should be retained to determine if notification is required and, if need be, to render appropriate opinions. The LSP may evaluate whether risk reduction measures are necessary if contamination is present. The BWSC may be contacted for guidance if questions arise regarding cleanup.

Bureau of Air and Waste Comments:

Air Quality Comments. Construction and operation activities shall not cause or contribute to a condition of air pollution due to dust, odor or noise. To determine the appropriate requirements please refer to:

- 310 CMR 7.09 Dust, Odor, Construction, and Demolition
- 310 CMR 7.10 Noise

Construction-Related Measures. MassDEP requests that all non-road diesel equipment rated 50 horsepower or greater meet EPA’s Tier 4 emission limits, which are the most stringent emission standards currently available for off-road engines. If a piece of equipment is not available in the Tier 4 configuration, then the Proponent should use construction equipment that has been retrofitted with appropriate emissions reduction equipment. Emission reduction equipment includes EPA-verified, CARB-verified, or MassDEP-approved diesel oxidation catalysts (DOCs) or Diesel Particulate Filters (DPFs). The Proponent should maintain a list of the engines, their emission tiers, and, if applicable, the best available control technology installed on each piece of equipment on file for Departmental review.

Massachusetts Idling Regulation. MassDEP reminds the Proponent that unnecessary idling (i.e., in excess of five minutes), with limited exception, is not permitted during the construction and operations phase of the Project (310 CMR 7.11). With regard to construction period activity, typical methods of reducing idling include driver training, periodic inspections by site supervisors, and posting signage. In addition, to ensure compliance with this regulation once the Project is occupied, MassDEP requests that the Proponent install permanent signs limiting idling to five minutes or less on-site.

Spills Prevention. A spills contingency plan addressing prevention and management of potential releases of oil and/or hazardous materials from pre- and post-construction activities should be presented to workers at the site and enforced. The plan should include but not be limited to, refueling of machinery, storage of fuels, and potential on-site activity releases.

Solid Waste Comments. As a result of its review of the Expanded Environmental Notification Form (“EENF”) for the Parallel Products of New England Project at 100 Duchaine Blvd New Bedford (“Project” or “Site” or “facility”) EEA No. 15990, the Massachusetts Department of Environmental Protection (MassDEP) Solid Waste Management Section (Solid Waste) is providing the following comments regarding solid waste permitting and the management of solid waste/recyclable and asbestos materials generated from the Project pursuant to Massachusetts Solid Waste Regulations 310 CMR 16.00: *Site Assignment Regulations For Solid Waste Facilities* and 310 CMR 19.000: *Solid Waste Management* and Asbestos Regulations 310 CMR 7.15.

EENF Project Information:

The EENF denotes Parallel Products of New England (PPNE or Proponent) is proposing to develop the site in two phases. Phase 1 development consists of building a glass beneficiation operation and the construction of approximately 1.9 MW of solar power energy generation. This operation will recycle the glass containers that are collected through the Massachusetts bottle deposit system. Phase 1 construction does not trigger any MEPA review thresholds. The Phase 1 activity is included in this EENF as required by 301 CMR 11.01 (c) Segmentation.

PPNE is requesting a Phase 1 Waiver to allow the construction of the Phase 1 infrastructure to begin prior to the acceptance of the Single EIR required for Phase 2 construction.

PPNE has been operating a recycling operation at 969 Shawmut Avenue, New Bedford for the past 11 years. Since purchasing the 100 Duchaine Blvd Site in 2016, PPNE has been repairing the infrastructure at the Site to accommodate future company operations. In addition to the operations detailed in the EENF, PPNE will be moving all of its recycling operations currently located at 969 Shawmut Avenue to the 100 Duchaine Boulevard site which, in addition to glass recycling, includes aluminum and plastics container recycling. The relocation of the Shawmut Avenue operations is currently in progress and as a result operations are currently split between the two facilities. PPNE has submitted a Solid Waste permit (i.e., General Permit) for the proposed recycling operations at the Duchaine Blvd facility and is currently conducting plastics recycling at the Site.

Phase 2 of the Project includes the construction of a 1,500 ton per day municipal solid waste (MSW) processing/handling facility and a 50 dry tons per day biosolids processing facility. The proposed facility will process the MSW to extract recyclable material from the MSW. A processing facility will be built to dry biosolids into a Class A biosolid.

Additionally, the EENF states that “Demolition and construction activity at the Site will result in the generation of solid waste. The construction and demolition waste generated by the Project will be sent to licensed construction and demolition waste processors to maximize recycling of the waste materials.” During the MEPA scoping session, PPNE clarified that existing structures may be renovated or demolished as part of the site development.

Solid Waste Comments:

PPNE identified the following Solid Waste permits required for each phase of the proposed Project:

Phase I:

1. General Permit for Recycling Operations

Phase II:

1. Site Suitability (BWP SW-01)
2. Authorization to Construct a Large Handling Facility (BWP SW-05)
3. Authorization to Operate a Large Handling Facility (BWP SW-06)

A. Solid Waste Permitting:

PPNE submitted a **General Permit Certification** on May 11, 2018 for its glass, paper cardboard, metal and plastics recycling operations at the Site and is required to submit an "Annual Certification Statement for the General Permit pursuant to 310 CMR 16.06(1)(a)3. Refer to webpage link: <https://www.mass.gov/how-to/general-permit-initial-annual-certification-recycling-composting-digestion>.

The **Site Suitability Permit Application (BWP SW-01)** requires submittal of the EEA Secretary's Certificate on the ENF or EIR as appropriate. Refer to weblink: <https://www.mass.gov/how-to/sw-01-38-site-suitability-report>.

An **Authorization to Construct a Large handling Facility Permit Application (BWP SW-05)** may only be submitted if MassDEP issues a Decision on the Site Suitability application finding that the proposed Site is suitable for the proposed Project and the New Bedford Board of Health issues a Site Assignment for the Project property pursuant to the requirements of 310 CMR 16.00, Site Assignment Regulations for Solid Waste Facilities. Refer to weblink: https://www.mass.gov/files/documents/2016/08/uw/sw0529ap.pdf?_ga=2.260746381.1049696916.1553003081-1847519295.1541521730.

PPNE will be required to submit an **Authorization to Operate a Large Handling Facility Application (BWP SW-06)** pursuant to 310 CMR 19.029, Applicable Permit and Certification Procedures for Operation, Construction, Modification or Expansion of a Solid Waste Facility. Refer to weblink: <https://www.mass.gov/how-to/sw-06-10-20-operate-an-existing-facility>

B. Management of Solid Waste and Asbestos Materials from Demolition and Construction Activities

- Waste materials that are determined to be solid waste (e.g., construction and demolition waste) and/or recyclable material (e.g., metal, asphalt, brick, and concrete) shall be disposed, recycled, and/or otherwise handled in accordance with the Solid Waste Regulations including 310 CMR 19.017: *Waste Bans*.

Asphalt, brick and concrete (ABC) rubble, such as the rubble generated by the demolition of buildings or other structures must be handled in accordance with the Solid Waste regulations. These regulations allow, and MassDEP encourages, the recycling/reuse of ABC rubble. The Proponent should refer to MassDEP's Information Sheet, entitled "Using or Processing Asphalt Pavement, Brick and Concrete Rubble, Updated February 27, 2017", that answers commonly asked questions about ABC rubble and identifies the provisions of the solid waste regulations that pertain to recycling/reusing ABC rubble. This policy can be found on-line at the MassDEP website: <https://www.mass.gov/files/documents/2018/03/19/abc-rubble.pdf>

- **Demolition and Asbestos Containing Waste Material:** The proposed Project includes the demolition of structures which may contain asbestos. The Project Proponent is advised that demolition activity must comply with both Solid Waste and Air Quality Control regulations.

