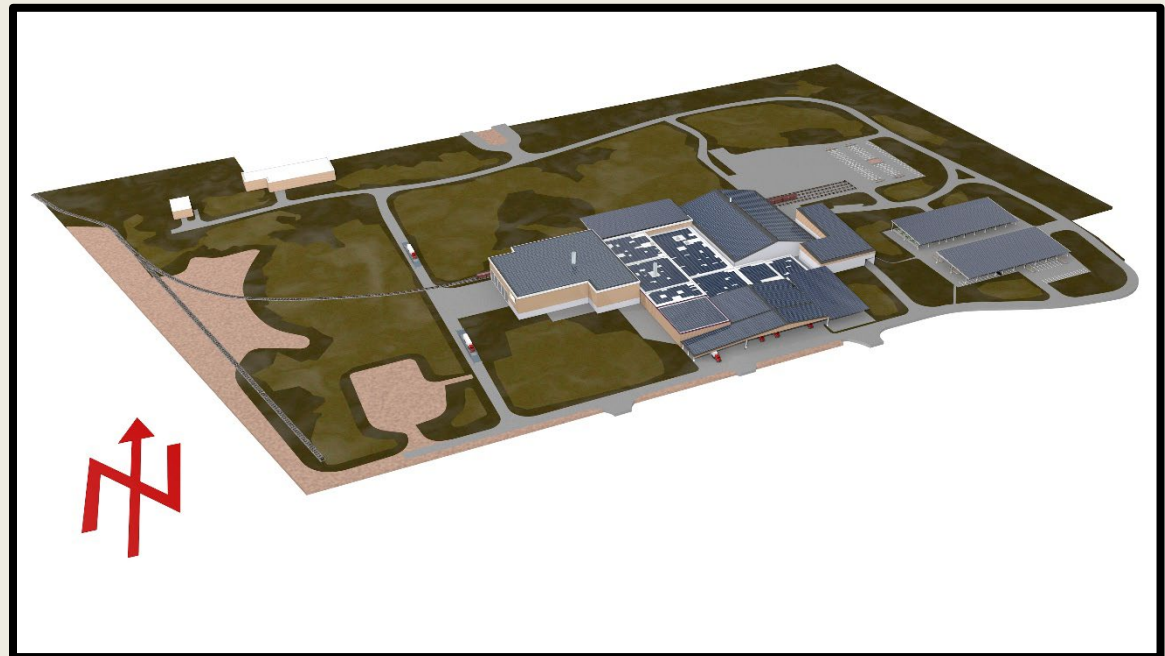




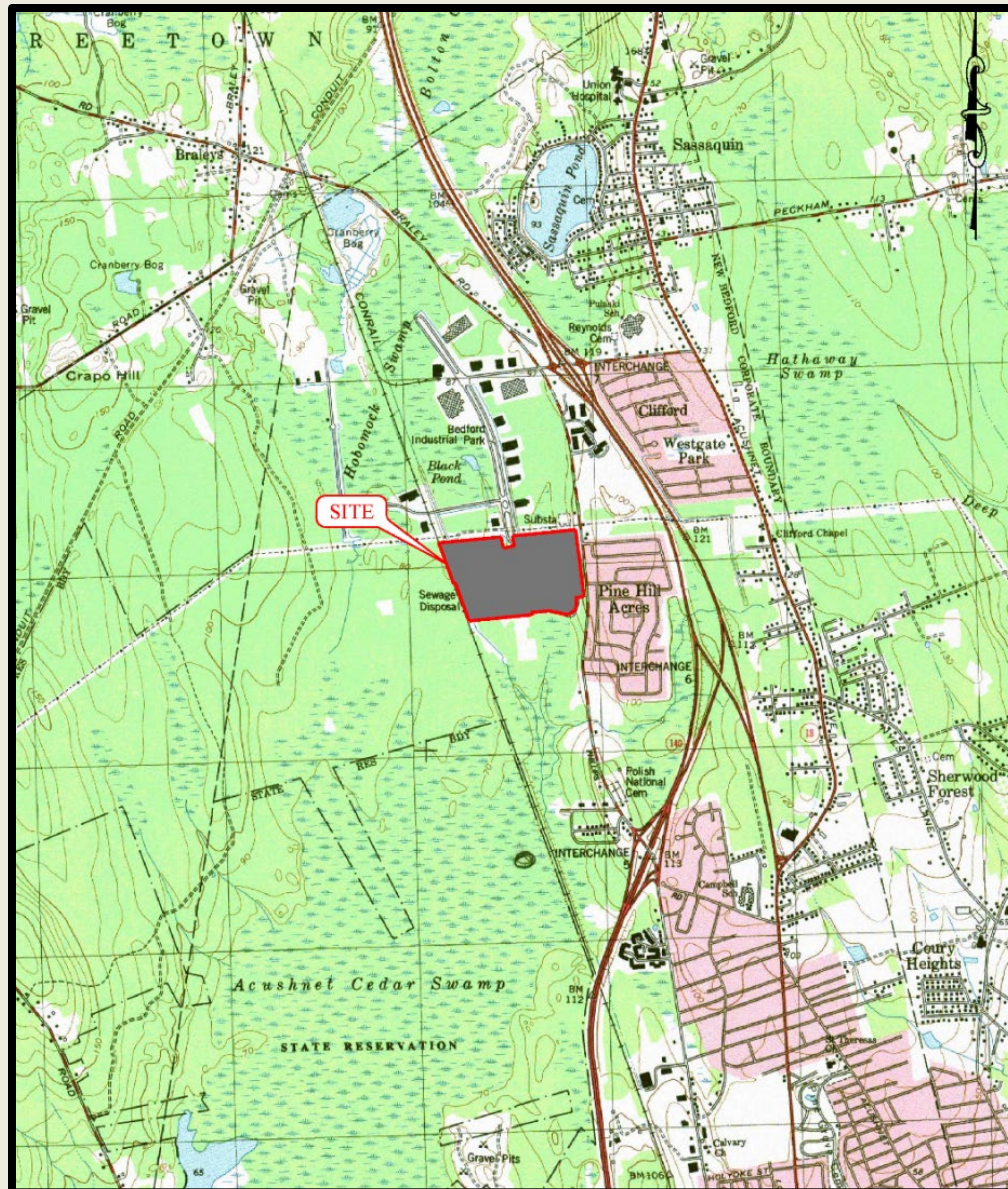
SOUTH COAST RENEWABLES, LLC DEVELOPMENT OVERVIEW PUBLIC OUTREACH MEETING

INFORMATIONAL MEETINGS

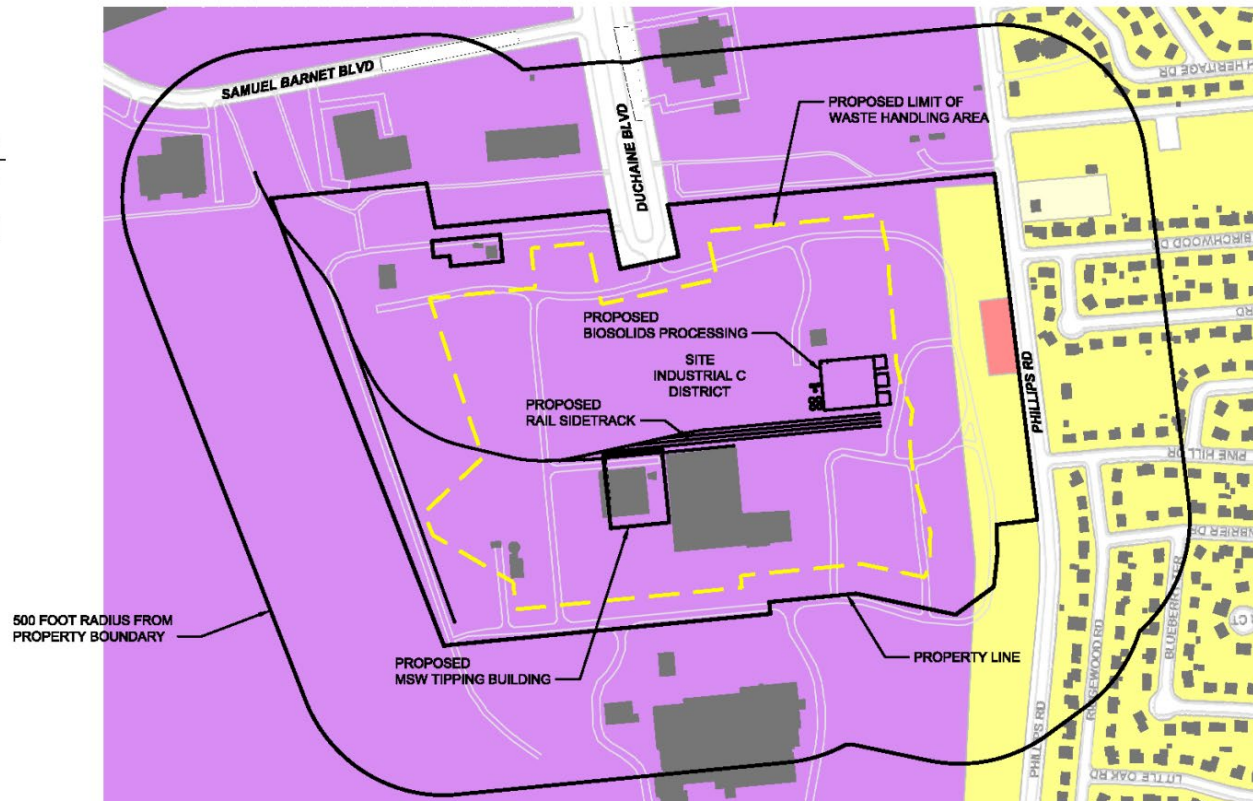
AUGUST 3RD & SEPTEMBER 21ST 2022



Property Location



Site Zoning



New Bedford Zoning Zoning 2015

- Residential A
- Residential AA
- Mixed Use Business
- Industrial C



Map Produced by:
City of New Bedford
Management Information Systems
June 2015

NOTE:

THE INFORMATION SHOWN ON THIS PLAN WAS OBTAINED
FROM THE CITY OF NEW BEDFORD AND MASSGIS.

Site Assignment Limits



Project Site-100 Duchaine Boulevard

- Site is within the New Bedford Business Park
- An approximate 71 Acre Site
- Zoning - Approximately 64.8 acres industrial, 5.4 acres residential and 0.6 acres mixed use business
- Historically developed and used by Polaroid Corp and subsequently owned by Multilayer Coating Technologies
- 1.8 miles of access roadways
- Parking lots
- 92,220 square feet of buildings originally purchased
- PPNE completed the addition of the 27,500 square foot glass processing building as part of Phase 1 in 2020
- Bunker building and side bunker building associated with glass processing presently under construction and nearing completion
- Utilities (water, sewer, electric)
- Presently, 1.5 MW of roof top and canopy solar power
- Stormwater management facilities

Proposed Project Development

Phase 1

- Glass Processing Building
 - Glass Processing 27,500 sq/ft (constructed)
 - Glass Bunker Building 23,230 sq/ft (nearing completion)
 - Side Bunker Building 21,973 sq/ft (nearing completion)
 - Rail Sidetrack (began 2nd quarter 2021)
- 1.842 MW Solar Power Expansion [added to existing 1.567MW] (rear canopies 2, glass building, side bunker, front canopies 2 near completed)
- Relocation of Parallel Products Operations from Shawmut Avenue (completed relocation in February of 2020)

