

# NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Environmental Permits, Region 1

SUNY @ Stony Brook, 50 Circle Road, Stony Brook, NY 11790

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## NOTICE OF INCOMPLETE APPLICATION

December 16, 2020

Joseph F. Cline, P.E.  
H2M Architects & Engineers  
538 Broad Hollow Rd  
4<sup>th</sup> Floor East  
Melville, NY 11747

Re: Application # 1-4722-07052/00001  
Peconic Environmental Services Property, 100 Peconic Ave, Medford, NY  
SCTM# 200-736-2-8.3

Dear Agent/Contact Person:

Division of Materials Management staff have reviewed your client's application for a Solid Waste Management permit to construct and operate a new C&D Transfer facility and they have provided the following comments/recommendations.

### General

1. As required by **Part 360.6(a)**, all engineering related documents such as the Engineering Report, Facility Manual and related site plans must be signed and sealed by a Professional Engineer licensed to practice in New York State.
2. Under **Part 361-5.1**, Since the facility will be extracting recyclable material from the C&D debris waste stream, Subpart 361-5 for C&D Debris Handling and Recovery is also applicable.

### Engineering Report

3. **Figure 1 – C&D storage plan:** Under **Part 360.16(c)(3)(i)**, the turning radius of the proposed rail track designed to the west of the building needs to be evaluated as this appears to be rather tight for a rail car to use.

### Facility Manual

4. **Section a. Waste Control Plan:** Under **Part 360.16(c)(4)(i)(b)**, it needs to be stated clearly what the throughput will be. It is not clear if the facility will be permitted for 1,550 tons/day or 1,938 tons/day, and the time period for the average.

5. **Section a. Waste Control Plan:** Under **Part 360.16(c)(4)(i)(c)**, verification is needed that the receiving entities will accept the proposed waste. Also, it is proposed that carpet and auto recycling residue are to be received. It should be noted these are not considered C&D debris. Would these be mixed with the C&D debris in the same rail cars? Confirmation from the destination landfills are needed to ensure they can receive these two waste types. If these are mixed with C&D debris, confirmation is also needed that they can receive the mixed waste stream.

Also confirm the rail tariff requirements for covering the waste containing carpeting and auto shredder fluff.

6. **Section a. Waste Control Plan:** Under **Part 360.16(c)(4)(i)(c)**, the railroad routes and carriers to be used need to be identified in the application.

7. **Section b. Operations & Maintenance Plan:** Under **Part 360.16(c)(4)(i)(f)**, if recyclables are managed at the facility, a detailed plan must be included that describes the types of recyclables that will be recovered, the procedures that will be used for recovery and storage of the recyclables and the disposition of recyclables when they leave the facility.

8. **Section b. Operations & Maintenance Plan:** Under **Part 360.16(c)(4)(ii)(g)**, explain how the facility will send out and or store waste, in the event of disruptions in rail service. You must describe all contingency factors in the event of rail disruption events.

9. **Section b. Operations & Maintenance Plan:** Under **Part 360.16(c)(4)(ii)(j)**, the maximum number of vehicles that can be accommodated on site must be include in the facility manual and more detail provided on traffic flow.

- a. It should be noted that on **Figure 1- C & D Storage Plan**, it appears to show that the waste piles are in the way of the onsite truck route. Clarify the number of trucks that can queue onsite, the number of trucks that can unload simultaneously inside the building without obstructing traffic flow, and the duration of time for truck unloading.
- b. Describe in detail how processing during peak flow hours will be maintained to ensure trucks won't queue on the street. In this description include how much time a delivery needs between entering the site and leaving.
- c. It must be demonstrated that there is adequate railcar storage at the facility to service the proposed throughput, the location of railcar storage, the number of railcars that can be loaded at one time, the duration of railcar loading, and where the railroad switch will be located.
- d. It needs to be indicated the type(s) of railcars used and how they will be covered. The total number of railcars in the fleet needs to be indicated.
- e. The application does not indicate that 100 CY trailers will be received. This tractor-trailer type should be indicated, including the percentage of such vehicles, if it is the intent of the facility to receive these, in addition to the roll-off trucks.
- f. The flow of trucks seems to be unorthodox for the route of inbound trucks that will be driving on the left side of the driveway. This will be confusing and has the potential to cause accidents. The traffic flow should be re-evaluated so the trucks drive on the right side of the driveway.
- g. The overall traffic impacts must be studied due to the large number of trips the facility will generate.

- h. When the traffic peak flow was estimated, it calculated the hourly average of 27 deliveries by using 242 deliveries over 9 hours. In addition, there are another 5 trips for employee arrivals, departures and other deliveries. It comes out to total 32 deliveries per hour. But it is just the hourly average of the number of deliveries in the busiest days? and not the number of deliveries during the peak hours of the busiest days.

10. **Section b. Operations & Maintenance: Dust Control:** Under **Part 360.19(g)**, please give more detail on how the water hose will be used, where it will be used. Also include where the misting system will be placed.

11. **Section b. Operations & Maintenance: Odor Control:** Under **Part 360.19(i)**, please provide information on the odor suppressing agent to be used.

12. **Section e. Closure Plan:** The Closure Cost estimate must include an amount to dispose of a full building of waste, and a contingency factor as required by **Part 360.22(b)(1)(i)** and **360.22(b)(2)(v)**.

Please revise the application documentation package accordingly. Upon receipt of the revised documentation (four copies), processing of your client's application will continue.

If you have any questions, please contact Ian Anthony or Syed H. Rahman, P.E. at 631-444-0375 or email R1DMM@dec.ny.gov.

Sincerely,



Eugene R. Zamojcin  
Environmental Analyst II

cc: Applicant; S. Rahman; I. Anthony; file