Please note that MassDEP promulgated revised Asbestos Regulations (310 CMR 7.15) that became effective on June 20, 2014. The new regulations contain requirements to conduct a pre-demolition/renovation asbestos survey by a licensed asbestos inspector and post abatement visual inspections by a licensed asbestos Project monitor. The Massachusetts Department of Labor and Work Force Development, Division of Labor Standards (DLS) is the agency responsible for licensing and regulating all asbestos abatement contractors, designers, Project monitors, inspectors and analytical laboratories in the state of Massachusetts.

In accordance with the revised Asbestos Regulations at **310 CMR 7.15(4)**, any owner or operator of a facility or facility component that contains suspect asbestos containing material (ACM) shall, prior to conducting any demolition or renovation, employ a DLS licensed asbestos inspector to thoroughly inspect the facility or facility component, to identify the presence, location and quantity of any ACM or suspect ACM and to prepare a written asbestos survey report. As part of the asbestos survey, samples must be taken of all suspect asbestos containing building materials and sent to a DLS certified laboratory for analysis, using USEPA approved analytical methods.

If ACM is identified in the asbestos survey, the Proponent must hire a DLS licensed asbestos abatement contractor to remove and dispose of any asbestos containing material(s) from the facility or facility component in accordance with **310 CMR 7.15**, prior to conducting any demolition or renovation activities. The removal and handling of asbestos from the facility or facility components must adhere to the Specific Asbestos Abatement Work Practice Standards required at **310 CMR 7.15(7)**. The Proponent and asbestos contractor will be responsible for submitting an *Asbestos Notification Form ANF-001* to MassDEP at least ten (10) working days prior to beginning any removal of the asbestos containing materials as specified at **310 CMR 7.15(6)**.

The Proponent shall ensure that all asbestos containing waste material from any asbestos abatement activity is properly stored and disposed of at a landfill approved to accept such material in accordance with **310 CMR 7.15 (17)**. The Solid Waste Regulations at **310 CMR 19.061(3)** lists the requirements for any solid waste facility handling or disposing of asbestos waste. Pursuant to **310 CMR 19.061(3) (b) 1**, no asbestos containing material; including VAT, asphaltic-asbestos felts or shingles; may be disposed at a solid waste combustion facility.

C. Suitability Criteria:

- The Water Resources Map submitted within the Draft Site Suitability Report appears to indicate that riverfront area lies within the proposed waste handling area. The Proponent should review the requirements of 310 CMR 16.40(3)(d)(6) and consider modifying the proposed waste handling area.
- Figure 6-1 of the Sound Level Assessment Report depicts new residential dwellings southeast of the Site on the western side of Phillips Road. The new residential dwellings are not identified in Appendix A Insert 3 Land Use Plan. It is unclear if these dwellings are located within 500 feet of the waste handling area.

It appears that the Proponent's Sound Level Assessment Report has not considered all potential sound sources from proposed facility operations. Pursuant to 310 CMR 7.00 Air Pollution Control Section 7.10: U Noise, MassDEP regulates all sounds emanating from a solid waste facility operation including the operation of: waste handling equipment inside and outside the

building; waste delivery vehicles on-Site inside and outside the building; and fixed mechanical equipment. Potential sound sources include both the movement of waste handling equipment and the sound produced during materials loading, unloading and transfer.

- The Site borders the Acushnet Cedar Swamp State Reservation. The EENF states “the siting of the Facility will not have an adverse impact on the physical environment of, or on the use and enjoyment of, state or municipal parklands or conservation land, or other open space held for natural resource purposes” however they did not offer any explanation or mitigating factors to support their claim.
- Proponent should provide a detailed description of the movement of empty and full railcars for the Site including the five new rail spurs within the proposed Site assigned area and the extended sidetrack along the western property boundary adjacent to the existing rail line. The Department recommends that the Proponent provide this information in the SEIR.
- Traffic Impact Study. The Traffic Impact Study performed by McMahon Associates indicates that two study intersections will operate at a traffic volume greater than their capacity for some turning movements and that one intersection has a crash ratio higher than the statewide and District 5 average. The Proponent has not proposed or recommended any mitigation. The Proponent should discuss these intersections with the roadway overseeing agency, MassDOT or the City of New Bedford as appropriate, regarding the necessity for and development of mitigation measures.

The Proponent presented assumptions regarding the distribution incoming waste volume by vehicle capacity, which directly affected the predicted Project related traffic volume. The Proponent is advised that, during MassDEP permitting, the Proponent must commit to limiting the maximum number of vehicles utilizing the site to that presented in the traffic study, or the Proponent must revise the traffic study to reflect the maximum proposed Site traffic flow rate.

If you have any questions regarding the Solid Waste Management Program comments above, please contact Mark Dakers at (508) 946-2847 or Cynthia Baran at (508) 946-2887.

BAW Business Compliance and Recycling Comments: Massachusetts and the New England Region have had a difficult time finding outlets for recycling container glass after the Ardagh Glass plant (Milford, MA) closed in early 2018. The result has been a significant price swing driving costs up for municipal recycling programs. MassDEP has been actively trying to identify and support new markets for container glass working with municipalities and recycling businesses. The Parallel Products of New England, Inc. Phase I project will enhance glass processing in the region offering alternative markets for those collecting and diverting container glass from disposal. Parallel Products extensive background in handling, processing and marketing recycled container glass will increase competition in a currently oversupplied market resulting in lower costs for those entities looking to recycle the material.

Environmental Justice Comments:

After reviewing relevant Environmental Justice analyses presented in the Expanded ENF, MassDEP offers the following comments.

As stated in the report the city of New Bedford is an environmental justice community meeting all three criteria (M/I/E) with 69.6% or 66,180 residents residing in an EJ block group. The total population of the city of New Bedford based on the 2010 U.S. Census is 95,072.¹

The Expanded ENF states that the proposed PPNE Project exceeds the MEPA threshold for new solid waste processing capacity of 150 or more tons per day, and the wastewater mandatory threshold of 150 or more of sewage sludge, triggering the requirement for filing an Environmental Notification Form and a mandatory Environmental Impact Report. Pursuant to the 2017 EEA EJ Policy any Project that exceeds the ENF thresholds for solid waste or wastewater and involves a Project Site located within one mile of an EJ population will be required to implement enhanced public participation under MEPA. The proposed outreach as written in the report meets some of the requirements in the EJ Policy. However MassDEP recommends the following additional outreach tools listed below:

- Non-Traditional Information Repositories (houses of worship, community centers, along with the traditional repositories – libraries, government offices)
- Contact EJ Community Leaders
- Ensure notice to the community prior to and during the public meeting and permitting process to ensure the community has opportunities to get involved.

Many EJ populations are located in densely populated urban neighborhoods, in and around the state's oldest industrial sites (i.e., New Bedford) while some are located in suburban and rural communities. These high –minority, low income neighborhoods are host to or are in close proximity to many of the states contaminated and abandoned sites, regulated facilities and sources of pollution.

The Environmental Justice Areas Criteria by Block Group map (Figure 3 in the Expanded ENF) indicates that there are two daycares and one school located within the one-mile buffer zone of the Site and another school located just outside of the one-mile buffer zone. It is noted in the report using MassDPH's Environmental Public Health Tracker that New Bedford has statistically higher rates of environmentally-related health outcomes including but not limited to pediatric asthma, COPD, asthma related ED visits. The close proximity of the school and daycares to the Project site and the Project's potential increase in truck traffic, air pollution (emissions) and potential noise and odor pollution raises a concern of the potential impact, to these vulnerable populations (children and the elderly). Potential Project-related impacts to these populations should be discussed in the EIR and addressed during this permitting process.

Additionally, MassDEP recommends that Project-related air pollution and environmental impact information be shared with EJ communities in alternative format (translation, interpreter services) if applicable. This information should be provided using terms that are easily understood in an effort to ensure the community understands the Project, its potential impacts, and can provide meaningful input.