Phase 2

- MSW Processing Facility with solar array (65,317 sq/ft)
- Rail connection “tunnel”
- Expansion of Rail Sidetrack (additional storage created in parallel)
- 1.357 MW of additional solar (increase from previously proposed 400 kW)

Project Changed Since FEIR

- The formerly proposed biosolids building and associated biosolids drying operations are no longer being proposed.
- Rail enclosure (in between the MSW handling and processing facility) and the glass processing (sound and odor mitigation)
- Additional energy reducing adders (e.g. heat pumps, insulation, etc.)
- Traffic mitigation (commitment to fund the installation of a traffic light and monies towards truck exclusion study)
- 1.35 megawatts of additional solar (previously 400 kW)

Project Changed Since FEIR

- Reduction of impervious areas (predominately through the removal of the biosolids component)
- Increase in tipping building size (better management of materials indoors)
- Reconfiguration of SW controls
- Based on public input the following changes are being proposed with respect to hours of operation:
 - Reduce tipping hours to 6AM to 7PM Monday through Friday
 - Reduce tipping hours to 7AM to 4PM on Saturdays
 - Remove tipping operations entirely on Sundays

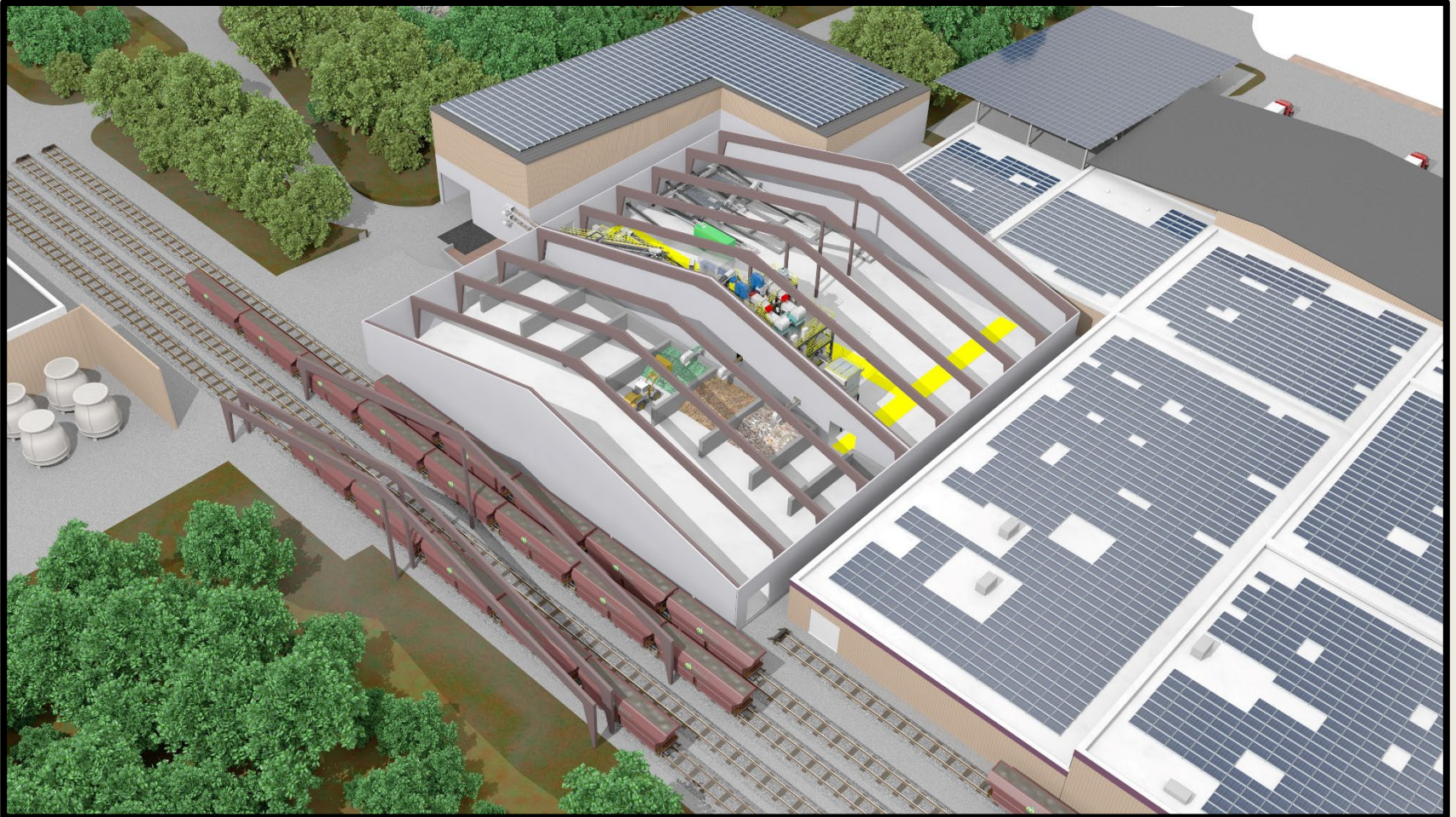
MEPA Process

- Expanded Environmental Notification Form (EENF) submitted in February 2019
- Secretary of Energy and Environmental Affairs issued Certificate on April 12, 2019
- Secretary of Energy and Environmental Affairs issues Final Record of Decision on May 15, 2019
- Draft Environmental Impact Report (DEIR) submitted November 2019
- Secretary of Energy and Environmental Affairs issued Certificate on January 30, 2020
- Final Environmental Impact Report (FEIR) submitted on January 21, 2021.
- Secretary of Energy and Environmental Affairs issued FEIR Certificate on April 2, 2021, which requested a Supplemental FEIR
- Submittal of Supplemental FEIR (Submitted on July 14, 2020) can be found at www.parallelproductssustainability.com/sfeir other reports can be found at www.parallelproductssustainability.com

