

STATE OF CONNECTICUT
CONNECTICUT SITING COUNCIL

IN RE: :
A PETITION FOR A DECLARATORY : PETITION NO. ____
RULING THAT A CERTIFICATE OF :
ENVIRONMENTAL COMPATIBILITY AND :
PUBLIC NEED IS NOT REQUIRED FOR :
THE CONSTRUCTION, OPERATION AND :
MAINTENANCE OF A 0.90 MWAC :
PARKING LOT CANOPY SOLAR :
PHOTOVOLTAIC ELECTRIC :
GENERATING FACILITY AT 450 :
SARGENT DRIVE, NEW HAVEN, :
CONNECTICUT : AUGUST 20, 2021

**PETITION FOR A DECLARATORY RULING:
INSTALLATION HAVING NO
SUBSTANTIAL ADVERSE ENVIRONMENTAL EFFECT**

I. Introduction

Pursuant to Section 16-50k(a) and Section 4-176(a) of the Connecticut General Statutes ("CGS"), Section 16-50j-38 *et seq.* of the Regulations of Connecticut State Agencies ("RCSA"), and CGS Section 16-50k(e), Distributed Solar Operations, LLC ("DSO") as the developer and IKEA Property Inc. ("IKEA") as the owner and operator (collectively the "Petitioner") hereby requests that the Connecticut Siting Council (the "Siting Council") approve, by declaratory ruling, the construction, maintenance and operation of a 0.90 megawatt ("MW") alternate current ("AC") canopy solar photovoltaic ("PV") facility over a portion of the existing IKEA parking lot at 450 Sargent Drive, New Haven, Connecticut (the "Project").

CGS § 16-50k(a) provides, in relevant part:

Notwithstanding the provisions of this chapter or title 16a, the council shall, in the exercise of its jurisdiction over the siting of generating facilities, approve by declaratory ruling . . . the construction or location of any . . . grid-side distributed

resources project or facility with a capacity of not more than sixty-five megawatts, as long as: (i) Such project meets air and water quality standards of the Department of Environmental Protection [and], (ii) the council does not find a substantial adverse environmental effect...,

As described more fully below, the construction, operation and maintenance of the proposed Project satisfies the criteria of CGS § 16-50k(a) and will not have a substantial adverse environmental effect.

II. Petitioner

DSO is a Delaware limited liability company authorized to do business in the State of Connecticut, with an administrative office at 200 Harborside Drive, Schenectady New York.

Correspondence and/or communications regarding this petition should be addressed to:

Christopher Miller
Project Development Managers
Distributed Solar Development, LLC
200 Harborside Drive, Suite 200
Schenectady New York 12305
christopher.miller@dsdrenewables.com
518.391.1174

A copy of all such correspondence or communications to the Petitioner should also be sent to the Petitioner's attorney:

Kenneth C. Baldwin Esq.
Christopher Y. Eddy, Esq.
Robinson & Cole LLP
280 Trumbull Street
Hartford, CT 06103-3597
kbaldwin@rc.com
ceddy@rc.com
860.275.8200

III. Project Description

The Project will be developed on an approximately 2.5-acre portion (the "Project Area") of a 16.7-acre parcel located at 450 Sargent Drive, New Haven, Connecticut (the "Property").

The Property is owned by IKEA Property, Inc. and is developed and occupied by the IKEA – New Haven home furnishings retail facility (the “IKEA Facility”) and associated paved parking area. The former Pirelli Tire Building is located on an adjacent 1.8-acre parcel owned by 500, LLC with a mailing address of 500 and 510 Sargent Drive.¹ The Project will provide the IKEA Facility with clean renewable energy for its existing retail building.

The Project will consist of the installation of approximately 3,880 PV modules, twenty solar inverters, one pad-mounted switch gear and one point of interconnection. Project interconnection will extend, underground, from the solar canopy along the westerly and southerly sides of the IKEA Facility within existing paved parking areas and site driveways, to IKEA’s electrical room in the southeast corner of the building. A set of Project Site Plans and elevation drawings are included in Exhibit 1. Once construction is complete, the Project will be owned and operated by IKEA Property Inc.

The canopy solar modules will have an alternating five (5) degree tilt angle and an azimuth between 124 and 305 degrees. The Solar PV panels will be supported by steel columns and concrete support piers. The concrete piers will have a diameter of approximately 36 inches and extend approximately 30 inches above grade. The solar canopy will be fourteen (14) feet above grade. The canopy and related support structures will not interfere with existing parking uses and will provide enhanced lighting and covered parking for vehicles. (See Exhibit 1).

Construction of the Project is expected to begin in the first quarter of 2022 with mobilization to the site and is expected to achieve commercial operation in the third quarter of 2022. Construction activities are expected to be completed approximately two months following commencement and will be phased to reduce the disruption and use of the IKEA parking lot.

¹ The 500, LLC parcel was recently created and does not appear on the City’s GIS system as a separate parcel.

IV. Project Benefits

The Project supports the State's energy policies as set forth in CGS § 16a-35k, including the goal to "develop and utilize renewable energy resources, such as solar and wind energy, to the maximum practicable extent." The Project will provide clean, renewable, solar-powered electricity and assist the State in meeting its legislatively-mandated obligations under the Renewable Portfolio Standard.

The Project will also assist the State of Connecticut in reducing greenhouse gas emissions and reducing criteria air emissions pollutants associated with the displacement of older, less efficient, fossil fuel generation. As part of larger state, national and global strategies, reductions in greenhouse gas emissions resulting from this Project will have long-term secondary biological, social and economic benefits. Similarly, the advancement of renewable resources at a distributed level contributes to our Nation's desire for energy independence.

V. Local Outreach and Public Notice

Prior to submission of the Petition, the Petitioner met (virtually) with Mayor Justin Elicker's Chief of Staff, Sean Matteson and Giovanni Zinn, the City Engineer, to discuss its plans to develop the Project. Both Mr. Matteson and Mr. Zinn reacted very favorably to the development proposal and the expanded use of solar generated power in the City of New Haven. On July 26, 2021, the Petitioner also met (virtually) with Aicha Woods, New Haven's City Plan Director to discuss the project. Ms. Woods also reacted favorably to the Project and mentioned how she believed that the Project was consistent with the Long Wharf Responsible Growth Plan ("LWRGP") established by the City in 2018. According to Ms. Woods, the Project furthers the sustainability goals outlined in the LWRGP by providing the Long Wharf area with solar energy

production for the IKEA facility.²

In addition to contacting the New Haven officials, notice of the filing of the Petition has been provided to all abutting property owners, and a copy of the Petition has been sent to municipal and State officials and government agencies as required by CGS § 16-50l. A list of the abutting property owners and a sample abutter's notice letter is included in Exhibit 2. A list of the municipal and government officials notified is included in Exhibit 3.

VI. No Substantial Adverse Environmental Effects

Section 16-50k(a) of the General Statutes provides, in part, that a Certificate is not required if an electric generating facility meets the air and water quality standards of the Connecticut Department of Energy and Environmental Protection (“DEEP”) and does not have a substantial adverse environmental effect. The Petitioner and its consultant, All-Points Technology Corporation (“APT”) consulted with the relevant agencies and evaluated the environmental impacts of the Project and have concluded that the Project does, in fact, meet the DEEP’s air and water quality standards and will not have a substantial adverse environmental effect.

A. Natural Environment and Ecological Balance

The Project Area, consisting of a paved parking lot, does not have any sensitive, rare, or protected natural resources. Construction of the Project will require the removal of twelve (12) small trees located in unpaved (five-foot by five-foot) islands and surrounded by 8-inch concrete

² The Long Wharf Responsible Growth Plan includes an “opportunity to promote sustainable and equitable solutions to increase [New Haven’s] resiliency and create long-standing benefits for New Haven residents.” One of the opportunities listed under sustainability is “incentivizing solar energy production in both residential and commercial buildings.” The plan also includes a photo of the existing solar array on the roof of the IKEA facility as an example of how Long Wharf is “already off to a robust start in taking advantage of these opportunities.” Long Wharf Responsible Growth Plan, Equity and Sustainability – Values & Implementation Goals, p. 95, available at <https://www.newhavenct.gov/civicax/filebank/blobdload.aspx?blobid=34577>

curbs within the parking area.³ The unpaved islands and 8-inch concrete curbs will be left in place to ensure that no additional impervious area is added to the Property. (See Exhibit 1, Plan Sheet A-100). Fuel for construction vehicles and equipment will not be stored on site. All fuel will be delivered by a fuel delivery service. Spill kits will be kept on site and rubber mats will be used within the refuel area. No other hazardous substances or materials will be used or stored onsite during construction or operation of the Facility.

B. Public Health and Safety

Overall, the Project will meet or exceed all health and safety requirements applicable to renewable electric power generation facilities in Connecticut. Each employee working on the Project will:

- Receive required general and Site-specific health and safety training;
- Comply with all health and safety controls as directed by local and state authorities;
- Understand and employ a Project health and safety plan while on the Property
- Be aware of the location of local emergency care facilities, travel times, ingress and egress routes; and
- Report all unsafe conditions observed at the Project site to the construction manager.

All work on the Project will be conducted during the hours 7:00 am – 7:00 pm Monday through Friday with the exception of work requiring electrical shutdown which will occur from 11:00pm to 3:00am. After construction is complete and during Project operations, minimal traffic related to the Project is anticipated. For standard operations and maintenance activities,

³ Existing trees within the parking area and not beneath the solar canopies will not be removed.

one or two light-duty vehicles will visit the Property monthly, on average. There will not be permanent staff dedicated to the Facility or present within the Project Area.

C. Noise

Noise from the Project will be minimal. The Property is developed and adjacent to active urban land uses, Sargent Drive, Interstate 95 and the New Haven Railroad Station. The Property itself generates relatively high volumes of passenger and commercial vehicle traffic related to the IKEA Facility. Thus, the ambient noise levels around the Property are significant. The inverters associated with the proposed solar facility are the only noise generating equipment that will be used at the Project. According to equipment specifications, the inverters will generate a sound level of approximately 65 dBA at a distance of one (1) meter. The Property boundary is approximately 65 feet (approximately 20 meters) from the nearest inverter. The New Haven noise regulations measure noise at the property boundary and allow a maximum noise level of 62 dBA during the day, for a commercial use when the receptor property is also a commercial zone. (See New Haven Code of General Ordinances § 18-75(b)(2)). The Property is zoned as Planned Development District 100 but is used entirely for commercial purposes, and all abutting properties are zoned for commercial use. Based on the high level of background noise, it is unlikely that the sound from the inverters will be audible to any adjacent properties. Because the Project is not generating electricity at night, the inverters will be inactive and produce no noise at night. The proposed SUNNY TRIPOWER CORE 1 inverter specification sheet is included in Exhibit 4.

D. Air Quality

During operation, the Project will not produce air emissions of any regulated air pollutants or greenhouse gases (e.g. PM10, PM2.5, VOCs, GHG or Ozone). Therefore, no

adverse effect on air quality is anticipated and no air permit will be required for operation of the Project. Moreover, the Project will have a net benefit effect on air quality, as over its anticipated 20 years of operation, the Facility will result in the offset/elimination of approximately 27,747 metric tons of CO₂ equivalent, which is equal to 6,034 passenger vehicles being taken off the road.⁴

Temporary, potential, construction-related mobile source emissions will include those associated with construction vehicles and equipment. Any potential air quality impacts related to construction activities can be considered de minimis. The Project will therefore comply with DEEP's air quality standards and will not have a substantial adverse environmental effect.

E. Scenic Values

Once installed, the solar canopies will have minimal visual impact on the surrounding area. APT produced photo simulations and a View Shed Map of the solar canopies and conducted a visual assessment of the impact the canopies will have on the surrounding area. The photo simulations and View Shed Map are attached as Exhibit 5. Due to the urban environment and the nature of development in the area surrounding the Property, the Project will be visible, year-round, from approximately 53 acres. Seasonal visibility is estimated to occur from an additional two (2) acres. Given the nature and scale of development on the Property and in the surrounding area, the Petitioner does not anticipate that the Project will have a substantial adverse visual effect on the Property or the surrounding parcels. The Petitioner will remove the existing parking area light poles within the Project Area. New parking lot lighting will be installed underneath the solar canopy.

⁴ CO₂ off-set calculations were made using the US Environmental Protection Agency ("EPA") GHG Equivalencies Calculator: <https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator>

F. Historic and Archeological Resources

On behalf of the Petitioner, Heritage Consultants, LLC (“Heritage”) reviewed relevant historic and archeological information, historic aerial photographs and examined records maintained by the Connecticut State Historic Preservation Office (“SHPO”) to determine whether the Property holds any potential cultural resource significance. Attached as Exhibit 6 is the Preliminary Archeological Assessment (the “Heritage Report”) prepared by Heritage for the Project.

According to the Heritage Report, there are five (5) National Register of Historic Places listed properties within one-half mile of the Project Area, including, the Trowbridge Square Historic District, the Nine Square Historic District, the Wooster Square Historic District, the New Haven Railroad Station and the Pirelli Tire Building (a.k.a. the Armstrong Rubber Company Building). Except for the Pirelli Building on the adjacent parcel, the proposed solar canopies will not be visible from these historic resources. According to Heritage, due to many previous alterations to the surrounding area and viewshed, including the IKEA building itself, its parking lot and related infrastructure, the visual impact of the Project on the Pirelli Building will not be adverse. Heritage also concluded that the Project Area retains no potential to yield any intact cultural deposits. The Heritage Report was submitted to the SHPO for review.

G. Habitat and Wildlife

The Property is fully developed, and the proposed Project is located on an existing paved parking lot. There will be no change to habitat type caused by the Project. The Property maintains no core forest and no prime farmland soils.

A review of the Natural Diversity Data Base (“NDDB”) by APT did not reveal any state-listed species or communities on the Property or in the immediate vicinity of the Property.

Because no State-listed species or communities are documented on the Property, consultation with the NDDB is not required.

APT also consulted with the United States Fish and Wildlife Service (“USFWS”) Information, Planning, and Conservation System (“IPaC”) to determine if any federal-listed species are known to occur near the Project Area. The IPaC review identified one federally-listed threatened species, the Red Knot, that is known to occur near the Property. The Red Knot is a shorebird typically found along Connecticut’s coastline during northbound and southbound migration but is not known to occur at inland locations. Because the Project is located inland, within the paved parking lot of the New Haven IKEA facility and is surrounded by other urbanized development, neither the Project Area, nor the Property, currently supports Red Knot habitat. Therefore, the Project will have “no effect” on the Red Knot and no consultation with the USFWS is required. The USFWS & NDDB Compliance Report is included in Exhibit 7.

H. Water Quality

There are no wetlands or watercourses on or near the Project Area. The Project will not use water during operation or the production of electricity. Water may be used during construction of the Project for dust suppression, if needed.

Groundwater underlying the Site is classified by publicly available DEEP mapping as “GB”. This classification indicates groundwater within the area is presumed not suitable for human consumption without treatment. Based upon a review of DEEP mapping, the Property is not located within a mapped (preliminary or final) DEEP Aquifer Protection Area.

The Project will have no adverse environmental effect on surface water quality. The Project Area is an impervious surface with approximately 180 square feet of un-paved area in the form of small landscaping islands. The Project will not result in an increase of impervious area

nor will it require any changes to the existing drainage system within the IKEA parking lot.

The Property is located within an area designate Zone AE, defined as an area with a one-percent annual chance of inundation (100-year flood zone). A National Flood Hazard Layer FIRMette is attached as Exhibit 8. No special considerations or precautions relative to flooding are required for the Project because all the panels and inverters will be substantially elevated above grade (See Exhibits 1 & 8).

The Project will therefore comply with DEEP's water quality standards and will not have a substantial adverse environmental effect.

I. Stormwater Management

The Project will use the current stormwater management system in place at the IKEA parking lot. Gaps ranging from one-half inch to two (2)-inches will remain between the solar panels allowing stormwater to fall to the ground and utilize the existing parking lot drainage system.

J. FAA Determination

APT submitted relevant Project information to the Federal Aviation Administration (“FAA”) for an aeronautical study to evaluate potential hazards to air navigation. The FAA issued Determinations of No Hazard to Air Navigation on July 2, 2021 which is attached as Exhibit 9. Based on these determinations, no marking or lighting is required, and there is no need to conduct a glare analysis. The Petitioner will comply with a requirement to notify Yale New Haven Hospital no less than three business days prior to cranes being erected for Project construction, and after removal of the cranes.

VII. Conclusion

The Project will provide numerous and significant benefits to the citizens of the City of New Haven and the State of Connecticut. Pursuant to CGS § 16-50k(a), the Siting Council shall approve by declaratory ruling the construction or location of a grid-side distributed resources project or facility with a capacity of not more than 65 MW, so long as such project meets DEEP air and water quality standards and will not have a substantial adverse environmental effect. As amply demonstrated in this Petition, the Project meets these criteria.