¹ Data provided by the 2010 United States Census – American Fact Finder at https://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml.

Proposed s.61 Findings

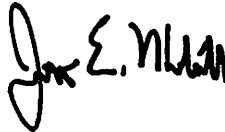
The "Certificate of the Secretary of Energy and Environmental Affairs on the Environmental Notification Form" may indicate that this Project requires further MEPA review and the preparation of an Environmental Impact Report. Pursuant to MEPA Regulations 301 CMR 11.12(5)(d), the Proponent will prepare Proposed Section 61 Findings to be included in the EIR in a separate chapter updating and summarizing proposed mitigation measures. In accordance with 301 CMR 11.07(6)(k), this chapter should also include separate updated draft Section 61 Findings for each State agency that will issue permits for the Project. The draft Section 61 Findings should contain clear commitments to implement mitigation measures, estimate the individual costs of each proposed measure, identify the parties responsible for implementation, and contain a schedule for implementation.

Other Comments/Guidance

MassDEP supports the Proponents request for the Secretary to grant a Phase I waiver.

The MassDEP Southeast Regional Office appreciates the opportunity to comment on this proposed Project. If you have any questions regarding these comments, please contact George Zoto at (508) 946-2820.

Very truly yours,



Jonathan E. Hobill,
Regional Engineer,
Bureau of Water Resources

JH/GZ

Cc: DEP/SERO

ATTN: Millie Garcia-Serrano, Regional Director and Acting BAW Deputy Regional Director
David Johnston, Deputy Regional Director, BWR
Gerard Martin, Deputy Regional Director, BWSC
Jennifer Viveiros, Deputy Regional Director, ADMIN
Jim Mahala, Chief, Wetlands and Waterways, BWR
Holly Johnson, Assistant Director for Operations and Special Projects/Boston
Deneen M. Simpson, Environmental Justice Director & Program Manager/Boston
Greg Cooper, Deputy Director - Consumer Programs/Boston
Daniel Gilmore, Wetlands and Waterways, BWR
Mark Dakers, Chief, Solid Waste, BAW
Alison Cochrane, Solid Waste, BAW
Douglas Coppi, Solid Waste, BAW
Daniel Connick, Solid Waste, BAW
Duane LeVangie, Chief, Water Management Act, BWR/Boston
Shi Chen, Water Management Act, BWR/Boston
Joseph Cerutti, Underground Injection Control Program, BWR/Boston
Allen Hemberger, Site Management, BWSC

Czepiga, Page (EEA)

From: Gilmore, Daniel (DEP)
Sent: Friday, April 05, 2019 9:42 AM
To: Czepiga, Page (EEA); Mahala, Jim (DEP)
Cc: Zoto, George (DEP); Hobill, Jonathan (DEP)
Subject: RE: Response to MassDEP comments

Hi Page,

The response letter addresses the alternative designs for the proposed crossing. That information should be clearly and concisely included in the NOI. The response states the stream crossing will be designed in accordance with the Stream Crossing Standards. The NOI plans should clearly demonstrate the design meets the standards. The response letter states that the Riverfront Area in New Bedford is only 25 feet which is accurate. However, I believe that the alternatives analysis should be augmented when the NOI is filed. If the proponent is contending that the site is previously developed or degraded and that the project is a Redevelopment Project, then the NOI should include information on how the proposal will meet the requirements of 310 CMR 10.58(5).

Dan

Daniel F. Gilmore
MassDEP Wetlands & Waterways Program
Southeast Regional Office
20 Riverside Drive
Lakeville, Massachusetts 02347

Telephone: 508-946-2808
FAX: 508-947-6557



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



March 29, 2019

Matthew Beaton, Secretary
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114-2150

RE: New Bedford – Parallel Products of New England, Inc. - EENF
(EEA #15990)

ATTN: MEPA Unit
Page Czepiga

Dear Secretary Beaton:

On behalf of the Massachusetts Department of Transportation, I am submitting comments regarding the proposed Parallel Products of New England, Inc project in New Bedford, as prepared by the Office of Transportation Planning. If you have any questions regarding these comments, please contact J. Lionel Lucien, P.E., Manager of the Public/Private Development Unit, at (857) 368-8862.

Sincerely,

David J. Mohler
Executive Director
Office of Transportation Planning

DJM/jll

cc: Jonathan Gulliver, Administrator, Highway Division
Astrid Glynn, Administrator, Rail and Transit
Patricia Leavenworth, P.E., Chief Engineer, Highway Division
Mary-Joe Perry, District 5 Highway Director
Neil Boudreau, Assistant Administrator of Traffic and Safety Engineering
Planning Department, City of New Bedford
Southeastern Regional Transit Authority
Southeast Regional Planning and Economic Development District
PPDU Files



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO

massDOT
Massachusetts Department of Transportation

MEMORANDUM

TO: David Mohler, Executive Director
Office of Transportation Planning

FROM: J. Lionel Lucien, P.E, Manager
Public/Private Development Unit

DATE: March 29, 2019

RE: New Bedford: Parallel Products of New England – EENF
(EEA #15990)

The Public/Private Development Unit (PPDU) has reviewed the Expanded Environmental Notification Form (EENF) for the Parallel Products of New England, Inc. project in New Bedford. The project entails the construction of a solid waste facility to process municipal solid waste (MSW) and construction and demolition (C&D) of materials. The existing site consists of the NWD Trucking facility located at 100 Duchaine Boulevard and is bounded by a CSX rail line to the east, Phillips Road to the west, industrial properties to the north and undeveloped land to the south. The project is expected to be built over time in two phases. Phase I development consists of building a glass Beneficiation operation and the construction of approximately 1.9 MW of solar power energy generation. Phase II entails the construction of a MSW transfer station and biosolids drying facility. Phase II is expected to be constructed approximately two years after the construction of Phase I.

The project is expected to generate approximately 418 new truck trips per day (209 truck trips entering, 209 truck trips existing) based on empirical data collected from a similar solid waste facility operations. In addition, employees will contribute approximately 150 vehicle trips (75 entering, 75 exiting) for a total of 568 vehicle trips accessing the site on an average weekday.

The project does not exceed any transportation thresholds but exceeds MEPA thresholds for wastewater and solid waste and therefore is required to prepare an Environment Impact Report (EIR). The Proponent has requested a waiver to proceed with the construction of Phase I, pending the completion of the Environment Impact Report (EIR) for the project.

The project does not require a Vehicular Access Permit from MassDOT but has applied for an Industrial Rail Access Program (IRAP) grant in the amount of \$500,000. The grant will be used for the construction of a rail side track along the CSX Transportation line to meet the needs of the glass processing facilities as part of Phase I. The rail side will be expanded in Phase II to meet the needs for transport of solid waste. The Proponent will use the rail side for the outbound shipment of MSW, glass and dried biosolids.

The facility, when at full capacity, expects to ship 1200 tons per day (tpd) of MSW residuals, 50 tpd of dried biosolids and 250 tpd of glass. The rail side track at full operations could reduce by up to 110 the number of truck trips in and out of the site.

The EENF includes a Transportation Impact Assessment (TIA) that includes an evaluation of the study area transportation network and presents an analysis of existing and future build conditions for each intersection. The TIA is in general conformance with MassDOT/EOEEA Guidelines for *EIR/EIS Traffic Impact Assessment*.

Study Area

The study locations for which traffic analyses were conducted are as follows:

- Route 140 Northbound on/off Ramps/Braley Road intersection;
- Route 140 Southbound on/off Ramps/Braley Road intersection;
- Braley Road/Theodore Rice Boulevard at Phillip Road intersection;
- Theodore Rice Boulevard/Duchaine Road intersection;
- Duchaine Boulevard/Samuel Barner Boulevard intersection;
- Phillips Road/Samuel Barner Boulevard intersection; and
- Duchaine Boulevard/Site Driveway intersection.