Phase 1



Enclosed Glass Processing



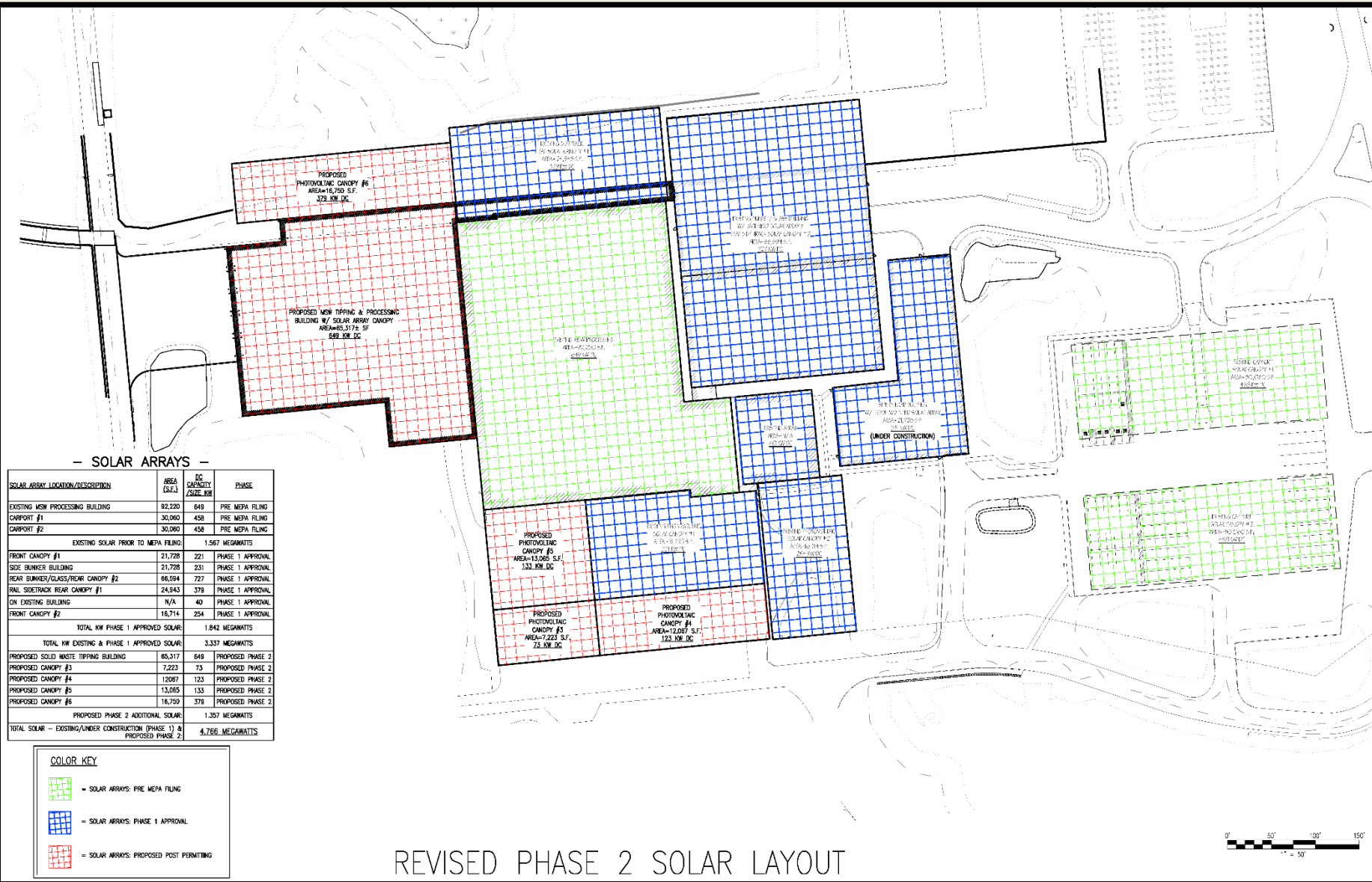
Phase 1 Permitting

- Waiver from further MEPA review
- New Bedford Conservation Commission
- New Bedford Planning Board