The Petitioner, therefore, respectfully requests that the Siting Council issue a declaratory ruling approving the proposed Project and, finding that the Project will comply with DEEP air and water quality standards, will not have a substantial adverse environmental effect, and does not require the issuance of a Certificate by the Siting Council.

Respectfully submitted,

DISTRIBUTED SOLAR OPERATIONS,
LLC

By


Kenneth C. Baldwin, Esq.
Christopher Y. Eddy, Esq.
Robinson & Cole LLP
280 Trumbull Street
Hartford, CT 06103-3597
(860) 275-8200
Its Attorneys

EXHIBIT 1

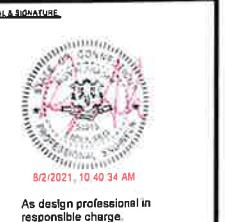
IKEA NEW HAVEN

PHOTOVOLTAIC SYSTEM- CARPORT SHADE STRUCTURES

450 SARGENT DRIVE, NEW HAVEN, CT 06511



APPLIED
ENGINEERING CONSULTANTS, INC.



SYSTEM SPECIFICATIONS	
PANEL MODEL	Q. PEAK DUO L-G6 3 420
NUMBER OF MODULES	3,886
SYSTEM POWER, KWSTC	1,632.12
TIKT	5°
AZIMUTH	124° / 304°
CANOPY ARRAY SQUARE FOOTAGE	90,998
UTILITY	UNITED ILLUMINATING CORP
PERMITTING AUTHORITY	CT SITING COUNCIL
ZONING	PDD 100

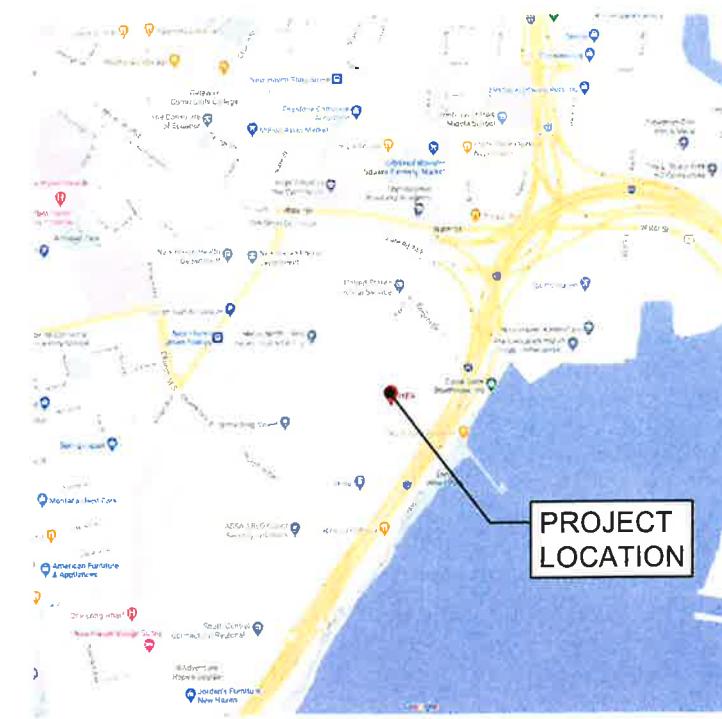


SHEET INDEX:	
G-001	TITLE SHEET
A-100	OVERALL SITE PLAN
A-101	ENLARGED SITE PLAN
A-102	ENLARGED SITE PLAN
A-200	TYPICAL SECTIONS
A-300	TYPICAL ELEVATIONS

IKEA NEW HAVEN
PHOTOVOLTAIC SYSTEM
450 SARGENT DRIVE
NEW HAVEN, CT
06511

PROJECT NAME:	IKEA NEW HAVEN PHOTOVOLTAIC SYSTEM		
PROJECT ADDRESS:	450 SARGENT DRIVE NEW HAVEN, CT 06511		
NO.	DATE	REVISION DESCRIPTION	DRAWN BY
1	07-20-21	CT SITTING COUNCIL REV 1	CC
NO.	DATE	REVISION DESCRIPTION	DRAWN BY
			AN
SCALE:			
PROJECT LOCATION			
TITLE SHEET			
G-001			
TOTAL NUMBER OF SHEETS			

PROJECT TEAM	
CLIENT:	GENERAL CONTRACTOR:
IKEA PROPERTY, INC. 420 ALAN WOOD RD CONSHOHOCKEN, PA 19428	DISTRIBUTED SOLAR OPERATIONS, LLC DBA DSD CONSTRUCTION 200 HARBORSHIDE DRIVE SUITE 200 SCHENECTADY, NY 12305
ENVIRONMENTAL CONSULTANT:	SURVEYOR:
ALL-POINTS TECHNOLOGY CORPORATION, P.C. 567 VAUXHALL STREET EXTENSION - SUITE 311 WATERFORD, CONNECTICUT 06340	LOUREIRO ENGINEERING ASSOCIATES, INC. 100 FORT TILHILL RD, STE. 3 GROTON, CT 06340
DESIGN PROFESSIONAL IN CHARGE:	GEOTECHNICAL FIRM:
REX ARASHI, P.E. APPLIED ENGINEERING CONSULTANTS, INC. 10380 CAREY DR. GRASS VALLEY, CA 95945	DOWN TO EARTH CONSULTING, LLC 122 CHURCH STREET NAUGATUCK, CONNECTICUT 06770



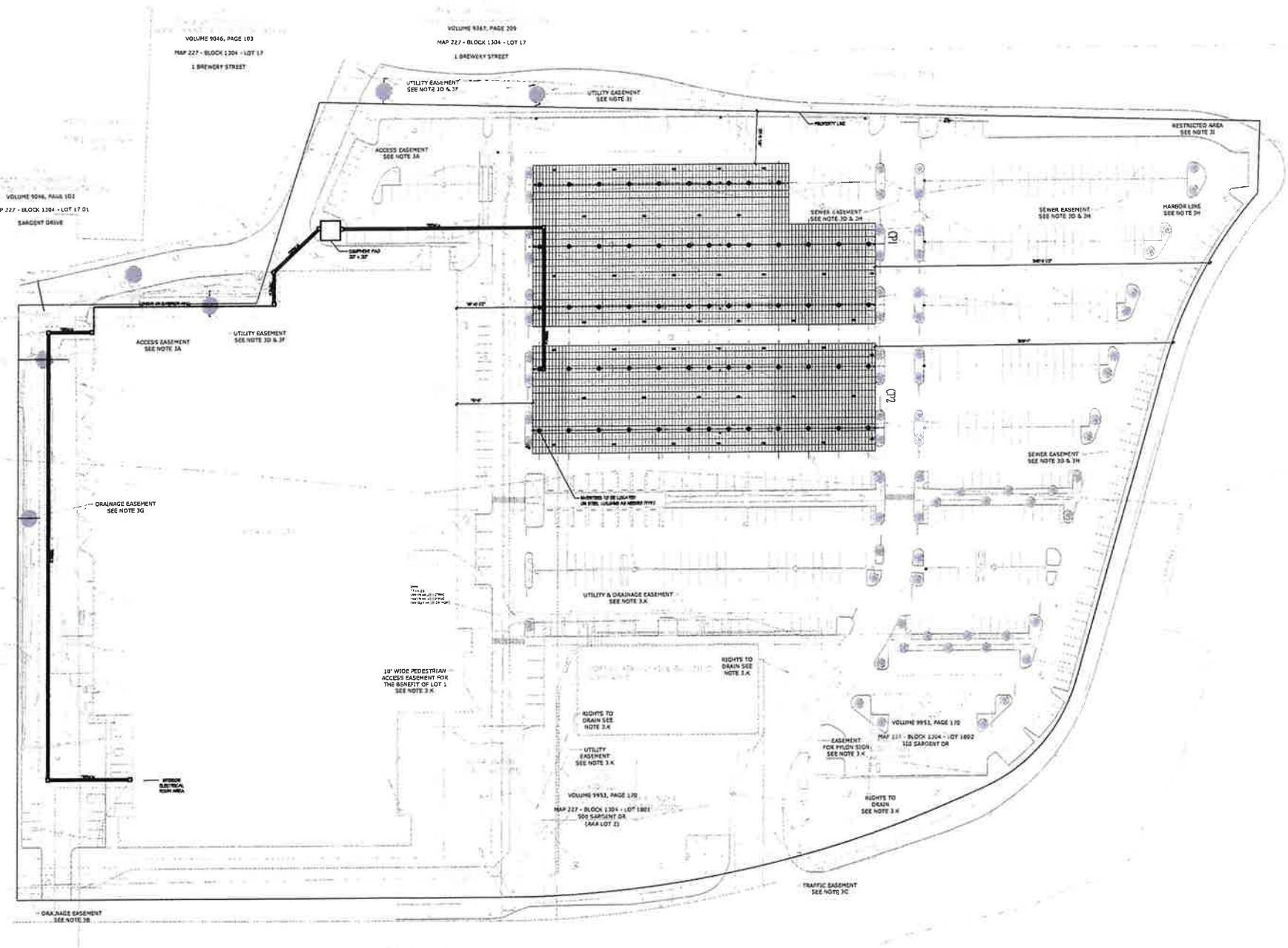
CANOPY ARRAY CHART

HANWHA Q CELLS Q.PEAK DUO L-G6 3420 (420W)

CANOPY NUMBER	PANELS	COLUMNS	POWER (kWSTC)	ARRAY TILT (°)	AZIMUTH
CPI	2238	36	434.9	5°	124° / 304°
CP2	1648	26	642.1	5°	124° / 304°
TOTALS	3886	62	1077.0		

LEGEND/ SYMBOLS

	EXISTING TREE TO REMAIN		NEW FOUNDATION WITH STEEL COLUMN
	NEW TREE TO BE PLANTED		NEW CANOPY MODULES
	EXISTING TREE TO BE DEMO		NEW STEEL BEAM/PURLING
	NEW LIGHT FIXTURE		NEW STEEL BEAM/RAFTER
	EXISTING LIGHT FIXTURE TO BE DEMO		UNDERGROUND GAS UTILITY
	EXISTING LIGHT FIXTURE TO REMAIN		UNDERGROUND ELECTRIC UTILITY
	EXISTING FIRE HYDRANT TO BE REMAINED		UNDERGROUND SANITARY UTILITY
			UNDERGROUND IRRIGATION UTILITY
			UNDERGROUND WATER UTILITY LINE
			UNDERGROUND STORM DRAIN LINE
			UNDERGROUND TELECOMMUNICATION LINE
			UNDERGROUND UNKNOWN LINE
			CHAIN LINK FENCE
			OUTLINE OF MODULES
			NEW LOW VOLTAGE ELECTRICAL TRENCH
			EASEMENT



DISTRIBUTED SOLAR DEVELOPMENT, LLC
200 HARBORSIDE DRIVE, STE. 200
SCHENECTADY, NY 12305



SEAL & SIGNATURE



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responsible charge:

responsible charge.

IKEA NEW HAVEN
DUOTOVOLTAIC SYSTEM

TOVOLTAC SYSTEM
150 SARGENT DRIVE
NEW HAVEN, CT 06511

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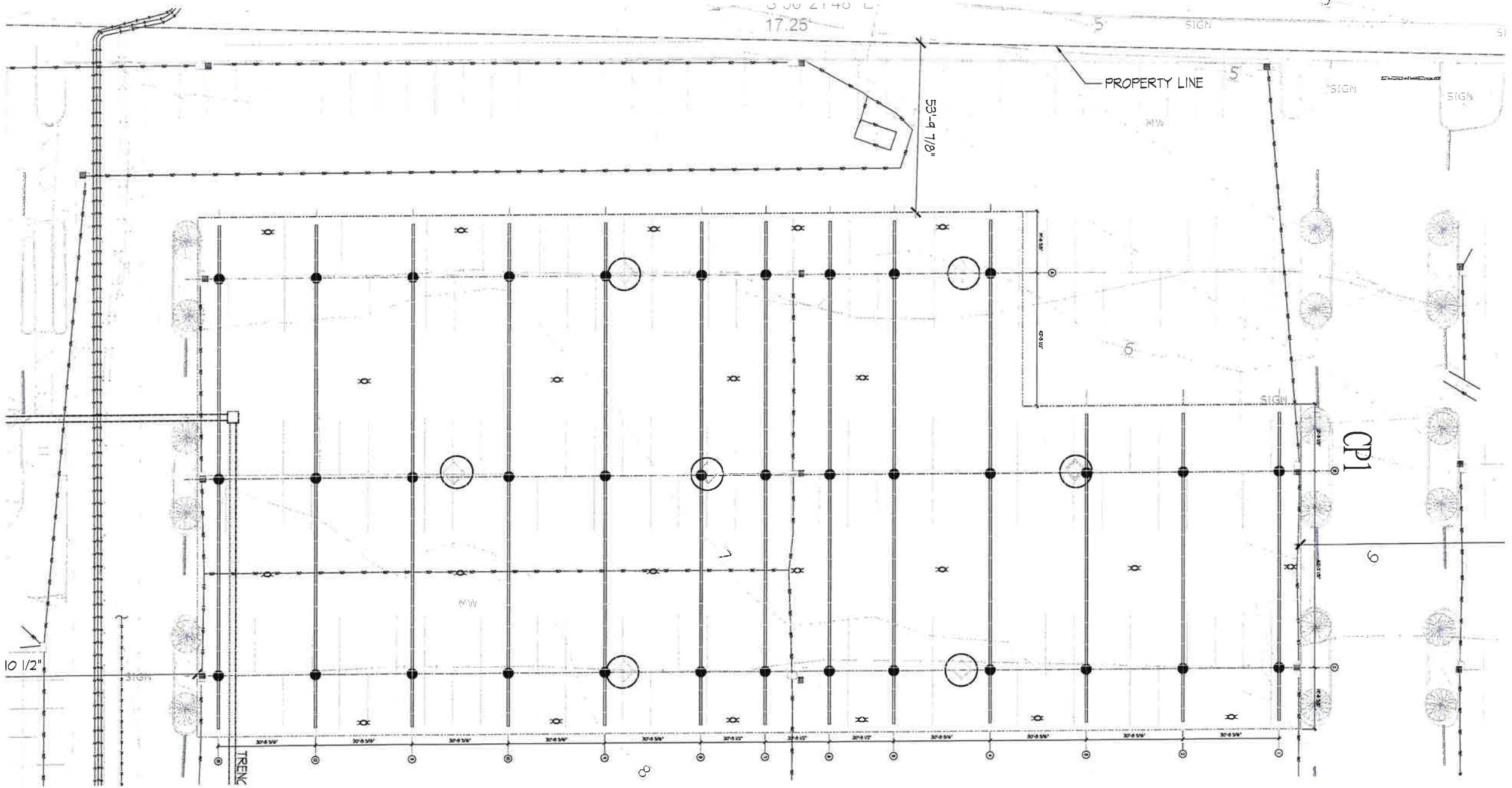
DISTRIBUTED SOLAR DEVELOPMENT, LLC
200 HARBORSIDE DRIVE, STE. 200
SCHENECTADY, NY 12305

APPLIED
ENGINEERING CONSULTANTS, INC.



LEGEND/ SYMBOLS	
EXISTING TREE TO REMAIN	NEW FOUNDATION WITH STEEL COLUMN
NEW TREE TO BE PLANTED	NEW CANOPY MODULES
EXISTING TREE TO BE DEMO	NEW STEEL BEAM/PURLIN
NEW LIGHT FIXTURE	NEW STEEL BEAM/RAFTER
EXISTING LIGHT FIXTURE TO BE DEMO	UNDERGROUND GAS UTILITY
EXISTING LIGHT FIXTURE TO REMAIN	UNDERGROUND ELECTRIC UTILITY
EXISTING FIRE HYDRANT TO BE REMAINED	UNDERGROUND SANITARY UTILITY
	UNDERGROUND IRRIGATION UTILITY
	UNDERGROUND WATER UTILITY LINE
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	UNDERGROUND TELECOMMUNICATION LINE
	UNDERGROUND UNKNOWN LINE
	CHAIN LINK FENCE
	OUTLINE OF MODULES
	NEW LOW VOLTAGE ELECTRICAL TRENCH
	EASEMENT

CANOPY ARRAY CHART					
HANWHA Q CELLS, QPEAK DUO L-663 420 (420W)					
CANOPY NUMBER	PANELS	COLUMNS	POWER (KWH/TC)	ARRAY TILT (°)	AZIMUTH
CPI	2238	36	934.9	5°	124° / 304°
CP2	1648	26	642.1	5°	124° / 304°
TOTALS	3886	62	1572.0		



PROJECT NAME: IKEA NEW HAVEN PHOTOVOLTAIC SYSTEM
PROJECT ADDRESS: 450 SARGENT DRIVE NEW HAVEN, CT 06511

NO.	DATE	REVISION DESCRIPTION	DRAWN BY	CHECKED BY
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SCALE: 1IN = 10'0"
SHEET TITLE: ENLARGED SITE PLAN
SHEET NO: A-101
TOTAL NUMBER OF SHEETS: 1



DSD III

DISTRIBUTED SOLAR DEVELOPMENT, LLC
200 HARBORSIDE DRIVE, STE. 200
SCHENECTADY, NY 12305



SEAL & SIGNATURE



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As design professional in
responsible charge.