The study area is adequate for capturing the traffic impacts of this development.

Trip Distribution

The project trip distribution on the study area network was based on expected access to/from Route 140. The majority of traffic entering the site is expected to use Route 140 to Braley Road with a small portion of traffic coming from the site expected to use Phillips Road to access the proposed site.

Safety

Crash rates for the study area intersection were calculated using MassDOT data for the five-year period from 2011-2015. Based on the data, the crash rates for all study area intersections are below the state and district averages for signalized intersection. Two unsignalized intersections are experienced crash rates slightly higher than the state and district averages. The additional traffic volumes associated with the project is not expected to significantly impact safety at these intersections. There are no Highway Safety Improvement Program (HSIP) high crash cluster intersections in the study area.

Traffic Operations

Capacity analyses were conducted for the weekday AM and PM peak hours for 2018 Existing, 2025 No-Build, and 2025 Build (full build) conditions, for the study area intersections.

In the 2025 No-Build, traffic operating conditions at most intersections are expected to experience no significant changes, except for one approach movement where level of service will worsen from B to C. Likewise, 2025 Build conditions experience slightly increased delays compared to the 2025 No-Build conditions, but the delays were not significant enough to impact LOS in most cases.

Parking

The project will provide 428 parking spaces to accommodate both trucks and employees on site. The proposed number of parking spaces is a reduction from the current number of existing parking spaces.

Multimodal Access and Facilities

Despite the proposed land use primarily oriented towards truck traffic, the Proponent should seek the opportunity to provide multimodal accommodations to access the site. The roadway network in the vicinity of the site provide sufficient shoulder widths to encourage bicycle travel. We note that the Southeastern Regional Transit Authority (SRTA) provides bus service along Duchaine Boulevard and Phillips Road, with bus stops located within walking distance to the site along Duchaine Boulevard and at the intersection of Phillips Road with Heritage Court. Pedestrian accommodations exist along Phillips Boulevard. We encourage the Proponent to design their site drive in accordance to Complete Streets standards to facilitate opportunities to walk and bike to the site.

Transportation Demand Management Program

The Proponent should develop a Transportation Demand Management (TDM) program aimed at reducing site trip generation. MassDOT understands that the project primarily generate truck traffic; nevertheless, the following TDM measures are recommended with the goal of reducing vehicle trips by employees of the development:

- Offer direct deposit for payroll transactions;
- Implement off-peak shift start/end times for employees;
- Provide preferential parking for carpools and vanpools;
- Offer onsite employee services such as a cafeteria.
- Provide information on transit options as a mean of travel to the site.

MassDOT does not object to the Proponent's request for a Phase I waiver for the project. The proponent should address the details of the above comments in the SEIR and submit a copy of the MEPA Certificate for this project as part of their grant application for the IRAP funding. If you have any questions regarding these comments, please contact me at (857) 368-8862.

Secretary of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston Ma.02114
Attn: Page Czepiga, MEPA

Parallel Products of New England, LLC
file No. 15990

Dear MEPA Officials, my wife and I are 52 yr residents of a residential area that is located within a few hundred feet of the property of the proposed project. I have read the Expanded Environmental Notification report submitted by Green Seal Environmental Inc. on behalf of the petitioner.

I understand that the petitioner is requesting 1. waiver to begin immediate construction on a portion of the Phase1, glass recycling facility before submittal or receipt of permits of approval, 2. approval of the environmental permit for the complete construction and operation of Phase 1., and 3. the approval and permits for future construction and operation of a regional Municipal Solid Waste Plant and Bio-solids Drying facility. Some construction has already begun on Phase 1 as noted in the report and is readily observable at the site today.

It appears to me that the report is incomplete as it does not present enough information For MEPA to evaluate the requirements for site suitability as stated in 310CMR 16.40 which requires a 500 Foot clearance for the proposed facility from occupied residences. The map shown on report insert 3A obtained from the city of New Bedford published in 2015 shows that 500 Foot clearance from the facility property boundary encompasses 44 houses east of Phillips Rd. and another 6 that have been built since, on the west side of Phillips Rd. south of the facility. While some may argue that the operation of the facility will not occur on the facility boundary line, the access roads into the glass delivery area of the site are close enough to the eastern edge of the property boundary to still encompass at least half of the houses identified above.

These issues are affected by the infringement of the 500 foot clearance requirement. One is noise. Second is dust. Third is odor.

NOISE

In Phase 1., noise will be generated by truck traffic at the glass handling facility, and by the front end loaders that move the open dumping of glass into the glass crushing and classification building, as well as the unloading of the processed glass to trucks, and the movement of rail cars (future). The traffic study projected 108 trucks per day for the glass plant which drops to 54 once the rail is operational shown Appendix E of the Trip Generation study.

A noise analysis and evaluation was conducted. It included baseline measurements in 4 receptor locations: at the southeast property line and three locations east and north east at or near the residences. Modeling was used to project upon the baseline noise the additive effect of the proposed facility operation. Results showed a 3 to 8 Db rise in noise at some of the receptor locations. Equipment similar to that proposed for the facility were used together with noise studies done in other waste handling sites together with assumptions, stated that the 10 Db criteria will be met.

Now, the nature of the noisiest part of the proposed plant occurs in the receipt and handling in the glass in Phase 1. which is located on the east side of the property, the area closest to the residences. Noise is generated by trucks dumping on the pavement, followed by the scraping of a front end loader bucket. This operation occurs in an open area covered only with a roof canopy to house the solar panels.

Two operating issues arise; 1. the sporadic and frequent nature of the 'bang and clank' equipment that may continue as late as 10Pm, 2. the probable magnification and echo effect of this noise generated in the canyon where this unloading operation takes place, which is about 30' below the residences east of Phillips Rd. AND inside the 500' clearance requirement.

When these two issue are taken into account, it is questionable that the modeling predictions of noise at the residences affected are within the 10Db requirements. Additionally the unloading operation noise is not steady but sporadic; composed of frequently variable sound changing in pitch and frequency, which increases its annoyance to the human ear. It is easier to fall asleep to a quiet bedroom fan than to a noisy party outside your bedroom window.

DUST

Dust will be generated by all phases of the proposed facility, dust that is now not present in our neighborhood. About 50% of the winds in our area blow from the southwestern to the western sector, which will carry dust and aerosols north and mostly east into the nearby residences. Mitigation strategies have been proposed that include housing the Phase 2 operations inside buildings. However, the Phase 1. truck unloading and reloading of glass and front end loading does not take place inside a building.

It is probable that some of this dust will be blown into the nearby residences as a nuisance, falling on parked automobiles, drying clothes, open decks, swimming pools, and outdoor play equipment. Even if the analysis show that no air quality requirements are breached, other mitigation efforts should be done to minimize this nuisance. Likely, spillage from glass carrying dump trucks along the eastern boundary access and egress roadway will generate unmitigated additional dust.

ODOR

An analysis of odor was submitted with the report which stated that odor is mostly a subjective measure. One human's nose may be more sensitive than another nose, and as such, a proxy metric has been used to evaluated the impact of odor. Dilution of the odorous air with equal or multiple volumes of air are the criteria used. Highly odorous emissions need up to 5 volumes of air as opposed to only one volume for slightly odorous emissions, according to the science presented, to reach an acceptable level. Some mitigation is offered for the emissions of the proposed bio-solids drying plant with a scrubber.

Questions arise about whether this strategy, or analysis is adequate, given that the noxious odors travel the same ambient wind currents that move the dust from the site to the residences. Will the bio_solids drying plant shut down when the scrubber is not in service? As a frequent user of the recycle facility at Shawmut Ave. in New Bedford, I can personally attest to the noxious and pungent odor emanating from the simple off loading of sludge waste water trailers discharging into underground tanks. This odor permeates the entire recycle area.