Solar Power

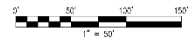


Solar Power

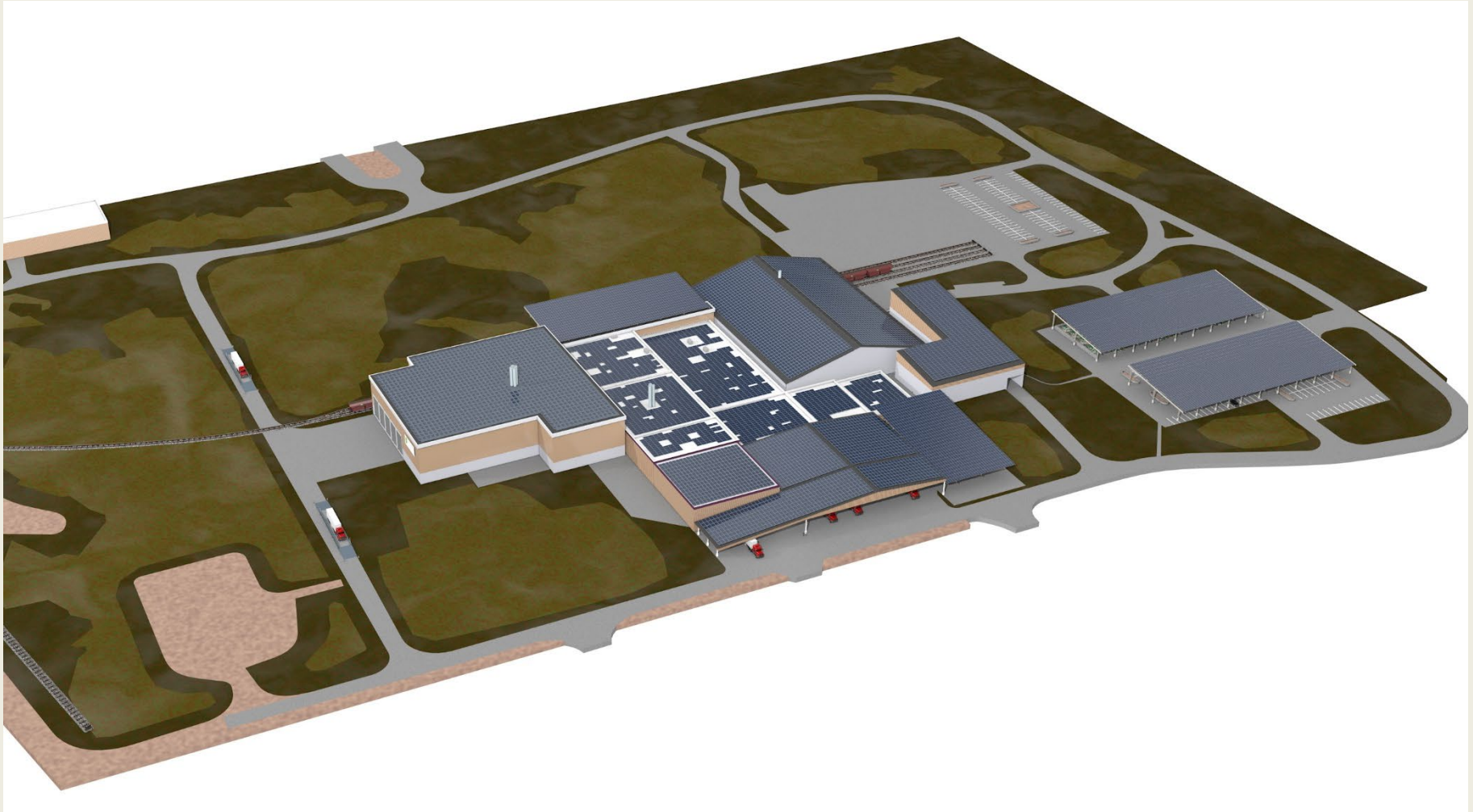


REVISED PHASE 2 SOLAR LAYOUT

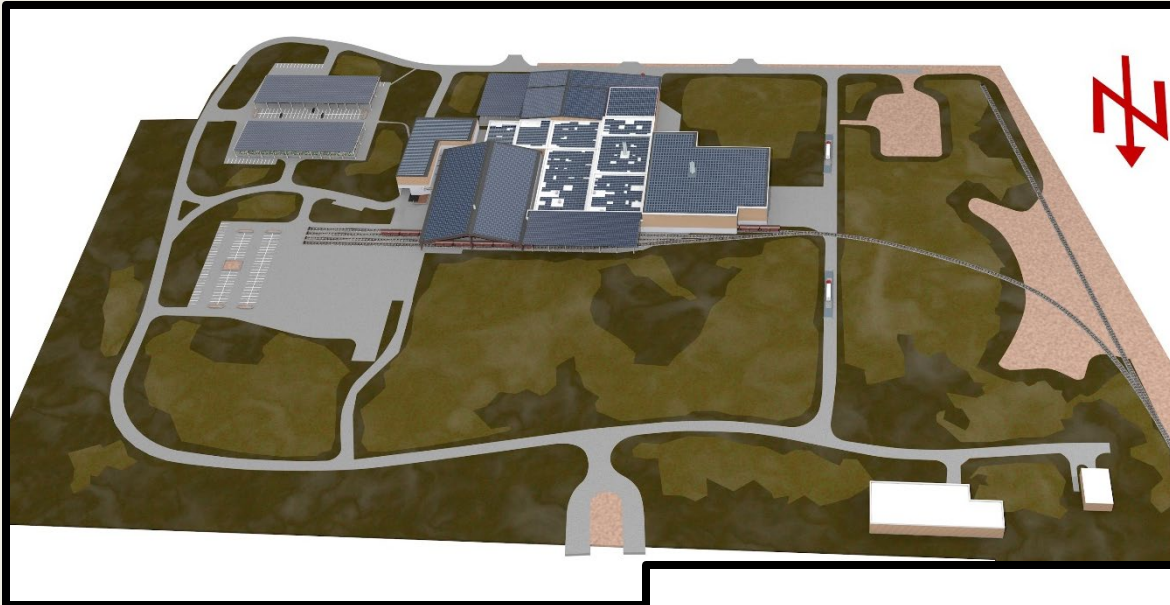
POSTER
GRANTS



Phase 2



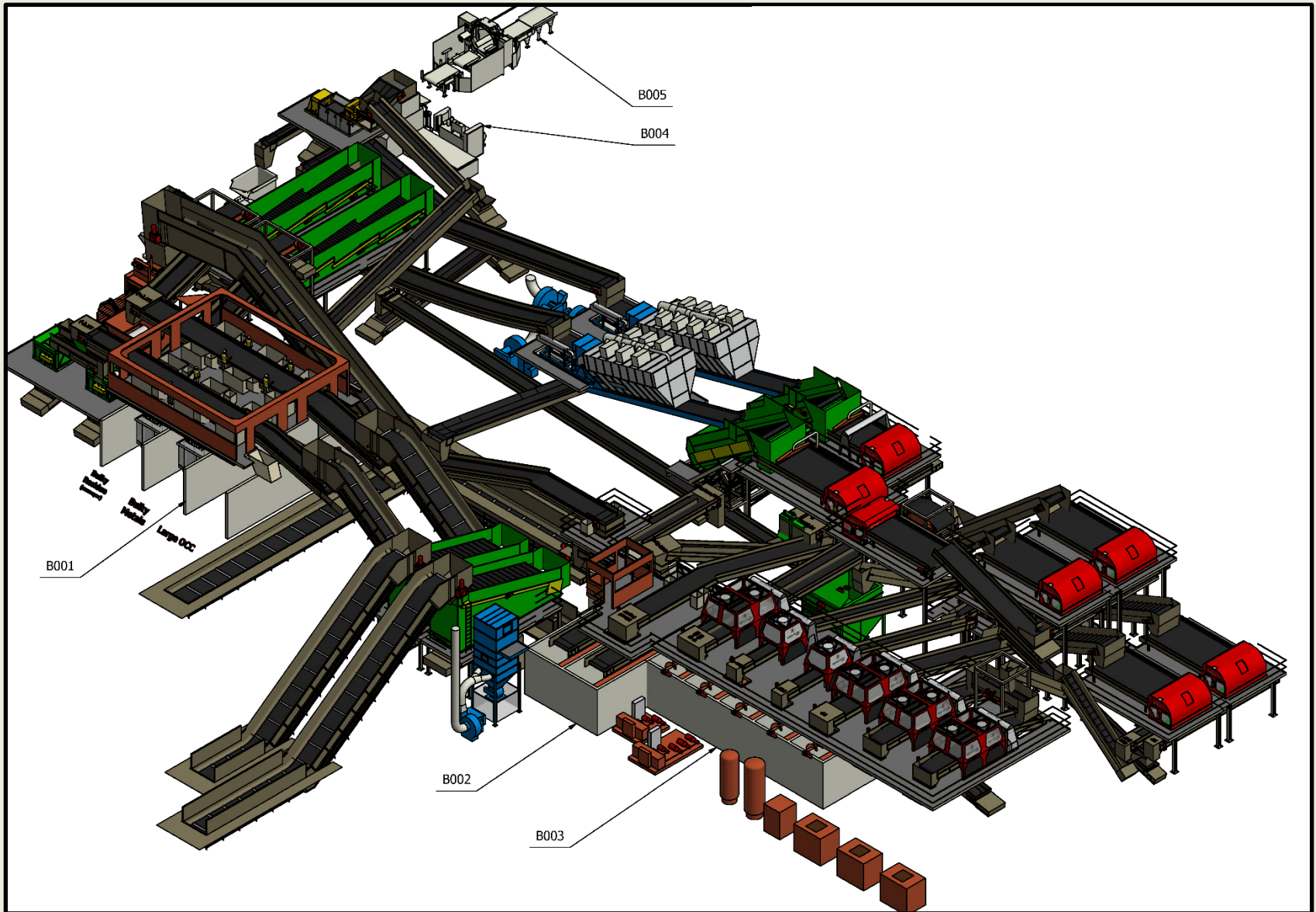
Phase 2



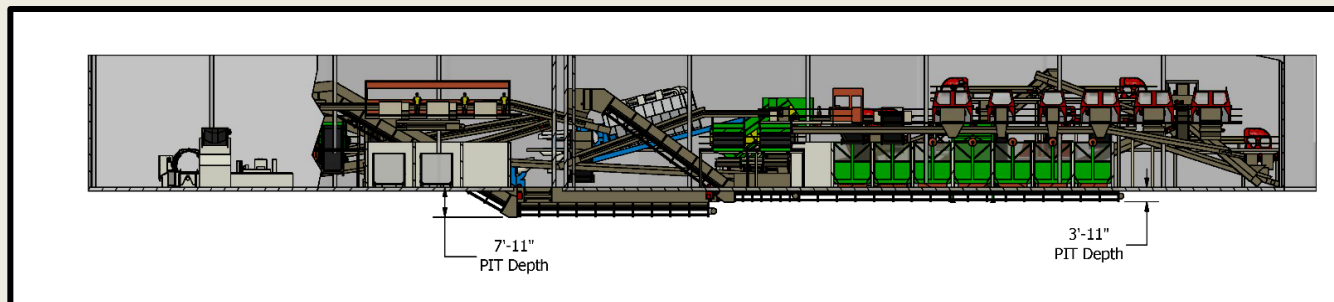
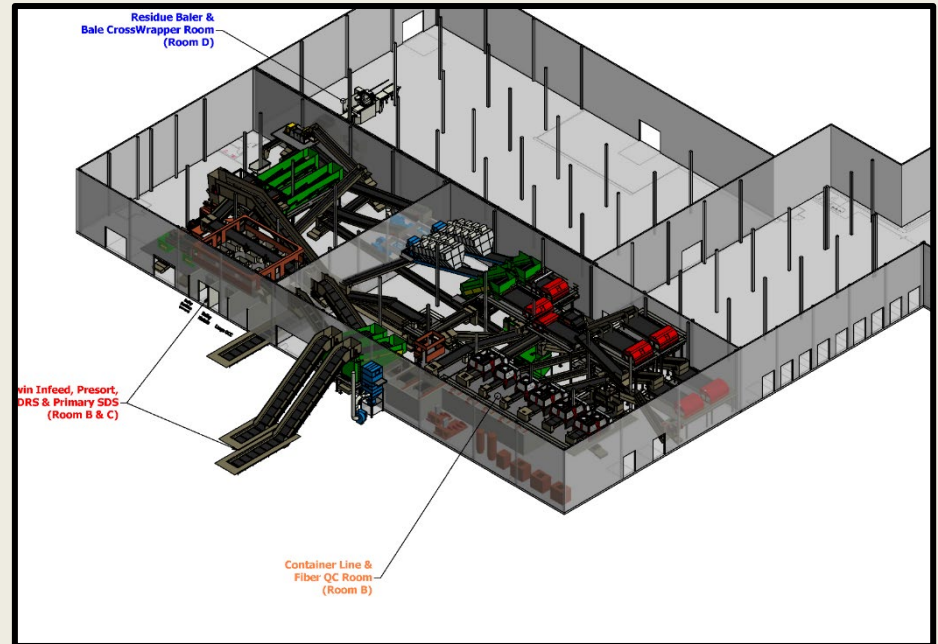
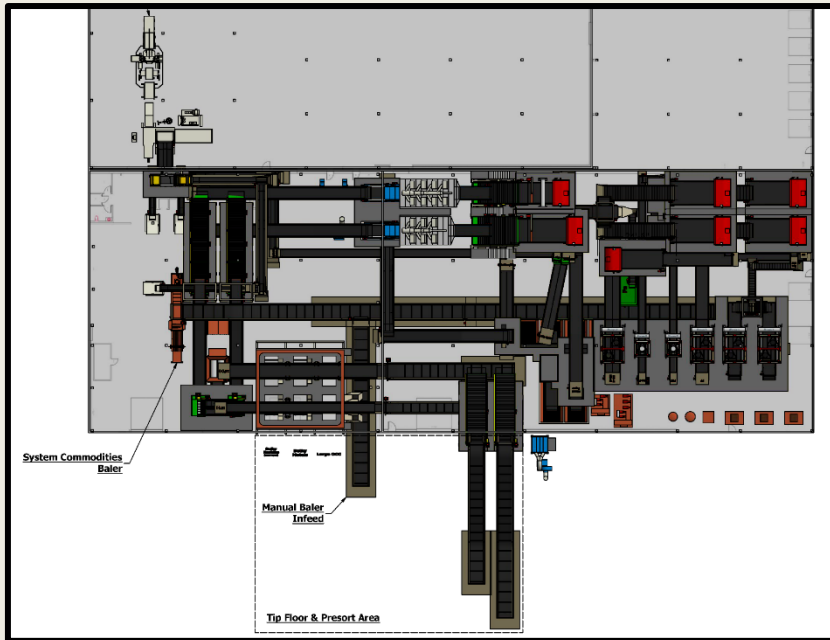
MSW Processing

- Facility will process municipal solid waste (MSW) and handle construction and demolition waste (C&D) indoors (post processed, pre-inspected materials)
- Proposed Daily Capacity-up to 1,500 tons per day
- Unconsolidated MSW will be processed to extract additional recyclable material from the waste accepted.
- Waste that cannot be recycled will sent to out of state disposal facilities by rail

MSW Processing Line Examples



MSW Processing Line Examples



Baled Waste



MSW Processing Environmental Controls

- All waste handling completely within enclosed buildings
- Residual waste is placed into CSX approved shipping containers prior to rail shipment