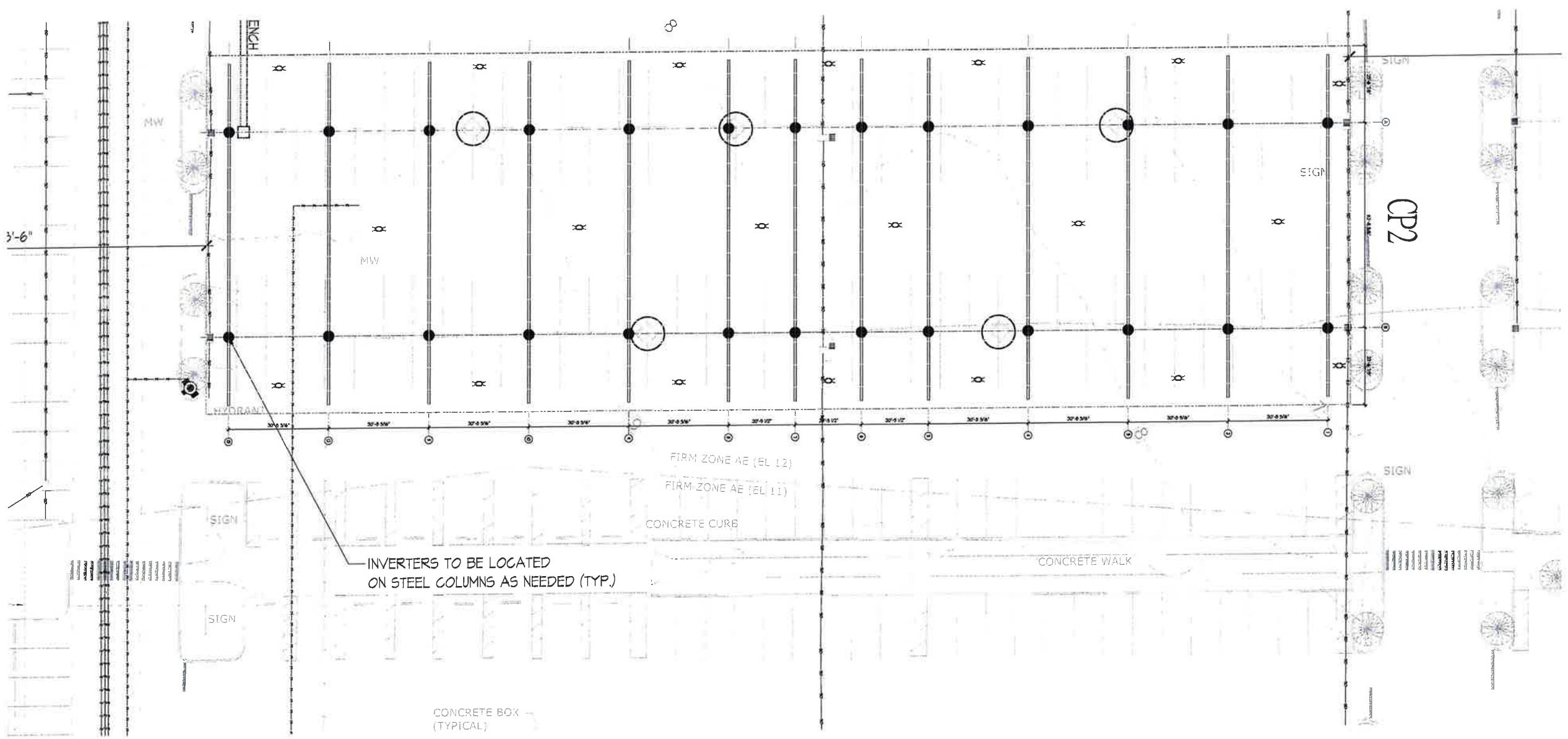
LEGEND/ SYMBOLS

LEGEND/ SYMBOLS	
	EXISTING TREE TO REMAIN
	NEW TREE TO BE PLANTED
	EXISTING TREE TO BE DEMO
	NEW LIGHT FIXTURE
	EXISTING LIGHT FIXTURE TO BE DEMO
	EXISTING LIGHT FIXTURE TO REMAIN
	EXISTING FIRE HYDRANT TO BE REMAINED
	NEW FOUNDATION WITH STEEL COLUMN
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	NEW STEEL BEAM/RAFTER
	UNDERGROUND GAS UTILITY
	UNDERGROUND SANITARY UTILITY
	UNDERGROUND IRRIGATION UTILITY
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	UNDERGROUND STORM DRAIN LINE
	UNDERGROUND TELECOMMUNICATION LINE
	UNDERGROUND UNKNOWN LINE
	CHAIN LINK FENCE
	OUTLINE OF MODULES
	NEW LOW VOLTAGE ELECTRICAL TRENCH EASEMENT

CANOPY ARRAY CHART

HANWHA Q CELLS, QPEAK DUO L-S63 420 (420W)

CANOPY NUMBER	PANELS	COLUMNS	POWER (kW/STC)	ARRAY TILT (°)	AZIMUTH
CP1	2738	36	439.9	5°	124° / 304°
CP2	1648	26	642.1	5°	124° / 304°
TOTALS	3886	62	1082.0		



IKEA NEW HAVEN
PHOTOVOLTAIC SYSTEM

PROJECT ADDRESS: 450 SARGENT DRIVE
NEW HAVEN, CT 06511

ENLARGED SITE PLAN

SHEET NO.

1000



DSD II

DISTRIBUTED SOLAR DEVELOPMENT, LLC
200 HARBORSIDE DRIVE, STE. 200
SCHENECTADY, NY 12305

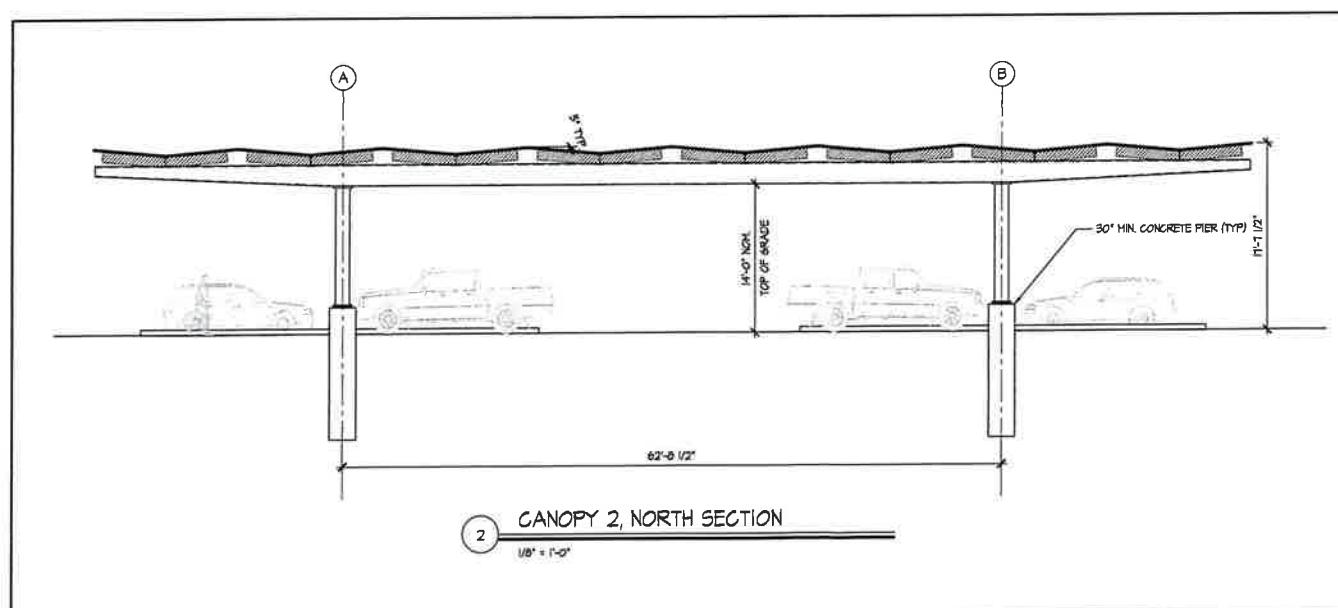
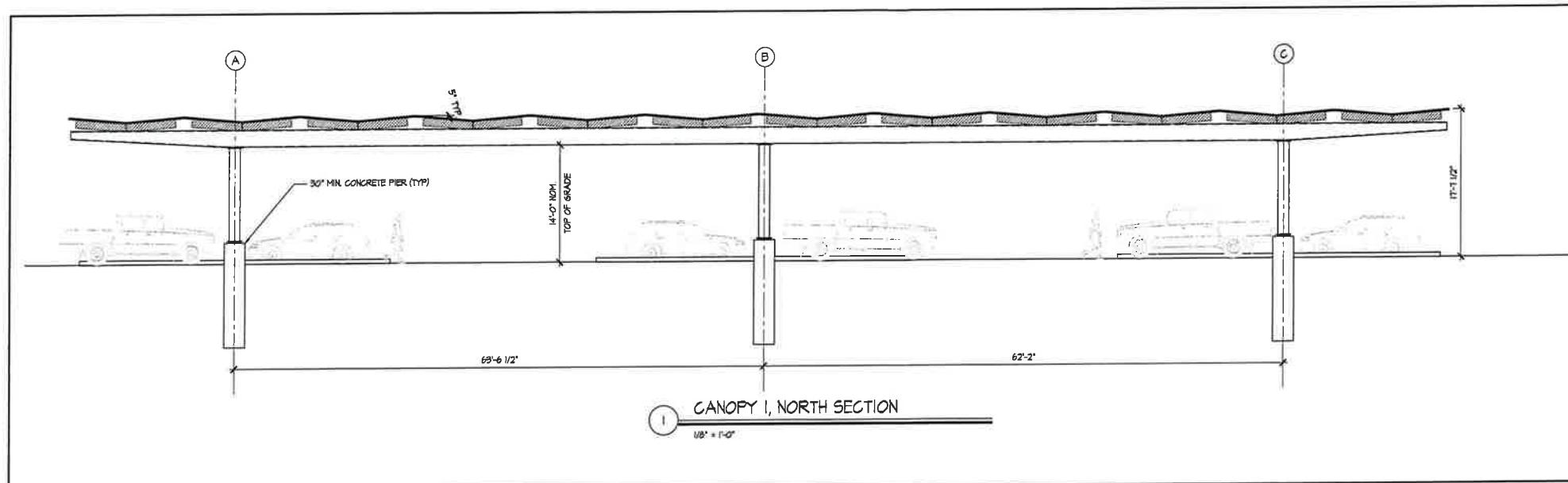


SEAL & SIGNATURE



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As design professional in
responsible charge.



PROJECT NAME IKEA NEW HAVEN
PHOTOVOLTAIC SYSTEM

PROJECT ADDRESS 450 SARGENT DRIVE
NEW HAVEN, CT
06111

TYRICAL SECTIONS

SHEET NO

— 10 —

EXHIBIT 2

ADJACENT PROPERTY OWNERS

PETITIONER: Distributed Solar Operations, LLC

PROPERTY OWNER: IKEA Property Inc.

PROPERTY ADDRESS: 450 Sargent Drive

MAP/BLOCK/LOT: 205/1304/01800

	Property Address	Owner and Mailing Address
1.	Brewery Street	State of Connecticut 165 Capitol Avenue, Hartford, CT 06106
2.	50 Brewery Street	United States Postal Service 50 Brewery Street, New Haven, CT 06511
3.	Brewery Street	State of Connecticut 165 Capitol Avenue, Hartford, CT 06106
4.	1 Brewery Street	State of Connecticut Department of Transportation 2800 Berlin Turnpike Newington, CT 06111
5.	Sargent Drive	State of Connecticut Department of Transportation 2800 Berlin Turnpike Newington, CT 06111
6.	400 Sargent Drive	New Haven Food Terminal Inc. 909 Hidden Ridge, Suite 600 Irving, TX 75038-3822
7.	I-95 Right of Way	Connecticut Department of Transportation 2800 Berlin Turnpike P.O. Box 317546 Newington, CT 06131
8.	500 Sargent Drive	500, LLC 21 Bridge Square, Suite 360 Westport, CT 06880
9.	510 Sargent Drive	500, LLC 21 Bridge Square, Suite 360 Westport, CT 06880

CERTIFICATION OF SERVICE

I hereby certify that a copy of the foregoing letter was sent by certified mail, return receipt requested, to each of the parties on the above list of abutting landowners.

August 20, 2021



Kenneth C. Baldwin, Esq.
Robinson & Cole LLP
280 Trumbull Street
Hartford, CT 06103

Attorneys for Distributed Solar Operations, LLC

KENNETH C. BALDWIN

280 Trumbull Street
Hartford, CT 06103-3597
Main (860) 275-8200
Fax (860) 275-8299
kbaldwin@rc.com
Direct (860) 275-8345

Also admitted in Massachusetts
and New York

August 20, 2021

Via Certified Mail Return Receipt Requested

«Name_and_Address»

Re: **Distributed Solar Operations, LLC – Petition for Declaratory Ruling for the Construction, Operation and Maintenance of a 0.90 MW/AC Solar Photovoltaic Electric Generating Canopy at 450 Sargent Drive, New Haven, Connecticut – Notice to Abutting Landowners**

Dear «Salutation»:

Pursuant to the provisions of §16-50j-40(a) of the Regulations of Connecticut State Agencies, this letter serves as notice that Distributed Solar Operations, LLC intends to file a Petition for Declaratory Ruling (“Petition”) and a Notice of Exclusion Waiver regarding the Connecticut Siting Council’s jurisdiction pursuant to C.G.S. § 16-50k(e) with the Connecticut Siting Council (“Council”) on or about August 20, 2021, seeking approval of the construction, operation and maintenance of a 0.90 megawatt (MW) AC solar generating canopy, including all associated equipment, related site improvements and interconnection (the “Project”). The Project would be located on a 2.5-acre portion of the IKEA parking lot at 450 Sargent Drive, New Haven, Connecticut (the “Property”). The Property is owned by the IKEA Property Inc. and is bounded on the south and east by Sargent Drive, on the north by Brewery Street, on the west by land of the Connecticut Department of Transportation and the New Haven Food Terminal Inc. at 400 Sargent Drive.

The Project would consist of the installation of a canopy of photovoltaic panels, centralized inverters, and interconnection lines connected directly to the IKEA facility. For additional detail regarding the location of the Property and the layout of site improvements, please see the attached Project Plan.

August 20, 2021

Page 2

Pursuant to the provisions of Connecticut General Statutes § 16-50g *et seq.*, the location of certain Project features may change as this Petition proceeds through the Council's regulatory review process.

If you have any questions, please feel free to contact me. My contact information is provided above. You may also contact the Council directly at 860-827-2935.

Respectfully,



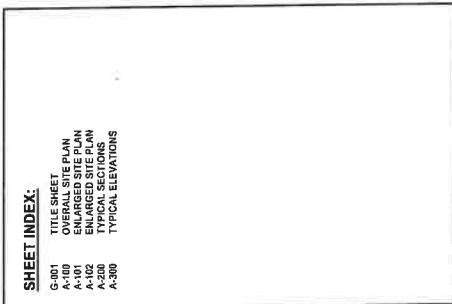
Kenneth C. Baldwin, Esq.