Keeping in mind that the proposed bio-solids facility is on the property that is not 500 ' from the residences and that it is proposed as a regional facility to operate 24 hours a day, it is questionable that the nearby residences will avoid receiving objectionable odors.

ENVIRONMENTAL JUSTICE

In order to protect the minority and under served population, an analysis of environmental justice is presented in the report . It focused on the health statistics of the New Bedford population as compared to the surrounding towns. The results showed that New Bedford has statistically higher incidences of cancer, heart disease, COPD and asthma than do either the state average or the surrounding towns. Both environmental and lifestyle factors are postulated as the reason for New Bedford's higher than average disease rate.

When an additional burden of noise, dust and odor is imposed on a community with compromised health to begin with, it is questionable that the minor benefit of a few new jobs of the proposed regional facility outweighs the health costs borne by its citizens. As shown in the preceding discussion, the 500' clearance requirement, has approximately 100 homes whose occupants are exposed to the environmental impacts of the proposed facility.

SITE HISTORY AND COURT CHALLENGE

Although not included in the report, it is instructional to know about the history of the site and adjacent areas. The building directly west of the site now owned by Eversource, was formally a film winding facility. Originally it was owned by the bankrupt Polaroid Corp. until the late 90's. Later owned by another firm for the same purpose.

In 1990 a developer proposed to locate a 250Mw coal fired power plant about ½ mile west of the present Eversource building to serve the Polaroid plant and to sell the extra capacity to the electric utility. A construction permit was issued by MEPA over the objections of the local GNB-NO-COAL group of citizens and the Massachusetts Attorney Generals Office.

The Massachusetts Supreme Court rescinded the permit based on lack of need. The developer appealed the Court decision and reapplied for the permit. Again both GNB-NO-COAL, and the Attorney Generals Office objected to the issuance of the permit for the same reason. About 4 years passed since the permit was first requested. While preparing for another trip to the Supreme Court, the developer withdrew his application for the permit. As it turned out, the Polaroid Corporation went bankrupt and the electric utility was able to meet the electrical system demand without the unneeded Coal Fired power plant.

PRESENT SITE ACTUAL CONDITIONS

On March 17, 2019 I walked around most of the Eastern portions of the site in order to compare the maps presented in the report to the actual existing conditions. A large pile of crushed glass has already been stored under the north open canopy at the south eastern corner of the site. The pile occupies the entire area of the 100' by 275' area with heights from 6' to 12' in height. Using conservative estimates of 75lb/ft³ and a median height of 9', the pile contains approximately 9000 tons

of crushed glass. A photo is attached. Solar panels are in operation on the roof of this canopy as well as the identical south canopy about 70' away. No glass is currently stored under the south canopy.

The open space between the canopy storage areas is not shown on the maps C1, C2 and C2A but appear as parking lots. In order to move the pile to another facility or through the future proposed glass processing facility over 750,12 yd trucks are needed or an even greater number of front end loader trips. These operations are not described in the report. Additionally, the need to provide glass storage in the future is likely due to outages that interrupt operations in the processing building. This adds noise and dust beyond what is reported.

Presently there is some demolition and other activity around the area of the proposed glass processing building during the week which I can hear from the outside of my house. Has approval been given for this storage and construction before the public comment period is over?

RECOMMENDATIONS

1. All MEPA officials responsible for approving this proposed regional waste handling project need to visit the site and the surrounding residential areas. This licensing process is more about minimizing the impact on the community than on protecting the environment. Since 100 residences are within 500', as shown in the report, of the site boundary and are 30' above the site, residents have visual impact in addition to the environmental ones reported using projections, modeling and assumptions. When at the site, ask yourself honestly, would you buy any of the houses presently for sale on the west side of Phillips Rd. south of the site? I would appreciate being invited for any planned site visit.

2. Phase 1 is separable and distinct from Phase 2. Set aside the permitting process for Phase2. Delay MSW and Bio-solids drying portion, which have Air quality requirements of Phase2, until there is a demonstrated need. Does Parallel Products have signed contracts for the waste deliveries? The report states that the city of New Bedford does not plan to use this proposed regional MSW & Bio-solids facility. The need for the proposed regional MSW and Bio-solids waste handling facility is questionable since the petitioner does not have a firm construction schedule. As was the case in the history of the proposed unneeded Coal-fired power plant, a large capacity regional facility is proposed to enhance economic viability for owners at odds with residence concerns.

3. Delay the waiver to construct the regional glass processing facility. Address the site suitability requirements which were stated to be preliminary until the air quality permit was received. No waiver was requested for relief from the 500' clearance required between the site and occupied houses by Massachusetts law.310CMR16.40

Early construction before permit receipt was requested so that the petitioner could receive approval to construct solar power qualified under the new SMART incentive program. According to the list of applicants to this program dated March 15, 2019, application nos. 65 and 68 for a total of 1.346Mw have already been approved. My site visit confirmed that the largest part of the solar power associated with Phase 1 is in service. The Solar Power is no longer an issue when Phase 1, is separated from Phase 2.

Closure of existing glass processing facilities in Massachusetts that received glass from recycling centers was stated as another reason that immediate construction approval was requested to avoid the longer haul to other facilities much further away. It is evident considerable storage of crushed glass now exists on the proposed site and should not be used as pressure for MEPA to approve the facility. The petitioner has other options that may be costly, but it is not the responsibility of MEPA to protect the petitioner's profit, poor planning or business model.

FINALLY

In closing, I pray that MEPA would not place proposed large regional projects higher in value than local concerns which impacts its citizens. I see the purpose of respecting the environment, codified in numerous laws and requirements, as important to protect the humans living on the planet from harmful competing interests. A peaceful and pleasant residential neighborhood environment is a treasure. Unfortunately there are no scientific metrics to establish its worth when only the environment is measured.

It is interesting to note that Massachusetts has the oldest State Constitution. Together with the National Constitution, these documents stem from the individual rights of the people to life, liberty and the pursuit of happiness and authorize the Government to protect these rights by establishing just laws. Our Judiciary system is established not only to judge if laws are breached but to test that the laws are just.

MEPA, as an executive agency, can and should take a reasoned approach in this instance to judge the merit of this petition before you; and to exercise its authority to benefit the citizens of Massachusetts.

ATTACHMENTS

1. Older satellite image of proposed site showing adjacent residential area east of Phillips Rd. Note the blue 500'scale at the lower right of the image and the houses along Ridgewood Road. The south eastern part of the site appears as a parking lot, which it is today, with a canopy over the lots and solar panels on the roof. Not shown in this image are the 8 houses built on the west side of Phillips rd. One house is less than 100 feet from the south east bend on the access road, which remains unsold nearly one year after completion.

2. 9000 ton crushed glass pile taken 3-17-2019, located under the northern part of the southern lot.