- All waste handling is on impervious concrete floors-any liquids are collected and sent to a wastewater treatment plant or collected in a tight tank.
- MSW building will include engineered controls for sound dust and odor
- MSW is typically on site for 24 hours before rail shipment to a disposal site
- Facility is serviced daily by the railroad

Biosolids Processing

- Removed from project scope
 - Reduced GHG emission (natural gas dryers)
 - Reduces electricity
 - Reduction in odor potential
 - Reduction in traffic
 - Reduced impervious surfaces
 - Operations aspects now further away from Phillips Road

Receptor Distances

- From proposed MSW tipping doors to nearest residence: 1390 Feet (to 1703 Phillips Road).
- From ½ way through existing building/proposed limit of waste handling: 1060' (to 1703 Phillips Road)
- From Biosolids building to nearest residence: 568' (to 95 Ivy Rd.) This is now removed from project scope

Traffic Assessment

- Study Areas
 - •Route 140 Northbound on/off-ramp at Braley Road
 - •Route 140 Southbound on/off-ramp at Braley Road
 - •Braley Road/Theodore Rice Boulevard at Phillips Road
 - •Theodore Rice Boulevard at Duchaine Boulevard
 - •Duchaine Boulevard at Samuel Barnet Boulevard
 - •Phillips Road at Samuel Barnet Boulevard
 - •Duchaine Boulevard at Site Driveway

Study Areas



Traffic Volumes

Description	Weekday Daily			Weekday AM Peak Hour			Weekday PM School Peak			Weekday PM Commuter Peak		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Inbound MSW/C&D Trips												
Packer	33	33	66	4	4	8	4	4	8	4	4	8
Transfer Trailer	43	43	86	4	4	8	4	4	8	4	4	8
Inbound Biosolid Trips ¹	23	23	46	2	2	4	2	2	2	4	2	4
Outbound MSW/C&D/Biosolids ¹	56	56	112	6	6	12	6	6	12	6	6	12
<i>Truck Trip Total (MSW, C&D, and Biosolids)</i>	155	155	310	16	16	32	16	16	32	16	16	32
Expanded Glass Trips (Approved under Phase 1)	9	9	18	1	1	2	1	1	2	1	1	2
<i>Truck Trip Total</i>	164	164	328	17	17	34	17	17	34	17	17	34
Facility Employees	75	75	150	0	25	25	0	25	25	0	0	0
Total	239	239	478	17	42	59	17	42	59	17	17	34

¹ Although the facility no longer proposed to process biosolids, the trips associated with biosolids operations have been included in 2028 Build conditions to present a conservative analysis consistent with the DEIR and FEIR filings.