KCB/kmd
Attachment

IKEA NEW HAVEN
PHOTOVOLTAIC SYSTEM- CARPORT SHADE STRUCTURES
450 SARGENT DRIVE, NEW HAVEN, CT 06511

450 SARGENT DRIVE, NEW HAVEN, CT 06511

SYSTEM SPECIFICATIONS	
PANEL MODEL	Q1 PEAK DUO L-5B3 420
NUMBER OF MODULES	3,086
SYSTEM POWER, KW@50°C	1,632.12
	5°
	124° / 34°*
	90.98B
	UNITED ILLUMINATING CORP
	CT SITING COUNCIL
	PBD 00
ZONING	



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300
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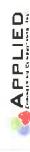
PROJECT TEAM	
CLIENT:	ROA PROPERTY, INC. 425 ALTAWOOD RD. CONSHOHOCKEN PA 19428
GENERAL CONTRACTOR:	DISTRIBUTED BUILDERS LLC 600 1000 CLOTHIER RD. SUITE 200 SCHAFFERTH, NY 12585
ENVIRONMENTAL CONSULTANT:	ALPINE'S TECHNOLOGY CORPORATION PC 1000 19TH ST. STE. 100 SUITE 211 WATERBURY, CONNECTICUT 06708
SURVEYOR:	LOURINO ENGINEERING ASSOCIATES INC 1000 19TH ST. STE. 100 SUITE 200 GARDEN CITY, NY 11730
DESIGN PROFESSIONAL IN CHARGE:	ROBERT A. MARCHETTE, P.E. APPLIED ENGINEERING CONSULTANTS INC 1000 CLOTHIER RD. GROSVILLE, VA 20184
GEOTECHNICAL FIRM:	GOETTE & GOETTE INC. 122 CHURCH ST. NAUGATUCK, CONNECTICUT 06770



DISTRIBUTED SOLAR DEVELOPMENT LLC

200 HARBOR DRIVE, SUITE 200

SOMERSET, NJ 08860



APPLIED

SOLAR ENERGY SYSTEMS



CITY OF NEW HAVEN

CONNECTICUT

06511

450 SARGENT DRIVE
NEW HAVEN, CT
PHOTOVOLTAIC SYSTEM
IKEA NEW HAVEN

06511

NEW HAVEN

CONNECTICUT

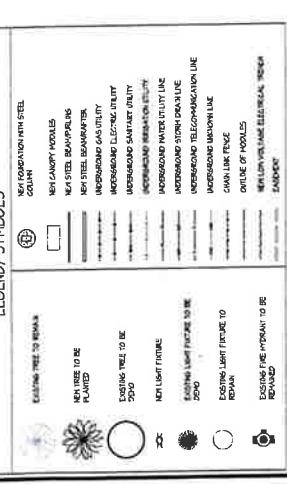
06511

CANOPY ARRAY CHART

NAME: Q CELLS, INC. 201-063-201 (200W)

CANOPY NUMBER	PANELS	COLUMNS	POWER (Watts)	ARRAY TILT (°)	ARRAY
CP1	720	36	6948	5°	CP1
CP2	1440	26	6931	5°	CP2
TOTALS	2560	62	13879	5°	CP1/CP2

LEGEND SYMBOLS



EXISTING TREE TO REMOVE

PLANTED

EXISTING POLE TO BE

LIGHT FIXTURE

EXISTING POLE TO BE

LIGHT FIXTURE

EXISTING POLE TO BE

LIGHT FIXTURE

FIRE HYDRANT



NEW PLANTED

NEW STEEL BEAM/POLE

UNDERGROUND CONDUIT

UNDERGROUND SANITARY

UNDERGROUND REINFORCEMENT

UNDERGROUND STRUCTURE

UNDERGROUND TELECOM

UNDERGROUND TRENCH



CABLE LINE

OUTLINE OF POLES

NEW LIGHT

NEW PANEL

NEW POLE

NEW REINFORCEMENT

NEW SANITARY



EXISTING LIGHT FIXTURE

EXISTING POLE

EXISTING REINFORCEMENT

EXISTING SANITARY

EXISTING STRUCTURE

EXISTING TRENCH

EXISTING UTILITY



EXISTING UTILITY



EXISTING FIRE HYDRANT

EXISTING HYDRANT

EXISTING HYDRANT

EXISTING HYDRANT

EXISTING HYDRANT

EXISTING HYDRANT

EXISTING HYDRANT



EXISTING PANEL

EXISTING POLE

EXISTING REINFORCEMENT

EXISTING SANITARY

EXISTING STRUCTURE

EXISTING TRENCH

EXISTING UTILITY



EXISTING UTILITY



EXISTING UTILITY



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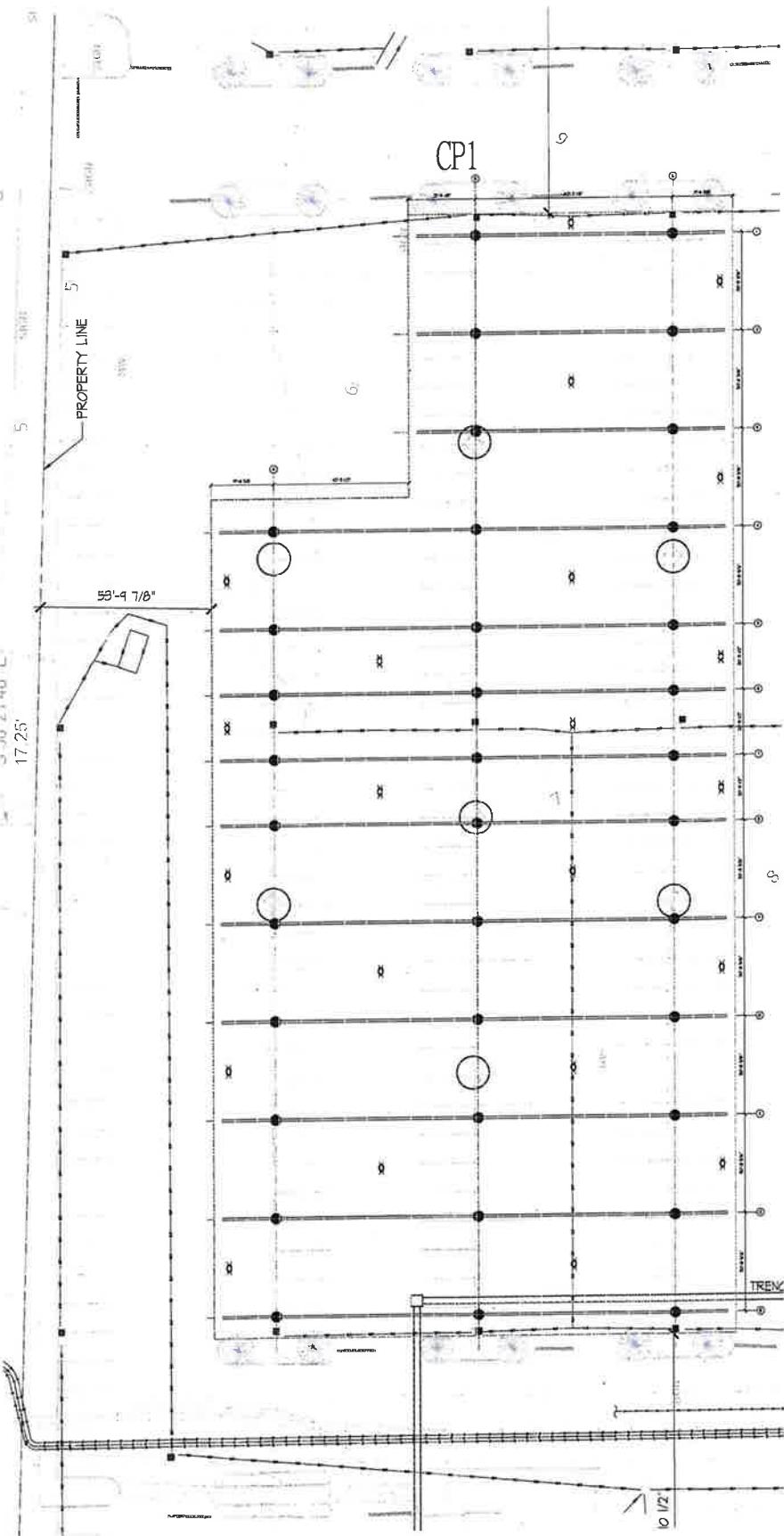
**DSD**DISTRIBUTION SYSTEM DEVELOPMENT, LLC
200 CEDARWOOD DR., SUITE 1200
NEW HAVEN, CT 06511**APPLIED**
Engineering ServicesCITY OF NEW HAVEN
Planning and Zoning Department
100 Church Street
New Haven, CT 06510
(203) 549-4000450 SARGENT DRIVE
NEW HAVEN, CT
06511
PROJECT NUMBER: 06511
DATE: 07/26/12
STYLING CONSULTANT: AN
CC: AN
PROJECT NAME: PHOTOVOLTAIC SYSTEM
IKEA NEW HAVENENLARGED SITE
PLAN

A-101

CANOPY ARRAY CHART

NAME OF CANOPY SYSTEM: KENW

CANOPY NUMBER	COLUMNS	PANELS	POWER (KWH/DC)	ARRAY TILT (°)	AZIMUTH
CP1	220	96	5940	Y	12° / 30°
CP2	646	26	4541	Y	12° / 30°
TOTALS	2846	122	10472		



STATE OF CONNECTICUT
CONNECTICUT SITING COUNCIL

IN RE:

A PETITION FOR A DECLARATORY RULING THAT A CERTIFICATE OF ENVIRONMENTAL COMPATIBILITY AND PUBLIC NEED IS NOT REQUIRED FOR THE CONSTRUCTION, OPERATION AND MAINTENANCE OF A 0.900 MWAC PARKING LOT CANOPY SOLAR PHOTOVOLTAIC ELECTRIC GENERATING FACILITY AT 450 SARGENT DRIVE, NEW HAVEN, CONNECTICUT

PETITION NO. _____

AUGUST 20, 2021

**NOTICE OF DISTRIBUTED SOLAR OPERATIONS, LLC'S
ELECTION TO WAIVE EXCLUSION OF ITS PROPOSED FACILITY FROM
SITING COUNCIL JURISDICTION**

Distributed Solar Operations, LLC (“DSO”) is developing a 0.900 megawatt (“MW”) alternate current (“AC”) solar photovoltaic canopy over a portion of the existing IKEA parking lot at 450 Sargent Drive, New Haven, Connecticut (the “Project”). Because the Project will have a nameplate capacity of just under one (1) MWAC, the project is likely eligible for exclusion from the Connecticut Siting Council’s (“Council”) jurisdiction.

Conn. Gen. Stat. § 16-50k(e), however, allows any person intending to construct the type of facility being developed by DSO to elect to waive the facility’s exclusion from Council jurisdiction by providing notice to the Council that the person will submit the facility to the jurisdiction of the Council. Conn. Gen. Stat. § 16-50k(e) provides:

Any person intending to construct a facility excluded from one or more provisions of this chapter may, to the extent permitted by law, elect to waive such exclusion by delivering notice of such waiver to the council. Such provisions shall thereafter apply to each facility identified in such notice from the date of its receipt by the council.

In accordance with Conn. Gen. Stat. § 16-50k(e), DSO hereby provides notice to the Council regarding the Company's election to waive any exclusions of the Project from the Council's jurisdiction and submits the Project to the full jurisdiction of the Council.

Concurrent with this notice, DSO is submitting a petition for declaratory ruling ("Petition") for the Project to the Council.

Respectfully submitted,

DISTRIBUTED SOLAR OPERATIONS,
LLC

By


Kenneth C. Baldwin, Esq.
Robinson & Cole LLP
280 Trumbull Street
Hartford, CT 06103-3597
(860) 275-8200
Its Attorneys

EXHIBIT 3

CERTIFICATION OF SERVICE

I hereby certify that on this 20th day of August 2021, copies of the Petition and attachments were sent first class mail, postage prepaid, to the following:

STATE OFFICIALS:

The Honorable William Tong
Attorney General
Office of the Attorney General
165 Capitol Avenue
Hartford, CT 06106

James C. Rovella, Commissioner
Department of Emergency Services and Public Protection
Emergency Management and Homeland Security Division
1111 Country Club Road
Middletown, CT 06457

Katie Dykes, Commissioner
Department of Energy and Environmental Protection
79 Elm Street
Hartford, CT 06106

Deidre S. Gifford, M.D., M.P.H., Acting Commissioner
Department of Public Health
410 Capitol Avenue
Hartford, CT 06134-0308

Peter B. Hearn, Executive Director
Council on Environmental Quality
79 Elm Street
P.O. Box 5066
Hartford, CT 06106

Marissa Gillet, Chair
Public Utilities Regulatory Authority
Ten Franklin Square
New Britain, CT 06051

Melissa McCaw, Secretary
Office of Policy and Management
450 Capitol Avenue
Hartford, CT 06106

David Lehman, Commissioner
Department of Economic and Community Development
450 Columbus Boulevard, Suite 5
Hartford, CT 06103

Joseph Giulietti, Commissioner
Department of Transportation
P.O. Box 317546
2800 Berlin Turnpike
Newington, CT 06131-7546

Elizabeth Shapiro
Director of Arts, Preservation and Museums
State Historic Preservation Office
450 Columbus Boulevard, Suite 5
Hartford, CT 06103

Bryan P. Hurlburt, Commissioner
Department of Agriculture
450 Columbus Boulevard, Suite 701
Hartford, CT 06106

Danté Bartolomeo, Interim Commissioner
Department of Labor
200 Folly Brook Boulevard
Wethersfield, CT 06109

Josh Geballe, Commissioner
Department of Administrative Services
450 Columbus Boulevard
Hartford, CT 06103

The Honorable Gary Winfield
Senator – 10th District
Legislative Office Building
300 Capitol Avenue
Room 3300
Hartford, CT 06106

The Honorable Martin Looney
Senator – 11th District
Legislative Office Building
300 Capitol Avenue
Room 3300
Hartford, CT 06106

The Honorable Juan Candelaria
Representative – 95th District
Legislative Office Building
300 Capitol Avenue
Room 4040
Hartford, CT 06106

The Honorable Patricia Dillon
Representative – 92nd District
Legislative Office Building
300 Capitol Avenue
Room 4019
Hartford, CT 06106

The Honorable Michael DiMassa
Representative – 116th District
Legislative Office Building
300 Capitol Avenue
Room 5006
Hartford, CT 06106

The Honorable Roland Lemar
Representative – 96th District
Legislative Office Building
300 Capitol Avenue
Room 2103
Hartford, CT 06106

The Honorable Al Paolillo Jr.
Representative – 97th District
Legislative Office Building
300 Capitol Avenue
Room 5008
Hartford, CT 06106

The Honorable Robyn Porter
Representative – 94th District
Legislative Office Building
300 Capitol Avenue
Room 3804
Hartford, CT 06106

The Honorable Toni Walker
Representative – 93rd District
Legislative Office Building
300 Capitol Avenue

Room 2702
Hartford, CT 06106

NEW HAVEN CITY OFFICIALS:

Justin Elicker, Mayor
City of New Haven
165 Church Street
New Haven, CT 06510

Michael B. Smart, City Clerk
City of New Haven
200 Orange Street
Room 202
New Haven, CT 06510

Aïcha Woods, Executive Director
City Plan Department
City of New Haven
165 Church Street
5th Floor
New Haven, CT 06510

Leslie Radcliff, Chair
City Plan Commission
165 Church Street
New Haven, CT 06510

Sean Matteson, Chief of Staff
City of New Haven
165 Church Street
New Haven, CT 06510

Giovanni Zinn, P.E., City Engineer
City of New Haven
200 Orange Street, 5th Floor
New Haven, CT 06510

South Central Regional Council of Governments
127 Washington Avenue
4th Floor West
North Haven, CT 06473



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Telephone: (860) 275-8200
Attorneys for Distributed Solar Operations, LLC

KENNETH C. BALDWIN

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Main (860) 275-8200
Fax (860) 275-8299
kbaldwin@rc.com
Direct (860) 275-8345

Also admitted in Massachusetts
and New York

August 20, 2021

«Name_and_Address»

Re: **A Petition for a Declaratory Ruling that a Certificate of Environmental Compatibility and Public Need is not Required for the Construction, Operation and Maintenance of a 0.90 MWAC Parking Lot Canopy Solar Photovoltaic Electric Generating Facility at 450 Sargent Drive, New Haven, Connecticut**

Dear «Salutation»:

Pursuant to the requirements of the Regulations of Connecticut State Agencies § 16-50j-40(a), enclosed is a copy of the above-referenced Connecticut Siting Council Petition and a Notice of Exclusion Waiver regarding the Connecticut Siting Council's jurisdiction pursuant to C.G.S. § 16-50k(e).

If you have any questions regarding this Petition, please contact me or the Siting Council directly at (860) 827-2935.