Respectfully,

Robert H. Ladino 3-18-19

Robert H. Ladino

bobladino@comcast.net

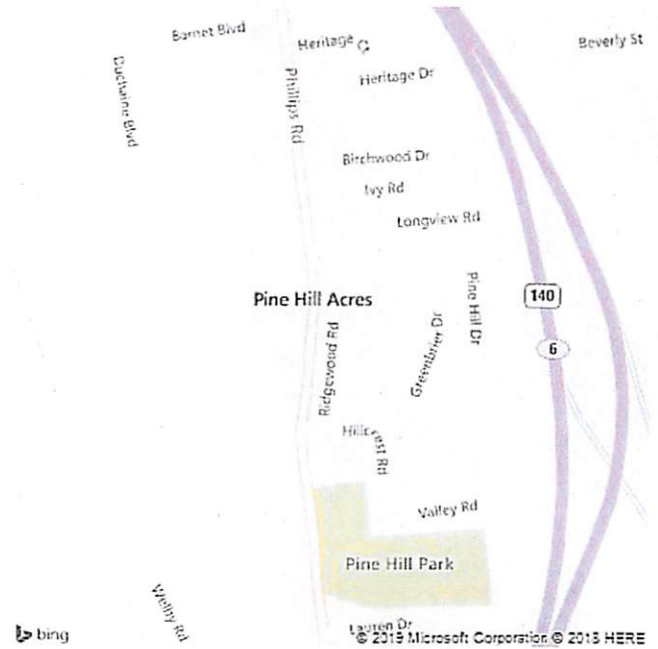
508-269-9120

bing maps

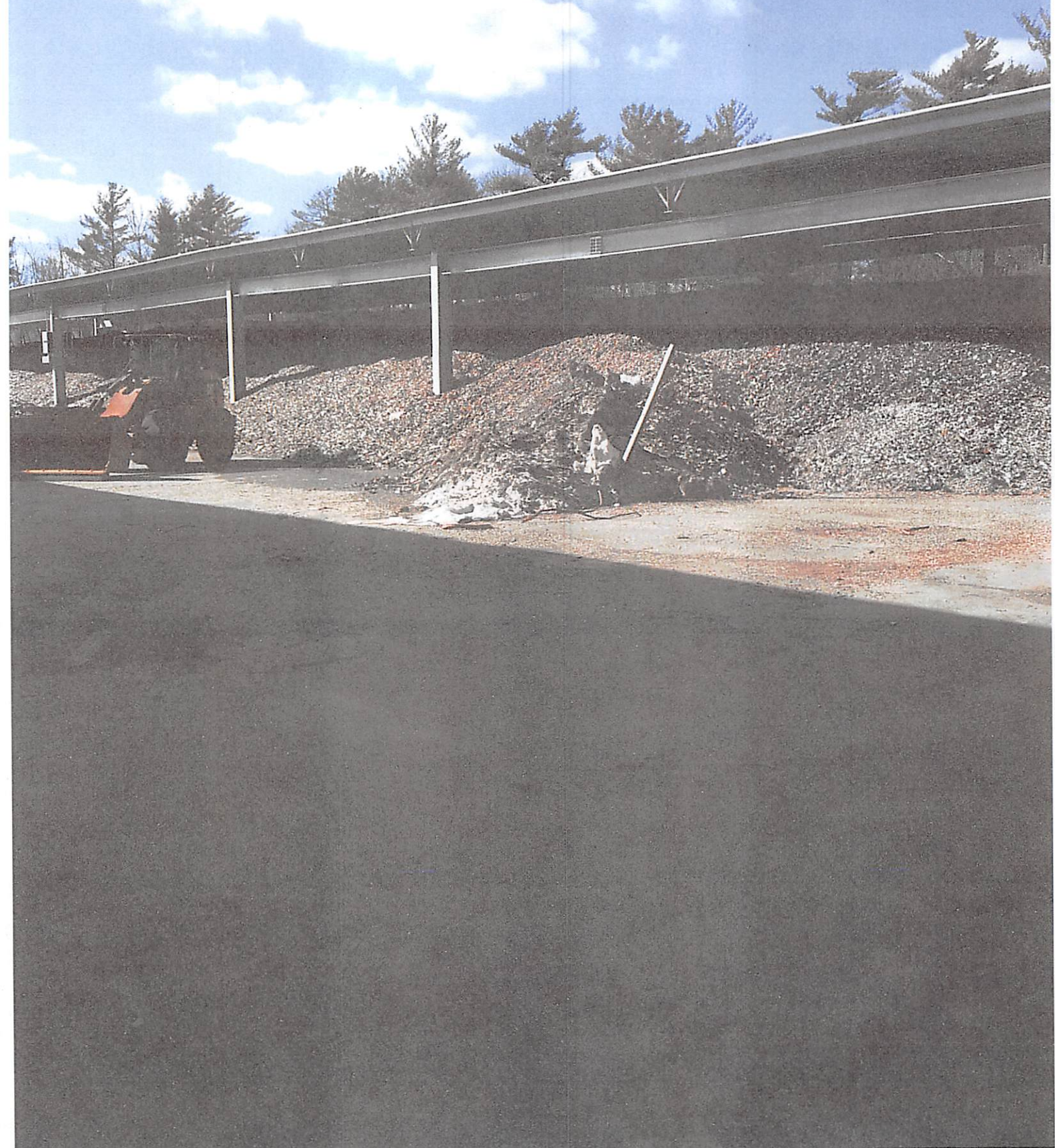
ATTACHMENT NO.1

Notes

old satellite image



ATTACHMENT NO.2



Czepiga, Page (EEA)

From: Roger A. Cabral <rogercabral@comcast.net>
Sent: Tuesday, March 26, 2019 7:05 PM
To: Czepiga, Page (EEA)
Subject: Parallel Products / New Bedford industrial Park

I just learned of this project which is proposed for the New Bedford Industrial Park. I'm very concerned by the fact that this project has not received a lot of attention and that many of the neighbors are unaware of what is proposed. Given the nature of this proposed project I think that a WELL PUBLICIZED public meeting is appropriate. I also think that all neighbors within a mile of the site should be notified by mail about the meeting. I believe that the New Bedford Industrial Park is the wrong place for a business of this nature.

Roger A. Cabral
9 Bow Drive
Acushnet, MA
508-642-9173

Czepiga, Page (EEA)

From: Ron <rrcrt@aol.com>
Sent: Tuesday, April 02, 2019 6:09 PM
To: cstrupczewski@verizon.net; Czepiga, Page (EEA)
Cc: cbostiguy@gmail.com; ritalapre@gmail.com; brad.markey@newbedford-ma.gov; desk@wpri.com; kjohnston@abc6.com; 5investigates@wcvb.com; antonio.cabral@mahouse.gov; chris.hendricks@mahouse.gov; christopher.markey@mahouse.gov; paul.schmid@mahouse.gov; william.straus@mahouse.gov; lan.Abreu@newbedford-ma.gov; Naomi.Carney@newbedford-ma.gov; Debora.Coelho@newbedford-ma.gov; Hugh.Dunn@newbedford-ma.gov; Brian.Gomes@newbedford-ma.gov; Dana.Rebeiro@newbedford-ma.gov; Linda.Morad@newbedford-ma.gov; Joseph.Lopes@newbedford-ma.gov; Maria.Giesta@newbedford-ma.gov; Scott.Lima@newbedford-ma.gov; Jon.Mitchell@newbedford-ma.gov
Subject: Re: EEA15990 Paralles Products - New Bedford Business Park

It is my understanding that Secretary Matthew Beaton has allowed residents till April 05, 2019 to write their opposition for Parallel Products, Inc. of New England for its expansion in the New Bedford Business Park and also their considering of adding a Wastewater Sludge Facility.

I reside in the Briarwood development which there are approximately 300 homes, there are two entrances from Braley Road into Briarwood and two exits from Briarwood onto Braley Road, Braley Road is a highly used thoroughfare going to and from Route 140, Acushnet Avenue and Phillips Road.

In the mornings starting at 7 AM we have a traffic problem on Braley Road with school buses, vehicles, parents dropping their children off for school at the Pulaski School, vehicles parked on both sides of Braley Road. It is a problem exiting from Briarwood onto Braley Road.

We have two large nursing homes and the VIBRA Hospital of S.E. MA in the Sassaquin area throughout the day ambulances are going back and forth, we have a Fire Station on Acushnet Avenue south of Braley Road. These emergency vehicles are always using Braley Road because of Route 140.