Phase 2 is expected to generate a total of 59 vehicle trips (17 entering and 42 exiting) during the weekday morning peak, and 59 vehicle trips (17 entering and 42 exiting) during the weekday afternoon peak hour. Over the course of an average weekday, Phase 2 is estimated to result in approximately 478 vehicle trips (239 entering and 239 exiting) during the typical weekday.

Traffic Distribution

Time	Hourly distribution of truck trips (%)
6-7 AM	10%
7-8 AM	8%
8-9 AM	8%
9-10 AM	9%
10-11 AM	10%
11-12 AM	10%
12-1 PM	11%
1-2 PM	10%
2-3 PM	10%
3-4 PM	7%
4-5 PM	3%
5-6 PM	2%
6-7 PM	2%
	100%

Traffic Signal Mitigation

Intersection	Movement	Peak	2028 Build			2028 Build with Mitigation		
		Period	LOS ¹	Delay ²	V/C ³	LOS	Delay	V/C
Braley Road/ Theodore Rice Boulevard at Phillips Road	EB LT	AM	C	17.4	0.49	A	8.2	0.27
		School	F	82.6	1.09	B	14.0	0.49
		PM	E	46.9	0.88	B	13.1	0.44
	R	AM	B	10.3	0.07	A	1.1	0.04
		School	B	11.6	0.14	A	3.8	0.07
		PM	B	10.8	0.08	A	2.4	0.05
	WB LTR	AM	F	141.7	1.22	B	19.0	0.81
		School	F	128.5	1.20	E	58.0	1.00
		PM	F	68.0	0.99	C	24.1	0.78
	NB LTR	AM	B	14.8	0.38	C	22.0	0.42
		School	C	20.5	0.52	B	17.0	0.41
		PM	C	19.3	0.48	B	15.9	0.38
	SB LTR	AM	C	18.2	0.38	D	50.4	0.84
		School	D	30.3	0.74	E	78.4	0.98
		PM	D	26.5	0.67	E	78.7	0.98
Overall	AM	F	80.2	n/a	C	23.0	0.82	
	School	F	78.5	n/a	D	41.5	0.92	
	PM	E	45.1	n/a	C	30.2	0.84	
1 Level-of-Service								
2 Average vehicle delay in seconds								
3 Volume to capacity ratio (Intersection capacity utilization reported for overall)								

Conclusions

- According to the warrant analysis results (traffic light assessment), the intersection of Braley Road at Phillips Road/Theodore Rice Boulevard can be improved with a traffic signal. This is independent of the project (build or no-build). The Proponent will fund the cost of a traffic signal at this intersection
- Traffic engineer concluded that the proposed project will result in minor increases in delay on these over-capacity movements within the study area.
- Traffic engineer also concluded that the related traffic impacts of the proposed development do not constitute a danger to the public health, safety, or the environment.
- Traffic assessment took into consideration traffic congestion, pedestrian and vehicular safety as well as existing roadway configuration

Phase 2 Permitting & Public Participation

1. Expanded Environmental Notification Form (EOEEA)
(Complete)
2. Draft Environmental Impact Report (EOEEA)
(Complete)
3. Final Environmental Impact Report (EOEEA)
(Complete)
4. Supplemental Final Environmental Impact Report (EOEEA)
(In process – submitted July 14, 2022)
5. BWP SW 01 Site Suitability Report (MassDEP)
Includes 21 day public comment period
6. Site Assignment (New Bedford Board of Health)
Includes 21 day public comment period and public meetings
7. BWP SW 05 Authorization to Construct (MassDEP)
Includes 30 day public comment period
8. BWP SW 06 Authorization to Operate (MassDEP)
Includes 21 day comment period
9. Notice of Intent (New Bedford Conservation Commission)
Includes public hearing for Phase 2 improvements
19. Site Plan Approval (New Bedford Planning Department)
Includes public hearing

MassDEP Siting Criteria

- Zone 1 of a Public Water Supply
- IWPA and Zone 2 Areas
- Zone A of a Surface Water Supply
- Private Water Supplies
- Occupied Facilities
- Riverfront Area
- Depth to Groundwater
- Agricultural Land
- Traffic Impacts
- Wildlife and Wildlife Habitat
- Areas of Critical Environmental Concern
- Protection of Open Spaces
- Potential Air Quality Impacts
- Potential for the Creation of Nuisance Conditions
 - Noise
 - Litter
 - Vectors
 - Odor
 - Bird Hazards to Navigation
- Size of the Facility

Site Meets All Siting Criteria Without the Need for Regulatory Waivers

Studies Conducted

- Site Suitability Criteria - (Green Seal)
- Traffic Impact Studies - (McMahon)
- Sound Level Assessments - (Epsilon)
- Odor Modeling Study - (Epsilon)
- Air Quality Study - (Epsilon)
- Greenhouse Gas Policy - (Epsilon)
- Environmental Justice - (Epsilon)

Contact Information

Gregory C. Wirsen, MSc.

Vice President

Green Seal Environmental, LLC

114 State Road, Building B

Sagamore Beach, MA 02562

greg@gseenv.com

www.gseenv.com

T: 508-888-6034 (Ext. 16)

F: 508-888-1506

NPC S-FEIR Access

<https://parallelproductssustainability.com/sfeir/>

Additional Information

<https://parallelproductssustainability.com/#new-bedford>