Sincerely,



Kenneth C. Baldwin

KCB/kmd
Enclosure

EXHIBIT 4



Fully integrated

- Innovative design requires no additional racking for rooftop installation
- Integrated DC and AC disconnects and overvoltage protection
- 12 direct string inputs for reduced labor and material costs

Increased power, flexibility

- Multiple power ratings for small to large scale commercial PV installations
- Six MPP trackers for flexible stringing and maximum power production
- OptiTrac™ Global Peak shade tolerant MPP tracking

Enhanced safety, reliability

- Integrated SunSpec PLC signal for module-level rapid shutdown compliance to 2017 NEC
- Next-gen DC AFCI arc-fault protection certified to new Standard UL 1699B Ed. 1

Smart monitoring, control, service

- Advanced smart inverter grid support capabilities
- Increased ROI with SMA ennexOS cross sector energy management platform
- SMA Smart Connected proactive O&M solution reduces time spent diagnosing and servicing in the field

SUNNY TRIPower CORE1 33-US / 50-US / 62-US

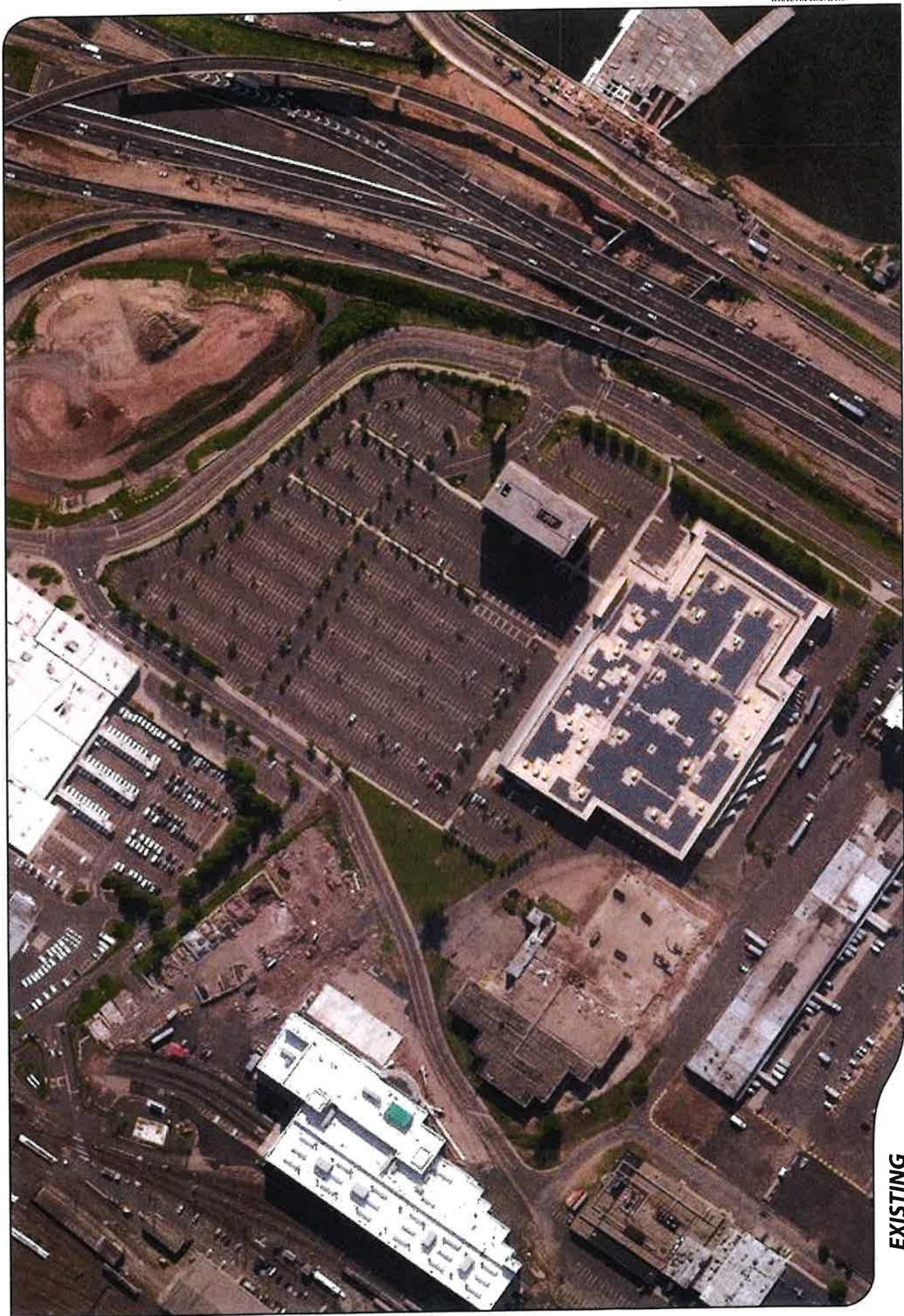
It stands on its own

The Sunny Tripower CORE1 is the world's first free-standing PV inverter for commercial rooftops, carports, ground mount and repowering legacy solar projects. Now with expanded features and new power classes, the CORE1 is the most versatile, cost-effective commercial solution available. From distribution to construction to operation, the Sunny Tripower CORE1 enables logistical, material, labor and service cost reductions. Integrated SunSpec PLC for rapid shutdown and enhanced DC AFCI arc-fault protection ensure compliance to the latest safety codes and standards. With Sunny Tripower CORE1 and SMA's ennexOS cross sector energy management platform, system integrators can deliver comprehensive commercial energy solutions for increased ROI.

Technical data	Sunny Tripower CORE1 33-US	Sunny Tripower CORE1 50-US	Sunny Tripower CORE1 62-US
Input (DC)			
Maximum array power	50000 Wp STC	75000 Wp STC	93750 Wp STC
Maximum system voltage		1000 V	
Rated MPP voltage range	330 V...800 V	500 V...800 V	550 V...800 V
MPPT operating voltage range		150 V...1000 V	
Minimum DC voltage / start voltage		150 V / 188 V	
MPP trackers / strings per MPP input		6/2	
Maximum operating input current / per MPP tracker		120 A / 20 A	
Maximum short circuit current per MPPT / per string input		30 A / 30 A	
Output (AC)			
AC nominal power	33300 W	50000 W	62500 W
Maximum apparent power	33300 VA	53000 VA	66000 VA
Output phases / line connections		3 / 3-(N)-PE	
Nominal AC voltage		480 V / 277 V WYE	
AC voltage range		244 V...305 V	
AC voltage range	40 A	64 A	80 A
Maximum output current		60 Hz	
Rated grid frequency		50 Hz, 60 Hz / -6 Hz...+6Hz	
Grid frequency / range		1 / 0.0 leading...0.0 lagging	
Power factor at rated power / adjustable displacement		<3 %	
Harmonics THD			
Efficiency			
CEC efficiency	97.5%	97.5%	97.5%
Protection and safety features			
Load rated DC disconnect		●	
Load rated AC disconnect		●	
Ground fault monitoring: Riso / Differential current		● / ●	
DC AFCI arc-fault protection		●	
SunSpec PLC signal for rapid shutdown		●	
DC reverse polarity protection		●	
DC short circuit protection		●	
DC surge protection: Type 2 / Type 1+2		O/O	
AC surge protection: Type 2 / Type 1+2		O/O	
Protection class / overvoltage category (as per UL 840)		1/IV	
General data			
Device dimensions (W/H/D)	621 mm / 733 mm / 569 mm (24.4 in x 28.8 in x 22.4 in)		
Device weight	84 kg (185 lbs)		
Operating temperature range	-25 °C...+60 °C (-13 °F...+140 °F)		
Storage temperature range	-40 °C...+70 °C (-40 °F...+158 °F)		
Audible noise emissions (full power @ 1m and 25 °C)	65 dB(A)		
Internal consumption at night	5 W		
Topology	Transformerless		
Cooling concept	OptiCool (forced convection, variable speed fans)		
Enclosure protection rating	Type 4X, 3SX (as per UL 50E)		
Maximum permissible relative humidity (non-condensing)	100 %		
Additional information			
Mounting	Free-standing with included mounting feet		
DC connection	Amphenol UTX PV connectors		
AC connection	Screw terminals - 4 AWG to 4/0 AWG CU/AL		
LED indicators (Status / Fault / Communication)		●	
Network interfaces: Ethernet / WLAN / RS485		● (2 ports) / ● / O	
Data protocols: SMA Modbus / SunSpec Modbus / Webconnect		● / ● / ●	
Multifunction relay		●	
OptiTrac Global Peak (shade-tolerant MPP tracking)		● / ●	
Integrated Plant Control / Q on Demand 24/7		● / ●	
Off-Grid capable / SMA Fuel Save Controller compatible		●	
SMA Smart Connected (proactive monitoring and service support)			
Certifications			
Certifications and approvals	UL 1741, UL 1699B Ed. 1, UL 1998, CSA 22.2 107-1, PV Rapid Shutdown System Equipment		
FCC compliance	FCC Part 15 Class A		
Grid interconnection standards	IEEE 1547, UL 1741 SA - CA Rule 21, HECO Rule 14H		
Advanced grid support capabilities	L/HVRT, L/HVRT, Volt-VA, Volt-Watt, Frequency-Watt, Ramp Rate Control, Fixed Power Factor		
Warranty			
Standard	10 years		
Optional extensions	15 / 20 years		
O Optional features	● Standard features		
Type designation	- Not available		
Accessories			
SMA Data Manager M EDMM-US-10			
SMA Sensor Module MD_SEN-US-40			
Universal Mounting System UMS_KIT-10			
AC Surge Protection Module Kit AC_SPD_KIT1-10, AC_SPD_KIT2_T1T2			
DC Surge Protection Module Kit DC_SPD_KIT4-10, DC_SPD_KIT5_T1T2			

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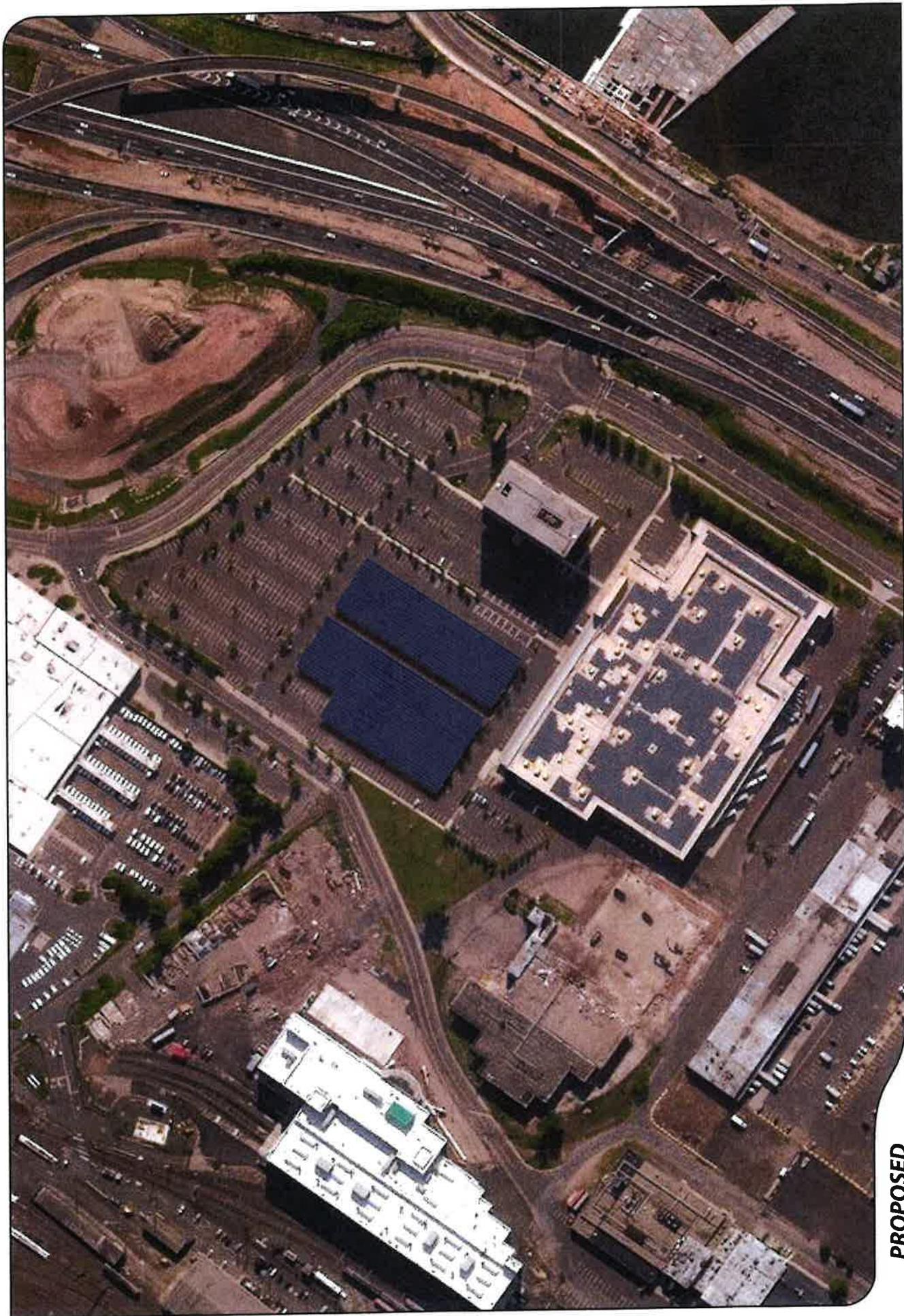
EXHIBIT 5



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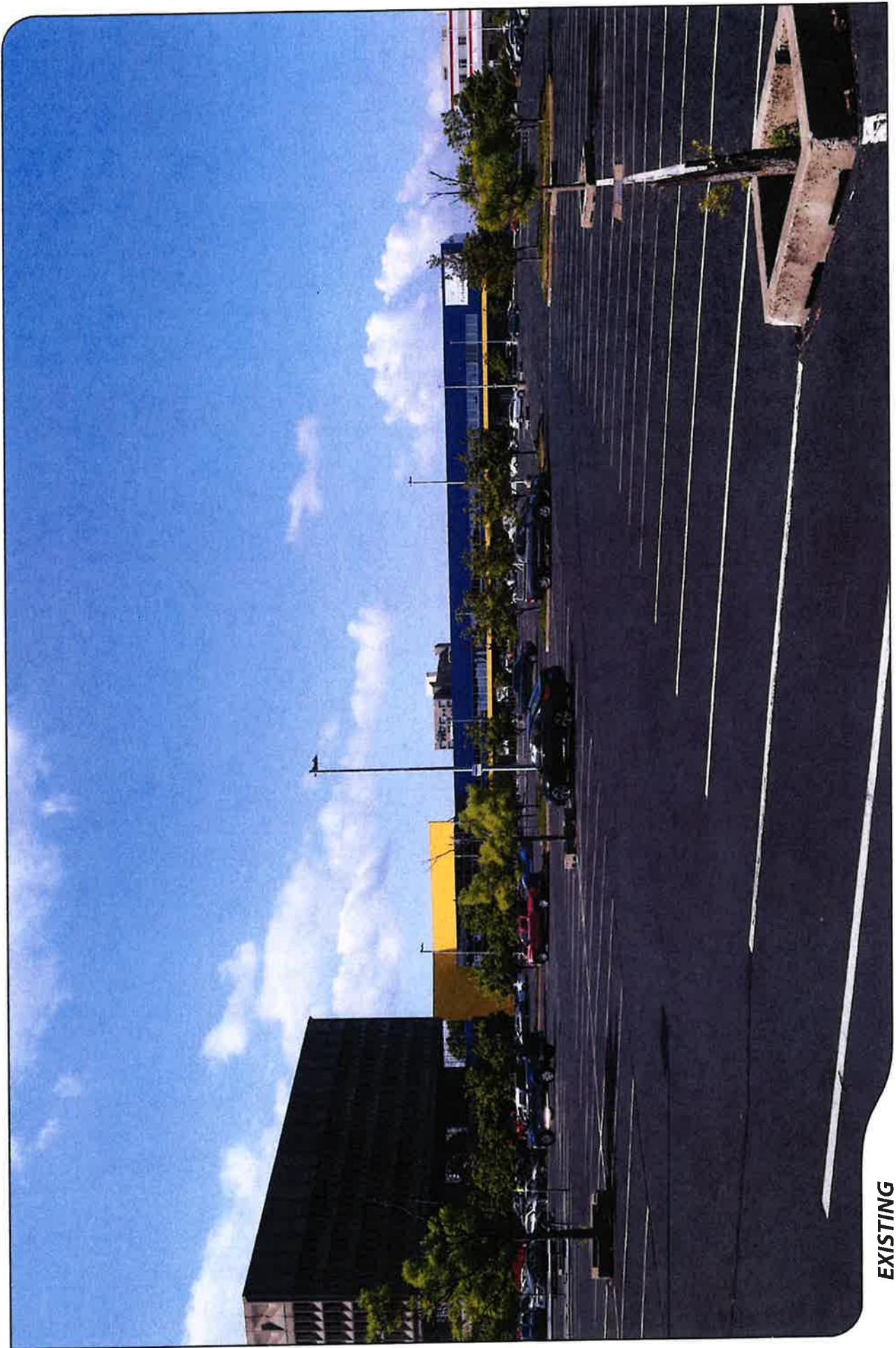
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SOURCE: PICTOMETRY 2020