There will be a problem at Parallel Products, Inc we will have with garbage trucks and trailer trucks coming off of route 140 North and South bound it will be a nightmare, traffic will be backed up on Rt 140 North and South bound exit 7 as vehicles, garbage trucks, and 18 wheeler's are trying to exit off the highway onto Braley Road on the way to the Parallel Products Inc property, then they will be returning back to Route 140.

There will be Garbage trucks and 18 wheeler's to avoid the traffic jam off of exit 7 North bound they will use exit 5, they will proceed north on Phillips Road to enter the unnamed road of the New Bedford Business Park, south of Braley Road entrance closer to the Parallel Products, Inc property, this will now cause another traffic jam.

The study evaluated traffic impacts based on 284 inbound trips and 284 outbound trips (trucks carrying material and employee trips traveling to and from work). This is on Route 140 North and South as well as our streets leading to the Industrial Park.

I would not be surprise if fatalities could occur because of the numerous amount of garbage trucks and trailer trucks coming off of Rt 140 North and South bound onto Braley Road from 6 AM to 6 PM Monday to Saturday, and possibly on Sunday's going to Parallel Products, Inc.

As it is the New Bedford Business Park is a busy area with numerous businesses such as the large Service Center, Dunkin Donuts, Titleist Golf Ball, MA Registry of Motor Vehicles, Acushnet Co., American Circuit Breaker, Alberox Corp, N.E. Plastics, Milhench, AFC Cable, Epec, etc, etc.

Here in Briarwood we pay high house taxes, as does Pine Hill Acres and other housing developments off of Phillips Road, and other homes in the area, imagine the smell of garbage, imagine the rats we will have. Yes they will invade the businesses in the New Bedford Business Park, Briarwood, Pine Hill Acres, homes off of Phillips Road, homes in Freetown, Sassaquin, Acushnet Ave here in the far North End, lets not forget the Seagulls flying over dropping their poop on our homes and back yards where children will be playing, a child possibly being bitten by a rat.

There is the old N-Star building and property at the waterfront, garbage can come in by boats, barges, Trucks off of I-195 to Rt 18, and by Rail. There is the Building 19 property that trucks can come in, there is the railroad tracks next to the property, and the property is across the street from Parallel Products, Inc property at 969 Shawmut Avenue on Hathaway Road. These are one of two excellent locations for Parallel to be located.

Please stop Parallel from coming into the New Bedford Business Park.

Ron R. Cabral
67 Blaze Road
New Bedford, MA 02745
E-mail: RRCRT@aol.com

Page Czepiga
Environmental Analyst
(617) 626-1021
page.czepiga@mass.gov

MEPA Office
100 Cambridge St., Suite 900, Boston, MA 02114

Re: Parallel Products



Dear Ms. Czepiga

My name is Claire B.W. Miller and I am the lead community organizer for Toxics Action Center. We are a 32-year old public health and environmental non-profit. We work in all six north-eastern states side by side with communities to clean up and prevent pollution. I am writing in concern about construction of glass processing, a MSW processing and handling facility, biosolids drying & gasification facility, and railside track in a designated Environmental Justice neighborhood. This facility plans to process 1,500 tons per day of municipal solid waste, receive construction and demolition, and process biosolids 24 hours a day, with an expected 418 new truck trips- all next to a residential neighborhood.

We firmly believe that community involvement in decisions is key. **Please consider granting a significant and fair extension to the deadline for public comments.**

As I'm sure you know, this location is a designated Environmental Justice neighborhood. As part of the Environmental Justice Policy of 2017, MEPA has obligations. These are screenshots from the EJ Policy:

Enhancing the Review of New MEPA Projects in EJ Populations

17. Enhanced Analysis of Impacts and Mitigation Under MEPA.³ In addition to the enhanced public participation requirements specified in section 16 above, enhanced analysis will be required as part of the Environmental Impact Report (EIR) scope for projects that:

- (1) Exceed a mandatory EIR threshold for air, solid and hazardous waste (other than remediation projects), or wastewater and sewage sludge treatment and disposal; *and*
- (2) Are located within one mile of an EJ Population (or in the case of projects exceeding a mandatory EIR threshold for air, within five miles of an EJ Population)⁴. The project proponent may submit actual air modeling data on the project's area of potential air impacts in its EIR scope to modify the presumed five-mile impact area referred to in condition (2) above.

Enhanced analysis of impacts and mitigation may include analysis of multiple air impacts; data on baseline public health conditions within the affected EJ population; analysis of technological, site planning, and operational alternatives to reduce impacts; and proposed on-site and off-site mitigation measures to reduce multiple impacts and increase environmental and energy benefits for the affected EJ Population.

18. Review of Thresholds. As required by Executive Order 552, MEPA shall seek and consider stakeholder input on which thresholds are appropriate for enhanced participation and/or enhanced analysis.

19. Collaboration with the Director of EJ. For any projects triggering the MEPA EJ thresholds, as defined by this Policy, the MEPA Office shall collaborate with the Director of Environmental Justice to

ensure that appropriate measures are taken by project proponents to address any potential environmental impacts the project may have on the existing EJ population. This will include, but not be limited to

16. Enhanced Public Participation Under MEPA.¹ As part of the Secretary's commitment to Environmental Justice, enhanced public participation will be required for the following projects as they undergo review in accordance with MEPA:

- (1) Any project that exceeds an Environmental Notification Form (ENF) threshold for air, solid and hazardous waste (other than remediation projects), or wastewater and sewage sludge treatment and disposal²; and
- (2) The project site is located within one mile of an EJ Population (or in the case of projects exceeding an ENF threshold for air, within five miles of an EJ Population).

Enhanced public participation may include use of alternative media outlets such as community or ethnic newspapers, use of alternative information repositories, and translation of materials or interpretation services prior to and during public meetings where the relevant EJ Population uses a primary language other than English in the home.

When scheduling public meetings, EEA shall recommend that project proponents consider the time of the meeting, availability of public transportation to locations, and whether locations are child-friendly and culturally appropriate. To the extent feasible, meetings should be held in places that community members already routinely use and feel comfortable visiting. Additionally, EEA shall recommend that project proponents consider whether outreach efforts need to include an educational component to ensure that community members have the information necessary to evaluate a project's potential impacts.

I would appreciate a phone call to discuss the way that these measure- particularly the public meetings have been/will be met- especially given that the EJ Director Position is currently vacant. Thank you for your consideration of these comments and for your service to all the residents of the Commonwealth.

Respectfully,

Claire B.W. Miller
Lead Community Organizer
Toxics Action Center

Czepiga, Page (EEA)

From: Tracy Wallace <wallacetracy99@gmail.com>
Sent: Wednesday, March 27, 2019 8:41 AM
To: Czepiga, Page (EEA)
Subject: Re: Parallel Products proposed project