AERIAL PICTOMETRY 2020
SOURCE: PICTOMETRY 2020

PROPOSED



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PHOTO

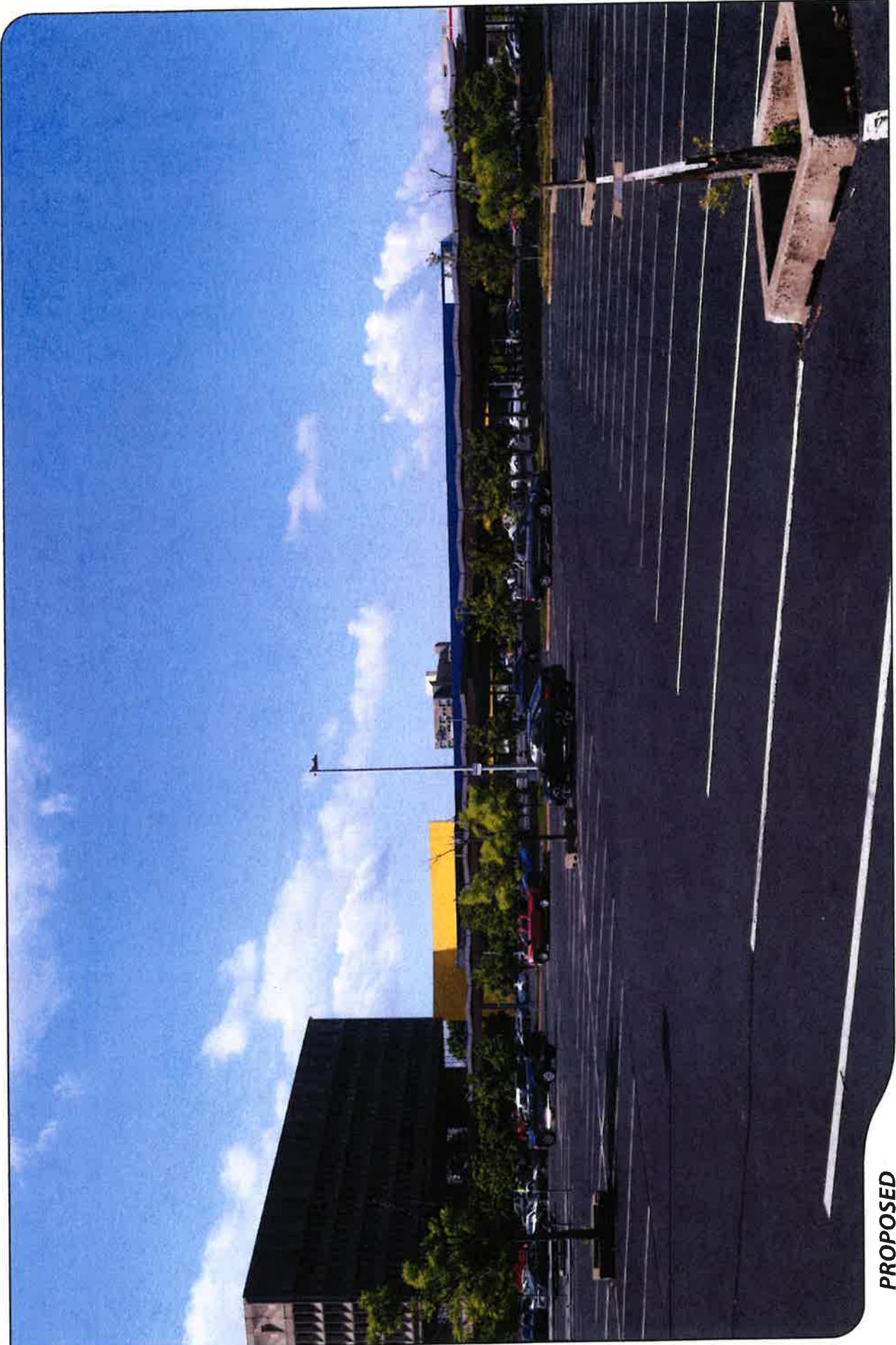
1

HOST PROPERTY
LOCATION

ORIENTATION
SOUTHWEST



DSD



PROPOSED

PHOTO

1

LOCATION

HOST PROPERTY

ORIENTATION

SOUTHWEST



DSD



EXISTING

PHOTO

2

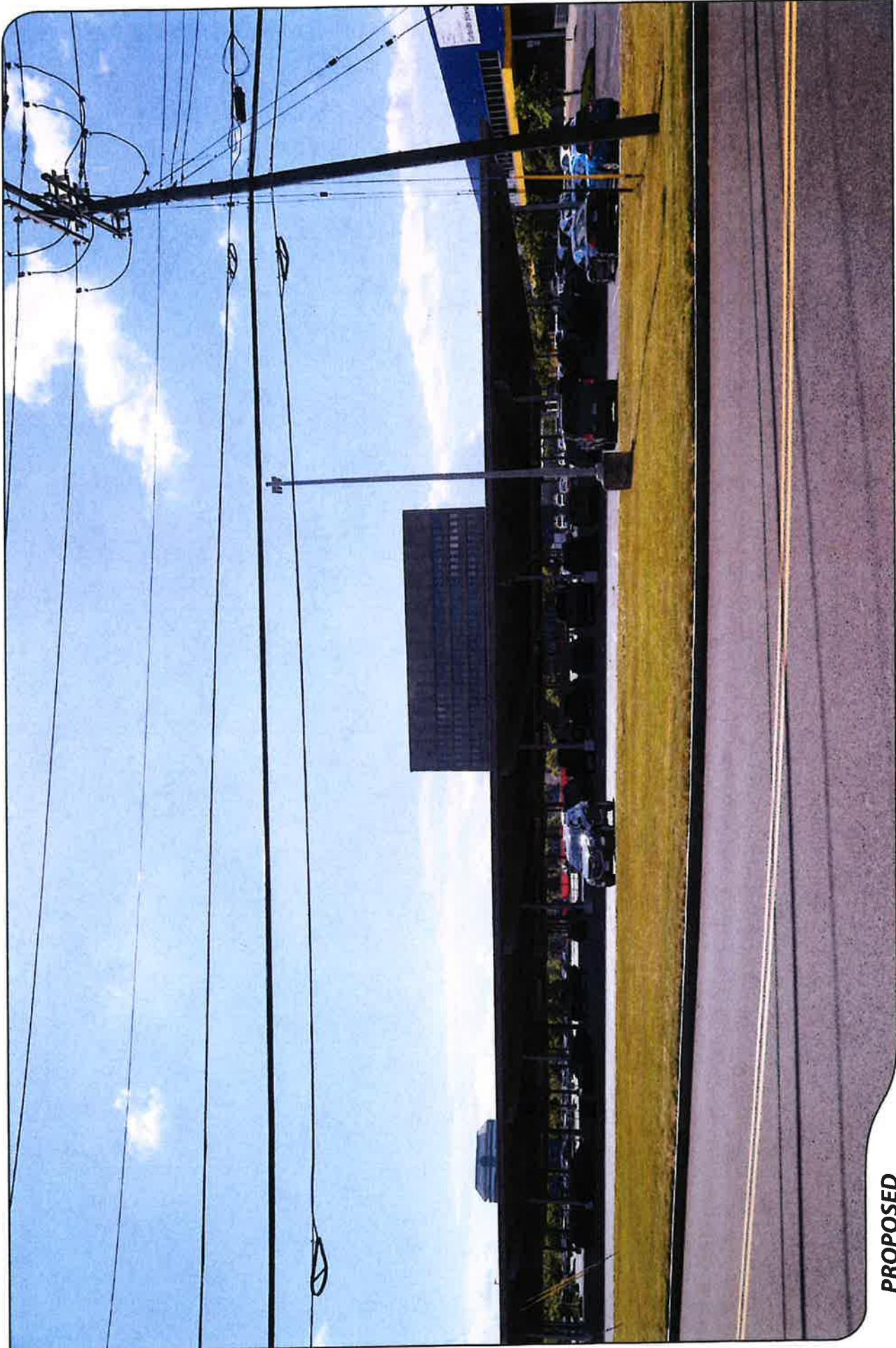
LOCATION

BREWERY STREET

ORIENTATION

EAST





PROPOSED

PHOTO
2

LOCATION
BREWERY STREET

ORIENTATION
EAST



DSD



Viewshed Analysis Map

Proposed Solar Energy Facility
IKEA 2020 Upgrade New Haven
450 Sargent Drive

New Haven, Connecticut

Proposed solar modules to be mounted on an approximate 17 AGL parking canopy.
Forest canopy height and topographic contours are derived from LiDAR data.
Study area encompasses a 1-mile radius and includes 2,484 acres.
Information provided on this map has not been field verified.
Base Map Source: 2019 Aerial Photograph (CTECO)
Map Date: June 2021



Data Sources:

LiDAR Topography / Elevation Data

A digital surface model (DSM) was created from the State of Connecticut 2016 LiDAR LAS data points. The first return LiDAR LAS points, associated with the highest feature in the point cloud (e.g. top of building), were used to capture the natural and built features on the Earth's surface as beyond this approximate limit of clearing associated with the LiDAR sensor, the data becomes sparse and unreliable. The base LiDAR point cloud was used to detect proposed conditions where vegetation or structures would be located within its proposed solar canopy.

Municipal Open Space, State Recreational Areas, Trails, County Recreational Areas, and Town Boundary data obtained from CT DEEP, Scenic Roads, CTDOT State Scenic Highways (2015), Municipal Scenic Roads (as of April 2017), and Other.

Other: CTDOT Scenic Streets (based on Department of Transportation data)

Notes:
*Not all the sources listed above appear on this Viewshed Map. Only those features within the scale of this graphic are shown.

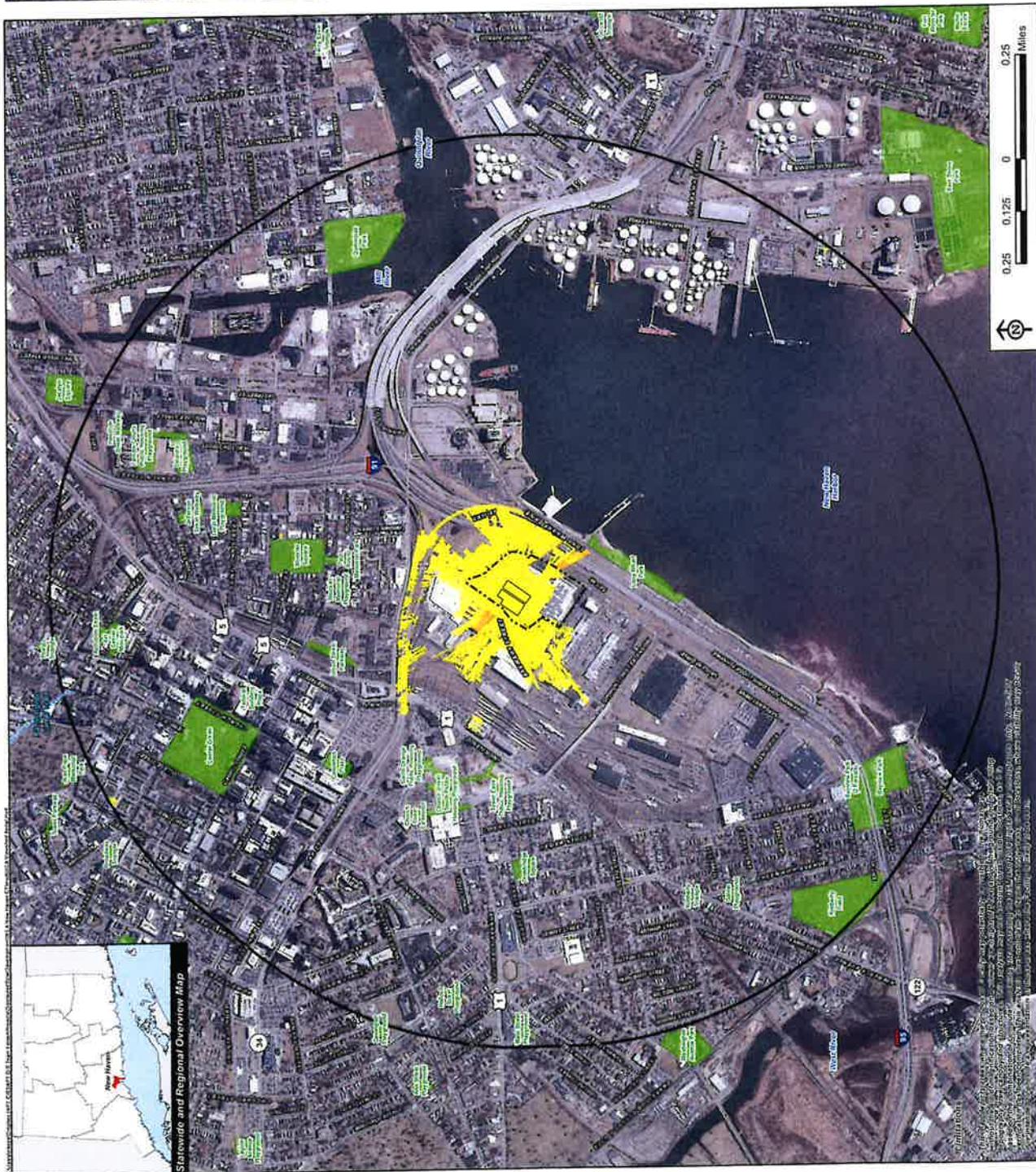


EXHIBIT 6



June 10, 2021

Ms. Jennifer Gaudet
Project Manager
All-Points Technology Corporation
567 Vauxhall Street Extension – Suite 311
Waterford, Connecticut 06385

**RE: Preliminary Archaeological Assessment of the IKEA/Pirelli – Distributed Solar Development –
IKEA 2020 Upgrade in New Haven, Connecticut**

Ms. Gaudet:

Heritage Consultants, LLC (Heritage), is pleased to have this opportunity to provide All-Points Technology Corporation (All-Points) with the following preliminary cultural resources assessment of the IKEA/Pirelli – Distributed Solar Development – IKEA 2020 Upgrade, located at 450 Sargent Drive in New Haven, Connecticut (Figure 1). The project will involve the construction of elevated solar canopies with associated equipment to the north of the IKEA building and to the northwest of the existing Pirelli Tire Building, which is also known as the Armstrong Rubber Building. The current project entailed completion of a cultural resources summary based on the examination of data obtained from the Connecticut State Historic Preservation Office (CT-SHPO), as well as GIS data, including historical mapping, aerial photographs, and topographic quadrangles, maintained by Heritage. This investigation is based upon project location information provided to Heritage by All-Points. The objectives of this study were to gather and present data regarding previously identified cultural resources situated within 0.8 km (0.5 mi) of the so that the need for completing additional cultural resources investigations could be evaluated.

The proposed project area is located in a large parking area (IKEA delivery area) to the north of the IKEA building and to the west of the Pirelli Tire Building. Both the IKEA and Pirelli Tire Buildings face east onto Sargent Drive and are within the Long Wharf neighborhood of New Haven. Long Wharf is a waterfront district in the city of New Haven (Figure 1). It encompasses many important buildings, including the Long Wharf Theatre, Long Wharf Maritime Center, and the current Pirelli Tire Building. The latter was listed to the National Register of Historic Places in April of 2021. As mentioned above, elevated solar canopies with their associated equipment and infrastructure will be installed in the parking area adjacent to the IKEA building and behind the Pirelli Building to the east of Brewery Street. A review of an 1851 historical map depicting the region shows that project area falls partially within the New Haven Harbor and partially on the historical wharf that began at Water Street and Union Avenue and projected out into the harbor (Figure 2). Figure 3, an excerpt from an 1877 map shows that the local landscape remained relatively stable in terms of development and depicts what appears to be the shoreline in the location of the project area. As of 1871 several buildings were located along the northwest portion of the wharf, and presumably were related to maritime activities such as cargo transfer and fishing.

A review of the earliest available aerial image for this area, which dates from 1934, confirms the interpretation of the historical maps (Figure 4). This image shows that the location of the current project area falls within the shoreline of the harbor and adjacent to long wharf. The buildings noted on the 1871

map remained in place as of the early twentieth century. The subsequent aerial image, which was captured in 1951, shows that the harbor was dramatically changed. Massive filling operations were underway and the buildings along the wharf had been cut off from ocean access. This large land engineering project was related to the ongoing construction of Interstate 95 and the reworking of New Haven's waterfront (Figure 5). A review of a 1965 aerial image depicts the significant changes to the area that had occurred over a 14 year period. Interstate 95 and its large intersection with Interstate 91 had been completed, changing the character of the historic waterfront on a massive scale; however, the buildings once connected to the wharf remained within the proposed project area (Figure 6). The 1970 aerial image shows that just five years later these buildings had been razed and were replaced with the Pirelli Tire Building, which was completed in 1970. A large open area or possible parking area to the southwest of the Pirelli Building also had been completed by this time (Figure 7). The subsequent 1995 aerial photograph shows that the project area falls on the low-rise wing of the Pirelli Tire Building, in what today is the parking lot/delivery area for the IKEA building. Only the street front building of the Pirelli complex remained (Figure 8). The 2004 aerial shows the project region to be similar to that of the 1995 aerial with no substantive changes to the landscape (Figure 9). The 2019 aerial photograph in Figure 10 shows the project area in its modern state. The modern IKEA building is now clearly visible just to the southwest of the Pirelli Tire Building. The low-rise 64,000 square foot wing of the Pirelli Tire Building is gone, having been demolished by IKEA after the furniture manufacturer bought the Pirelli Tire Building in 2003. The demolished portion of the building was replaced with a large parking and delivery area. In addition, large scale changes to the intersection between Interstate 95 and Interstate 91 are visible in the 2019 image.

Background research for the current project also included a review of previously identified archaeological sites and National Register of Historic Places properties/districts sites located within 0.8 km (0.5 mi) of the Facility (Figures 11 and 12). This review revealed that there are two archaeological sites that were previously identified within 0.8 km (0.5 mi) of the project location. They are Sites 93-24 and 93-25 and are discussed below.

Site 93-24 is also known as the Spring Street Roundhouse Site. It was recorded by Bruce Clouette of Public Archaeology Survey Team, Inc., (PAST) in October of 2002. The site is located on public land at the New Haven Rail Yard and to the "east of the Station." At the time the site was recorded, the location was a parking area, but Mr. Clouette noted that the site is historically significant in that it is a nineteenth century railroad roundhouse, very few of which remain. PAST conducted archaeological monitoring of the construction of the Church Street Extension in 2002, which resulted in the documentation of many features that were associated with the 1870 roundhouse. Features identified included a complete granite-masonry turntable pit with ring track, a section of a stone perimeter wall, and several repair pits. The submitted site form describes the roundhouse as being part of a large repair shop complex that was constructed by the New York and New Haven Railroad. The site is historically significant because it is associated with Connecticut's most important railroad. It retains archaeological significance because it can add to the knowledge of nineteenth century railroad engineering. It also contributes to industrial archaeology because it is an example of what type of remains could be expected from a similar structure. At the time of the recordation of Site 93-24, it retained fair integrity. It is located approximately 620 meters (1,740 feet) to the west of the project area and will not be impacted by the proposed project.

Jennifer Gaudet
June 10, 2021

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Site 93-25 is also known as the Long Wharf and the Union Wharf Site; it was recorded by Bruce Clouette of Archaeological and Historical Services, Inc. (AHS) in March of 2008. The Long Wharf is located on public land on Long Wharf Drive in New Haven, Connecticut, and it is described as an eighteenth to nineteenth century shipping wharf. At the time the site was recorded, it was described as standing ruins measuring 30 x 1,188 m (100 x 3,900 feet) in size. AHS completed an archaeological assessment survey of the Long Wharf Pier Structure in 2008 and noted that long sections of the historical stone masonry were still present. Mr. Clouette reported that the walls were made of East Rock basalt and were of rubble construction with cut capstones. Fill between the walls, which were 10 m (30 ft) apart, included sand, stone and gravel of many different types; two small pieces of European flint were also observed in the fill. Long Wharf is historically significant because it played an important role in New Haven's economic history. Mr. Clouette noted that the wharf also has important historical association with New Haven's African American community. Finally, the wharf remains have the potential to add to the current knowledge of early marine-engineering technology. Site 93-25 is located approximately 310 meters (1,017 feet) to the northwest of the project area. It will not be impacted by the proposed solar canopy project.

Background research also revealed that there are five National Register of Historic Places properties located within 0.8 km (0.5 mi) of the project location that include the Trowbridge Square Historic District, the Ninth Square Historic District, the Wooster Square Historic District, the New Haven Railroad Station and the Pirelli Tire Building. Each of these National Register of Historic Places is discussed below.

Trowbridge Square Historic District

The Trowbridge Square Historic District is also referred to as the Village of Spireworth and Mount Pleasant. The nineteenth century working class neighborhood, which is located in the Hill section of New Haven, was listed on the National Register of Historic Places in September of 1985. At the time the district was listed, it encompassed 214 structures on 26 acres of land. The neighborhood was laid out in 1830 by builder/architect Isaac Thompson and social reformer Simeon Jocelyn. Architectural styles include Greek Revival, Italianate, Queen Anne, Romanesque Revival and Colonial Revival. Most of the buildings are wood frame houses situated close to each other and close to the street. Non-residential structures include the Sacred Heart Church and convent and associated buildings. The Trowbridge Square Historic District has historical importance because it continues to be New Haven's most intact surviving example of a nineteenth century working class residential neighborhood. The district is architecturally significant for its large and mostly well-preserved contiguous array of modest houses which illustrate and document the development of working-class residential architecture in the final two-thirds of the nineteenth century. The majority of the historic district lies well to the west and outside the 0.8 km (0.5 mi) buffer for the project area with only a small portion of the northeastern corner of the district within the buffer. The installation of the solar canopy will have no direct impact on the Trowbridge Square Historic District. Finally, due to its low height, distance from the historic district, and intervening building stock, the solar canopy will have no visual impact on the Trowbridge Square Historic District.

Ninth Square Historic District

The Ninth Square Historic District is located in the middle of New Haven's downtown business district. The late nineteenth and early twentieth century buildings in this area are characterized as commercial in nature and almost all are three to five stories in height. There are some early nineteenth century structures within the district as well and they are considered to be rare in Connecticut's urban areas.

The Ninth Square Historic District was listed on the National Register of Historic Places in May of 1984. At the time it listed, the district encompassed 78 structures represented by late nineteenth and twentieth Century Revivals, Italianate, and Greek Revival Styles. The Ninth Square Historic District is significant because of the exceptional architectural quality of its nineteenth and early twentieth century commercial buildings, many of which have become local landmarks. The district is also significant because most of its buildings are representative examples of major architectural styles from the 1820s through the 1940s. The name of the area itself, Ninth Square, recalls its origin as part of New Haven's seventeenth century town plan. The majority of the historic district falls to the northwest and outside of the 0.5 mile buffer of the project area. The installation of the solar canopy will have no direct impact on the Ninth Square Historic District. Finally, due to its low height, distance from the historic district, and intervening building stock, the solar canopy will have no visual impact on the Ninth Square Historic District.

Wooster Square Historic District

The Wooster Square Historic District is located to the east and close to the center of downtown New Haven. Wooster Park, for which the city acquired the land in 1825, forms the center of the district. The nineteenth century residential neighborhood was developed in the 1820s. The district was listed on the National Register of Historic Places in August of 1971 and it encompasses 40 acres of land that includes Wooster Park and streets extending a block from its center. At the time the district was listed, architectural styles in the district included Greek Revival, Second Empire and Italianate. The Wooster Square Historic District is significant because the park was named after General David Wooster who was a hero of the American Revolutionary War and who owned a warehouse near the southern end of the district. The neighborhood was a popular place to live historically because of the many Greek Revival style homes located there. According to the National Register Inventory Nomination Form, some prominent residences in the district are attributed to the architect Henry Austin; they include the Howland House, the Willis Bristol House and the Governor English House. The prominent non-residential building is the Conte School which was built in 1965. Currently, there are a total of 35 Connecticut State Registered Properties within the Wooster Historic District (see Table below). Of the 35, only four properties fall within the 0.5 mile buffer of the project area. The majority of the historic district falls to the north and outside of the 0.5 mile buffer of the project area. The installation of the solar canopy will have no direct impact on the Wooster Square Historic District. Finally, due to its low height, distance from the historic district, and intervening building stock, the solar canopy will have no visual impact on the Wooster Square Historic District.

The New Haven Railroad Station

The New Haven Railroad Station, also known as Union Station, is located on Union Avenue and is the main railroad passenger station in New Haven. The station was designed by architect Cass Gilbert and constructed between 1919 to 1920. The four story brick building is an example of late nineteenth century and twentieth century Revival and Second Renaissance Revival Style. The Union Station was listed on the National Register of Historic Places in September of 1975. The building was almost demolished before the Northeast Corridor Improvement Project in 1979. During that time, it underwent extensive renovations in 1985 and reopened. The installation of the solar canopy will have no direct impact on the New Haven Railroad Station. Finally, due to its low height, distance from the historic district, and intervening building stock, the solar canopy will have no visual impact on the New Haven Railroad Station.

Pirelli Tire Building

The Pirelli Tire Building, also known as the Armstrong Rubber Company Building, is an urban landmark in New Haven and it is located at 500 Sargent Drive in New Haven. It is situated just northeast of the current IKEA building at 450 Sargent Drive (Figure 10). Both buildings are situated on the northwest side of Sargent Drive in a commercial and business park setting. The Pirelli Tire Building, which was built in the mid-twentieth century, was listed on the National Register of Historic Places in April of 2021. It was designed by structural engineer Paul Weidlinger and by modernist architect Marcel Breuer. The Pirelli Tire Building is an example of the Brutalist Style, which is characterized by a monolithic appearance. Many buildings of this style are made from concrete. Construction of the building was initiated in 1968 and completed in 1970. The building contained both corporate office space and research and development space for the Armstrong Rubber Company. The original building was comprised of a lower two story base that housed the research and development laboratories, as well as the five-story office tower. The tower appears to hover above a two-story void that contains support structures to hold the tower in place. The rear wing of the two story base extended to the west and is the portion of the tower in place. The rear wing of the two story base extended to the west and is the portion of the building that was demolished in 2003. In 1988, Pirelli purchased the building and then sold it shortly thereafter. The building underwent many changes in ownership, and there were extensive alterations to both the interior and exterior. Most notably, IKEA bought the building and surrounding parcel of land in 2003 and subsequently demolished the low-rise portion of the building mentioned above. It was replaced with a large parking and delivery space. Despite the many changes to the structure, the Pirelli Tire Building was listed on the National Register of Historic Places under Criteria C, which states that the property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction. The west side of the Pirelli Tire Building faces the existing parking lot, which is the location of the proposed canopy solar array (Figure 10). The viewshed on the west side of the building will be impacted; however, the effect will not be adverse due to the many previous alterations to the surrounding area and viewshed, such as the construction of the current IKEA building in 2003.

Finally, soils located within the project area were examined as part of this review. The entirety of the project area is characterized by the Udorthents-Urban Land series. (Figure 13). Udorthents soils occur within cuts (road, railroad, etc.), spoil piles, landfills, and gravel pits. Areas characterized by Udorthent soils are largely disturbed by cutting, smoothing, filling, or large-scale excavations. The project area is located in what was historically a harbor but was filled in in the mid-twentieth century. Urban Land soils consist of very deep, somewhat excessively drained soils formed in outwash that have been disturbed by cutting or filling, and areas that are covered by buildings and pavement. The Udorthents-Urban Land soils do not retain archaeological sensitivity.

Based on the above referenced background research, the extensive changes to the project area and landscape over time, the filling in of the historical harbor, the demolition of the low-rise wing of the Pirelli Tire Building, and the current asphalt parking lot in the project area, it is the professional opinion of Heritage that the project area retains no potential to yield intact cultural deposits. Thus, no additional archaeological investigations are warranted prior to the installation of the proposed canopy solar array and associated equipment. In addition, the potential impacts to the viewsheds of the Trowbridge Square Historic District, Ninth Square Historic District, Wooster Square Historic District, and the New Haven Railroad Station are minimal due to their distance from the project area and the presence of the intervening building stock. Finally, there will be no direct impact to the Pirelli Tire building and the

Jennifer Gaudet

June 10, 2021

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impact to its viewshed will not be adverse since many other modern facilities have already been installed in close proximity to the building.

If you have any questions regarding this Technical Memorandum, or if we may be of additional assistance with this or any other projects you may have, please do not hesitate to call me at 860-299-6328 or email me at dgeorge@heritage-consultants.com. We are at your service.

Sincerely,

David R. George

David R. George, M.A., R.P.A.

Table 1. Inventoried Connecticut State Register Properties in the Wooster Historic District, New Haven

Property Name	Address	Type	Year Built	Style
Lucius Hotchkiss House	2 Academy Street	Residence	1835	-
Samuel Wadsworth House	8 Academy Street	Residence	1817	Federal
William Sears House	10 Academy Street	Residence	1960	-
Widow Greene House	12 Academy Street	Residence	1810	Federal
David Steele House	20 Academy Street	Residence	1880	-
Henry Rowe House	30 Academy Street	Residence	1870	-
Sereno Mansfield House	34 Academy Street	Residence	1879	-
Frederick Brown House	38 Academy Street	Residence	1850	-
Ebenezer Gaylord House	40 Academy Street	Residence	1850	-
Elisha Strong House & Amos Parsons House	591 Chapel Street	Residence	-	-
Charles Robinson House	601 Chapel Street	Residence	1810	Federal
	516 Chapel Street	-	1872	-
Mayor Holcomb House	528 Chapel Street	Residence	1851	-
Robert Townsend House	532 Chapel Street	Residence	1844	-
Judge Sanford House	538 Chapel Street	Residence	1844	Villa
John Griffing House	542 Chapel Street	Residence	1945	-
Henry O. Hotchkiss House, the Reverent Eustis House	546 Chapel Street	Residence	1842	-
Henry Hotchkiss House	576 Chapel Street	Residence	1841	-
Herrick Frost House	612 Chapel Street	Residence	1881	-
Daniel Phips House	614 Chapel Street	Residence	1874	-
St. Paul's Church	620 Chapel Street	Residence	1820-1830	-
Joseph Bromley House	231 Greene Street	Residence	1840	-
Stephen Baird House	237 Greene Street	Residence	1840	-
William Dann House	245 Greene Street	Residence	1870 (probably)	-
Wallace Jewett House	251 Greene Street	Residence	1854	Italianate
Samuel Bolles House	257 Greene Street	Residence	1840	-
Max Adler House	311 Greene Street	Residence	1878	-
Henry Cowell House	323 Greene Street	Residence	1869	Villa
Davenport Congregational Church and Rectory	Greene Street	Church	1874	-
Benjamin Smith House	345 Greene Street	Residence	-	Late Colonial
Samuel Blatchley House	351 Greene Street	Residence	1855	-
Joseph Smith House	342 Greene Street	Residence	-	Federal
First Edward Rowland House	346 Greene Street	Residence	1844	-
Harrison-Howarth House	352 Greene Street	Residence	1847	-
Wooster Square Congregational Church	Wooster Street	Church	1850	-

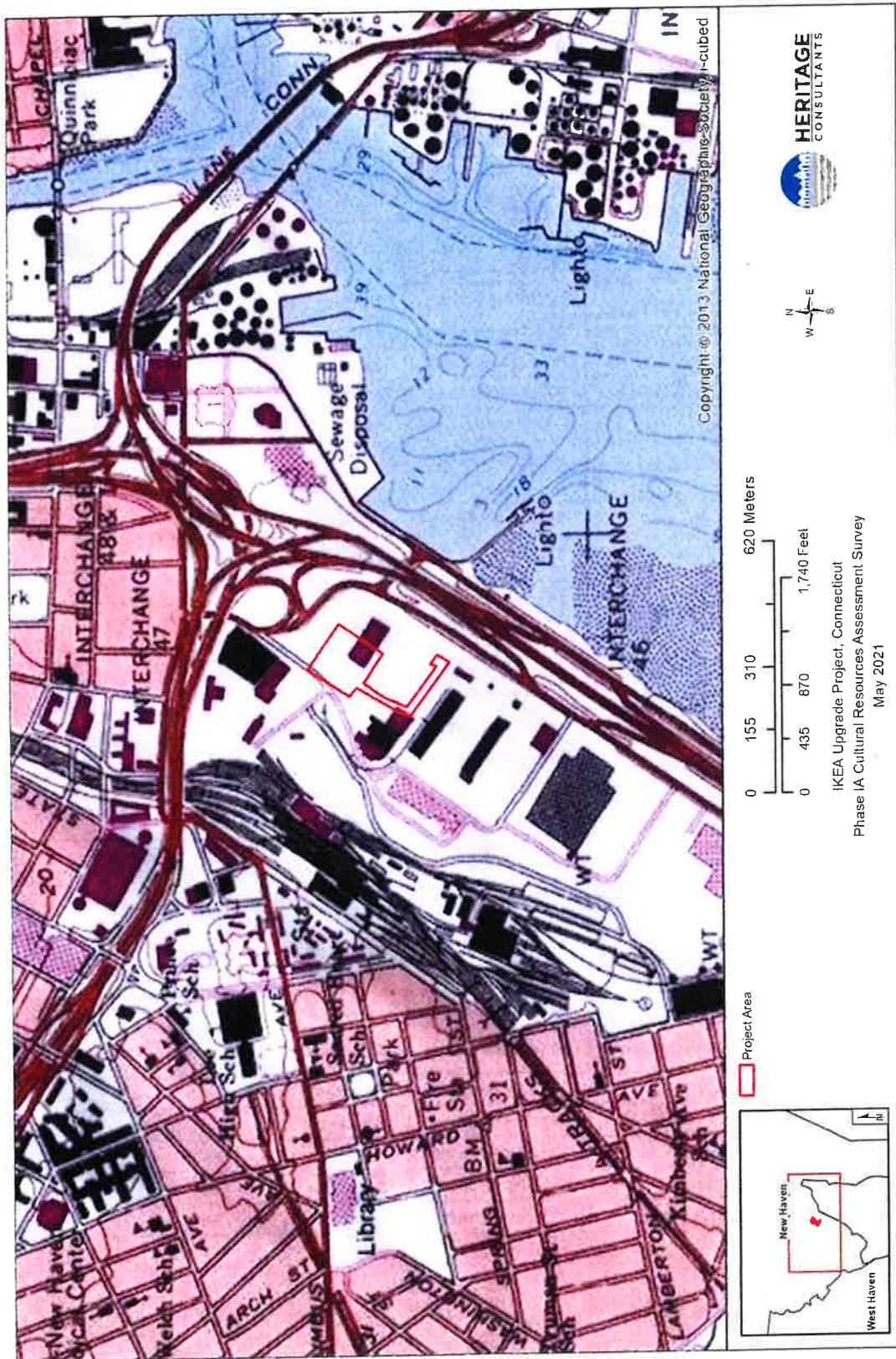


Figure 1. Excerpt from a USGS 7.5' series topographic quadrangle image showing the project area in New Haven, Connecticut.