Hello Page,

Thank you very much for this information. I would like to add some additional comments in regards to the MEPA EENF complete report. Within the project description, it states that the site is zoned Industrial C, page 67 (page 28). That is not entirely true, the site is also zoned residential and zoned mixed business. There is no mention of the residential zoning of abutting properties, of which Parallel Products purchased two newly built homes. The full site is not zoned industrial C when consulting the site plan presented to the planning board of New Bedford in January 2017. During the presentation on March 7th the presenter indicted no production of Methane gas, however on page 13 of the complete report states the PPNE may decide to add gasification in the future to the site. The gasification process creates syn gas. Syn gas composition is known to be 7% Methane, when Methane mixes with other gases hydrogen sulfide is created, which is the rotten egg odor. Due to the location of several residential neighborhoods being within meters of the facility, this would have a dramatic impact on the community and its quality of life. This is fairly new technology and its effects on the surrounding communities are unknown. I would also like to call your attention to the Waste to Energy Project in Stamford, CT that was voted down by the Waste Pollution Control Authority in early 2010 after losing faith in its technical and economic feasibility, finding the drier itself produces significant emissions and there would be negligible economic benefit. The supervising engineer of Stamford's Water Pollution Control Authority stated that the overwhelmingly unpleasant smell that wafted in the air was due to the trucks that were parked carrying the waste. He stated in winter months, it's bad. In summer months, it'll be even more exaggerated. The complete report states that odor from the MSW and bio solids site will be minimized with ionization and wet scrubbing and by stacks ten feet above the bio solids facility and stacks from the MSW building. The study within the report mentions odor is subjective. There is no real way to know if the odor will be a nuisance or not. It also appears the stacks will be visible from the surrounding residential neighborhoods, this can decrease a property value of up to 13%. A collection of property value impacts is available from the Center for Health, Environment and Justice. The noise from heavy truck traffic lowers property value at a rate of 30 to 50 times greater than cars. This is because at 50 feet heavy trucks emit noise 16 times louder than car traffic. With regard to accidents, a fatality is twice as likely when a car is involved in a crash with a truck vs. another car. The studies included in the complete report regarding traffic, noise, odor and air quality impacts were done using conservative assumptions and computer modeling, which often does not translate to reality. The creation of waste sites tends to be around lower socio-economic communities and it seems this is of no exception. Environmental racism is environmental injustice that occurs in practice and in policy within a racialized context, exposing neighborhoods that are economically and racially disadvantaged to hazardous waste. This facility would never be put next to residents of a wealthier community. I ask you this, would you want to live within 500m or 1000m of a MSW and Bio Solids facility?

Sincerely,

Tracy L. Wallace M.Ed
Resident of New Bedford

On Mon, Mar 11, 2019 at 5:00 PM Czepiga, Page (ENV) <page.czepiga@state.ma.us> wrote:

Tracy,

Czepiga, Page (EEA)

From: Tracy Wallace <wallacetracy99@gmail.com>
Sent: Friday, March 08, 2019 12:43 PM
To: Czepiga, Page (EEA)
Subject: Parallel Products proposed project

Hello Page,

I would like to take this opportunity to thank you and everyone who attended the meeting yesterday March 7, 2019. Everyone was very nice and welcoming. I would also like to take this opportunity to express my concern with Phase 2 of the proposed project by Parallel Products at the Industrial Park in the City of New Bedford. I would first like to bring your attention to the original site plan proposed by Parallel Products in January 2017, and approved on March 21, 2017 with conditions. Mr. Cusson, of Parallel Products, stated in the meeting yesterday that the intention of the site was always to have been a waste site. That is not indicated in the original site plan. The site plan is for cooler storage/warehouse and additional parking, etc.... The original proposed plan also brings attention to the inadequacy of the storm drains and the undersized stormwater basins that were to be addressed when the Certificate of Compliance was applied for. There is no statement within the site plan that indicates Parallel Products intent to move their entire operation from the Shawmut Ave location to the proposed Duchaine Blvd location. I find this to be in direct contrast to the statement made by Mr. Cusson. Regarding the MSW transfer location being moved to Duchaine Blvd, there is cause for concern due to the proximity of the residential developments in the area. The Shawmut Ave location is not in as close proximity to residential areas as the proposed Duchaine location would be. I also encourage you to visit the Shawmut Ave location. If you drive down Shawmut Ave toward the airport, there is a distinct amount of trash deposited over the roads as well as an odor. There are also concerns regarding health risks when living in close proximity to a transfer station, those include, asthma, shortness of breath, respiratory disease, cardiac disease, stroke, allergies, etc.... The proposed bio solids facility that is also part of the Phase 2 portion of the project is cause for concern as well. When researching bio solids, there appears to be much debate over their efficacy. Bio solids could contain heavy metals, hormones, antibiotics, steroids, etc... all that would be reentered into the environment if used. When describing the project the presenter indicated that there would be no methane gas production, it would not be anaerobic, nor would it use flocculants or bugs. It does not appear to be drying beds or an incinerator either, so how is this going to be done? Would there be a way to obtain more information about the process? The presenter also indicated that a chemical scrub would be used to clean the facility and control for odor. Where would these chemicals go after scrubbing the facility? Into the municipal water system? If a cleaning agent is needed, then there is going to be an odor. The presenter also mentioned studies conducted regarding traffic, noise, and odor, all not having a significant impact on the surrounding community. He pointed out that there would be an impact at the stop sign/intersection of Braley Rd. and Phillips Rd. I would like to mention that there is an older condominium complex at that intersection that would be impacted by the increased noise of the addition of 584 trips to the area. Is there a way to obtain copies of the studies which were conducted? A young man attended the meeting yesterday as well, he is a resident of the area. He stated he lives across the street from the current Duchaine location, and indicated that there is already a noise issue. Truck noises that go well past 10pm. Recently, several new homes have been built along Phillips Rd on the same side as the proposed site. Mr. Cusson indicated that Parallel Products bought the two homes closest to the site. Why did they buy the homes? They did not buy the other homes next to those two. Are they going to tell those home owners that their backyards will soon be abutting a waste site? The presenter indicated that the glass plant (part of Phase 1) would be round the clock, but was not sure the hours of operation of the MSW transfer station or bio solids facility. He thought it would be 7am to 6pm, however there seemed to be no confirmation of that. Would there be consequences in place for violations of those hours, if those are in fact the hours? The meeting was absolutely fascinating. It definitely brings to light the amount of waste we as a society produce, and the need for effective waste management. However, it would

be a shame if that need comes at the detriment of the community. I appreciate your time and consideration of my concerns.

Sincerely,

Tracy L Wallace, M.Ed
Resident of New Bedford

Czepiga, Page (EEA)

From: Vincent Carolan <vincent.h.carolan3@gmail.com>
Sent: Friday, March 29, 2019 2:59 PM
To: Czepiga, Page (EEA)
Subject: Industrial Park New Bedford

Greetings,

My name is Vincent Carolan and I am a long time resident of New Bedford and I have major concerns regarding the MSW plant and biosolids facility being built less than a mile from my house off of Exit 7 on route 140 affiliated with Parallel Products in the large Industrial Park on Duchaine Boulevard. It has the potential to effect the quality of life via traffic, odor, noise, and pollutants and there is no upside to having this facility stationed at this location within a residential neighborhood. I strongly urge you to find alternatives. Please consider.

Sincerely,

Vincent H. Carolan III
Resident of New Bedford

Czepiga, Page (EEA)

From: Wendy Graca <wendygraca@aol.com>
Sent: Wednesday, March 27, 2019 10:05 AM
To: Czepiga, Page (EEA)
Subject: Parallel Products NE Project in NB Industrial Park

Hello Page,

I am submitting the following comments regarding the Parallel Products Project, proposed for the New Bedford Industrial Park in the North End of New Bedford. I have just recently learned of this project, and after speaking with a few local residents have found that most people are in the same uninformed "boat" as I.

Please consider granting a significant and fair extension to the deadline for public comments. Residents in the area have little to no knowledge of this project, due to poor outreach and advertisement of public meetings by the company. Also, the one public meeting I was made aware of just a few days prior (due to my making inquiring phone calls), was held at 10:00 AM on a weekday. This is a community of working class citizens. Meetings that are intended to be informative to residents regarding something that could impact their daily lives and homes should be conducted at a time when they would not need to take time off of work to attend. That is not acceptable "outreach" and does not send a message that the company is working in "good faith" and "transparency". For that reason to start, this project does not make me comfortable.

The nature and scope of this project is not to be taken lightly. Little is known about the so-called "cutting edge" technology of this facility, since there are so few of these plants in the US. It is unfair and burdensome to expect the citizens of New Bedford to take on yet another industrial project in their community without giving them all of the information, as well as the opportunity to ask questions and time to submit informed comments.

Sincerely,

Wendy M. Graca
(508) 254-6333