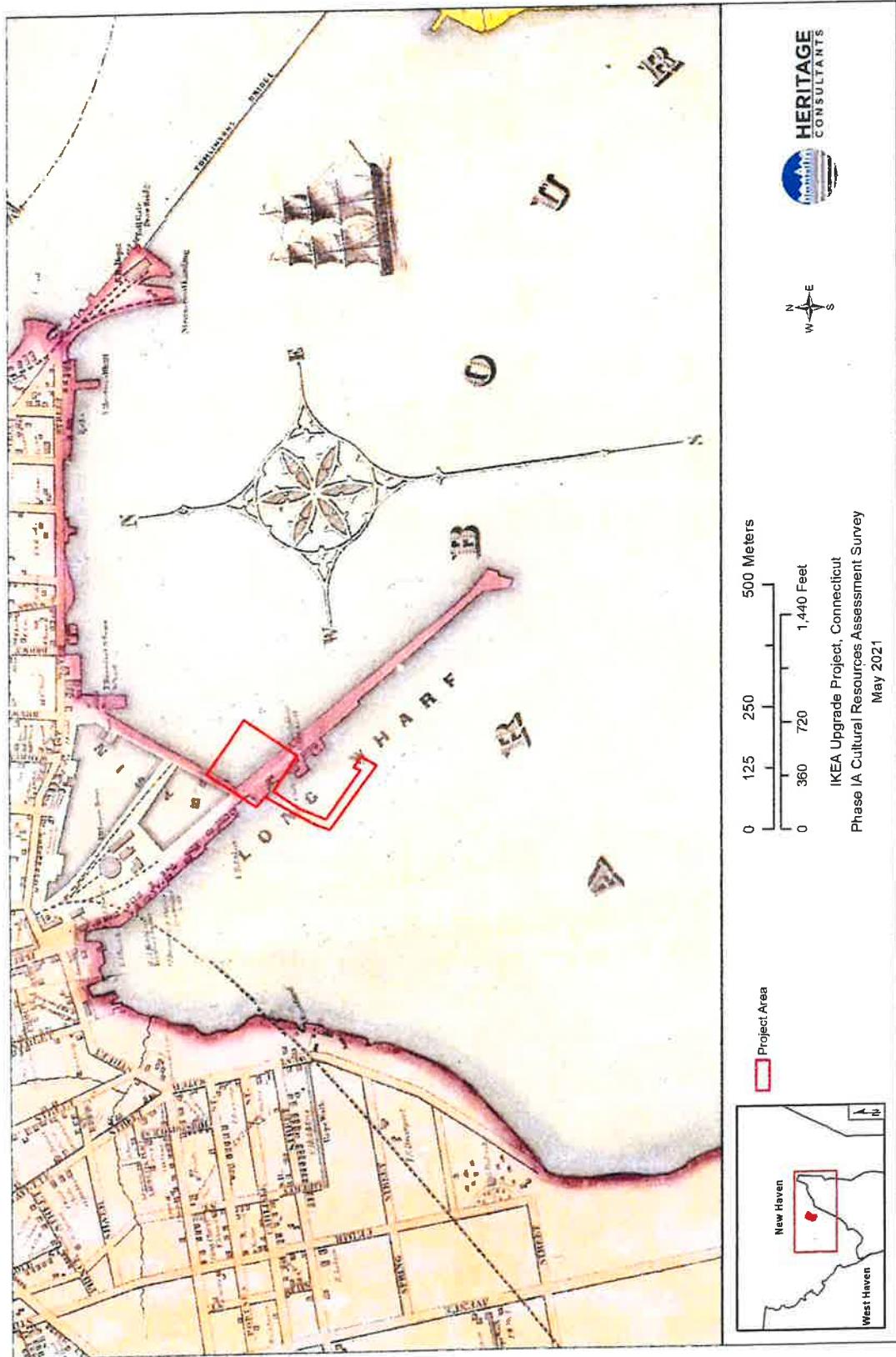


Figure 2. Excerpt from an 1851 historical map showing the location of the project area in New Haven, Connecticut.

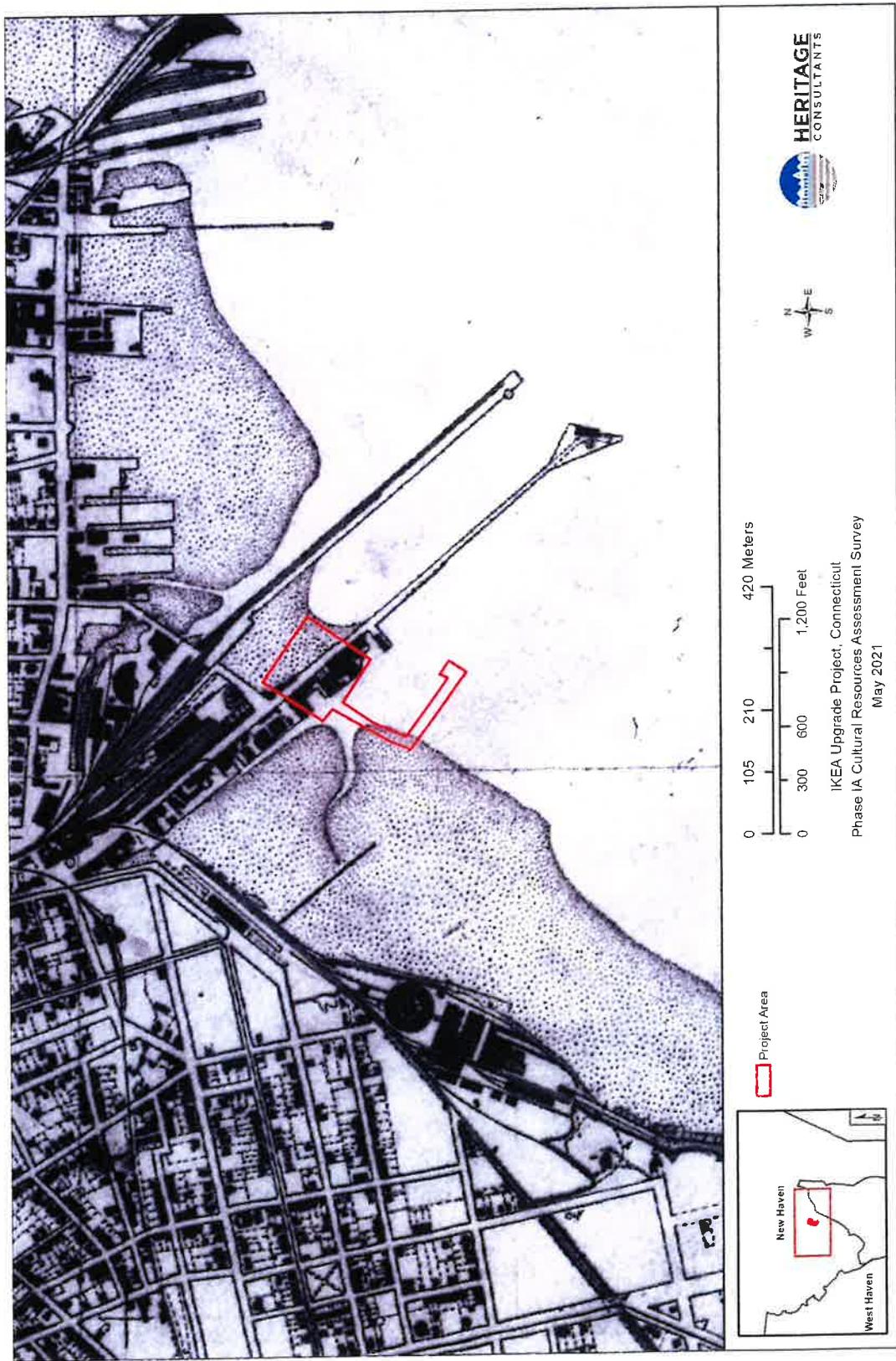


Figure 3. Excerpt from an 1877 historical map showing the location of the project area in New Haven, Connecticut.

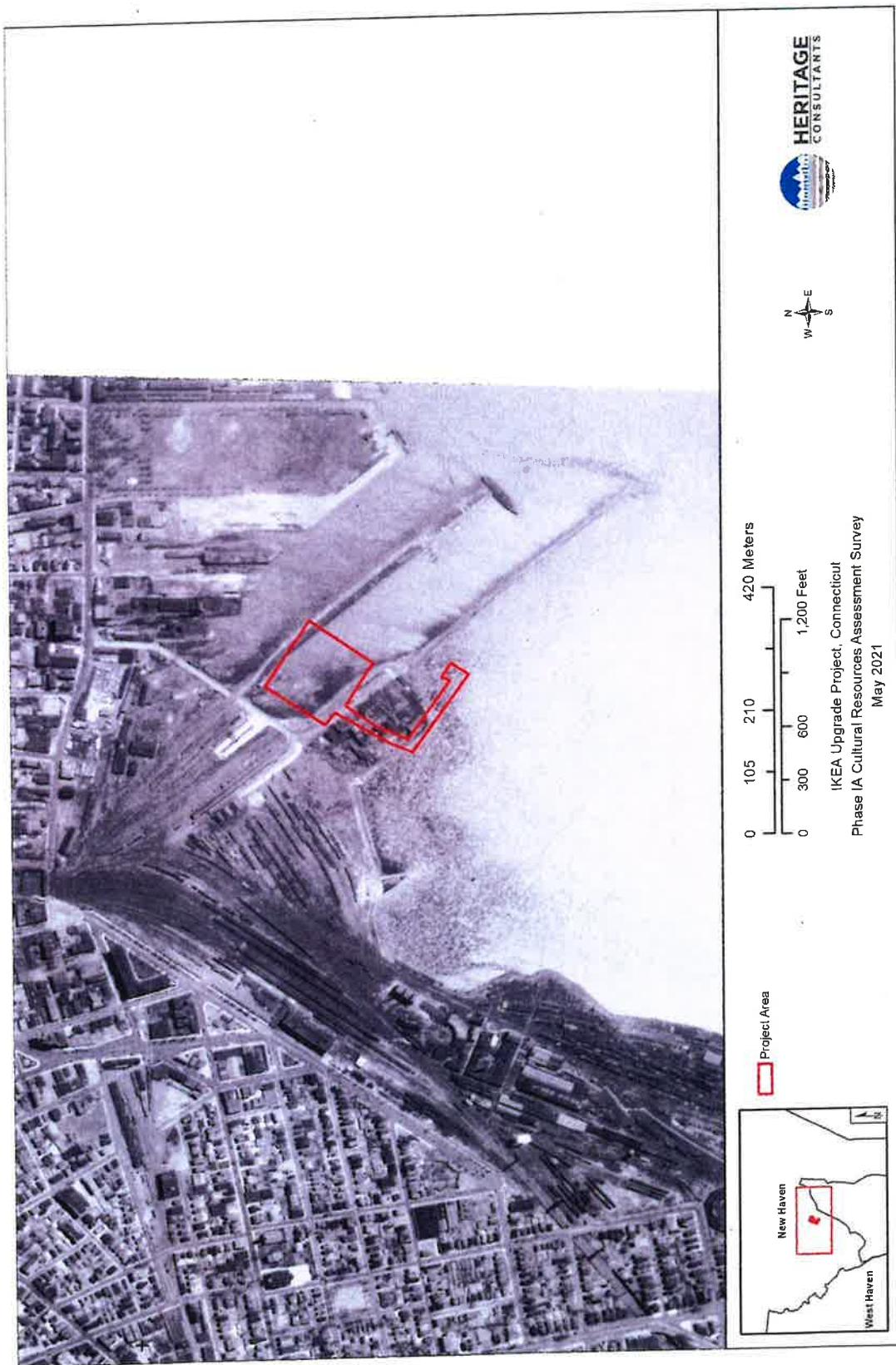


Figure 4. Excerpt from a 1934 aerial photograph showing the location of the project area in New Haven, Connecticut.

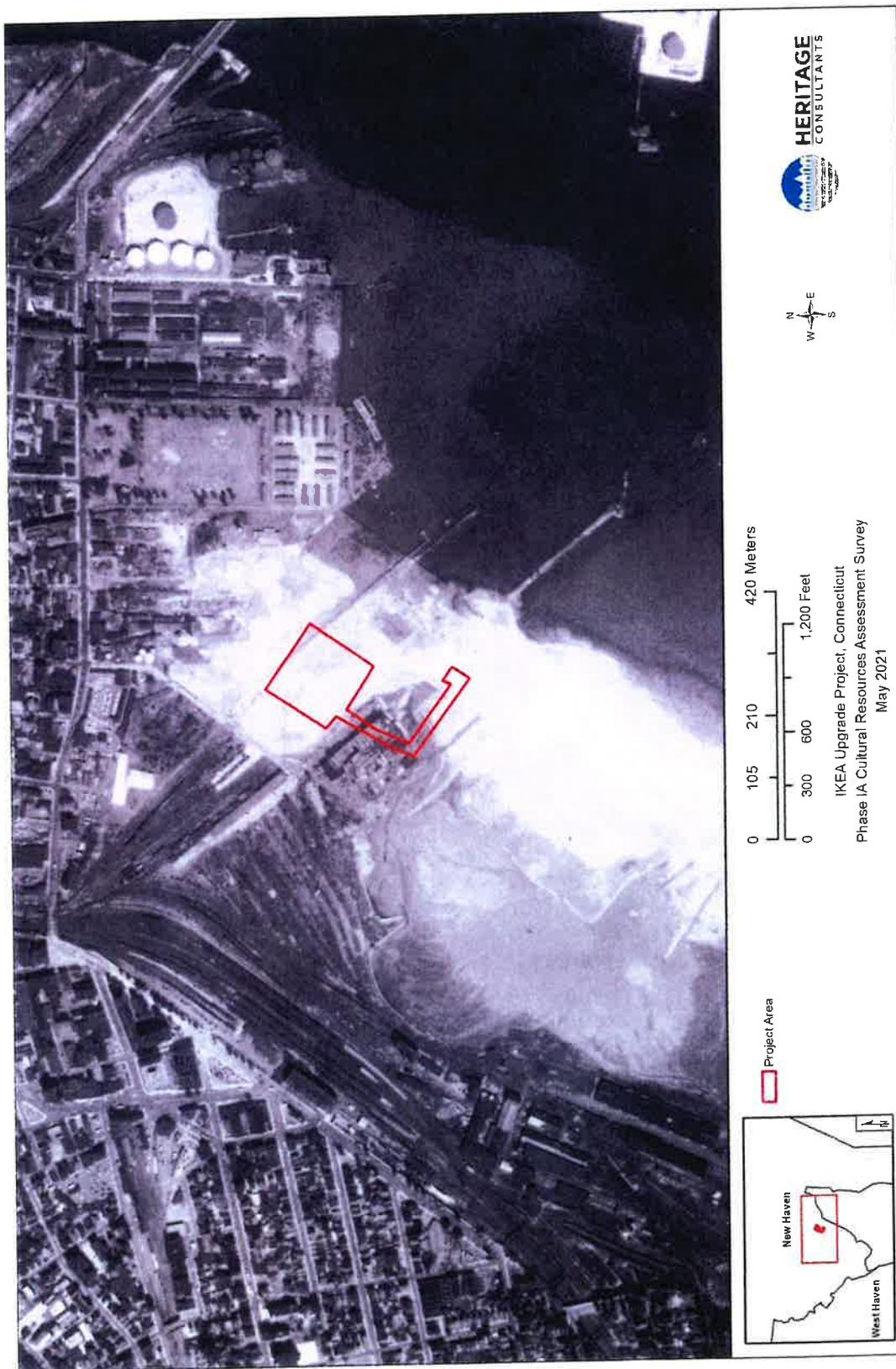


Figure 5. Excerpt from a 1951 aerial photograph showing the location of the project area in New Haven, Connecticut.



Figure 6. Excerpt from a 1965 aerial photograph showing the location of the project area in New Haven, Connecticut.

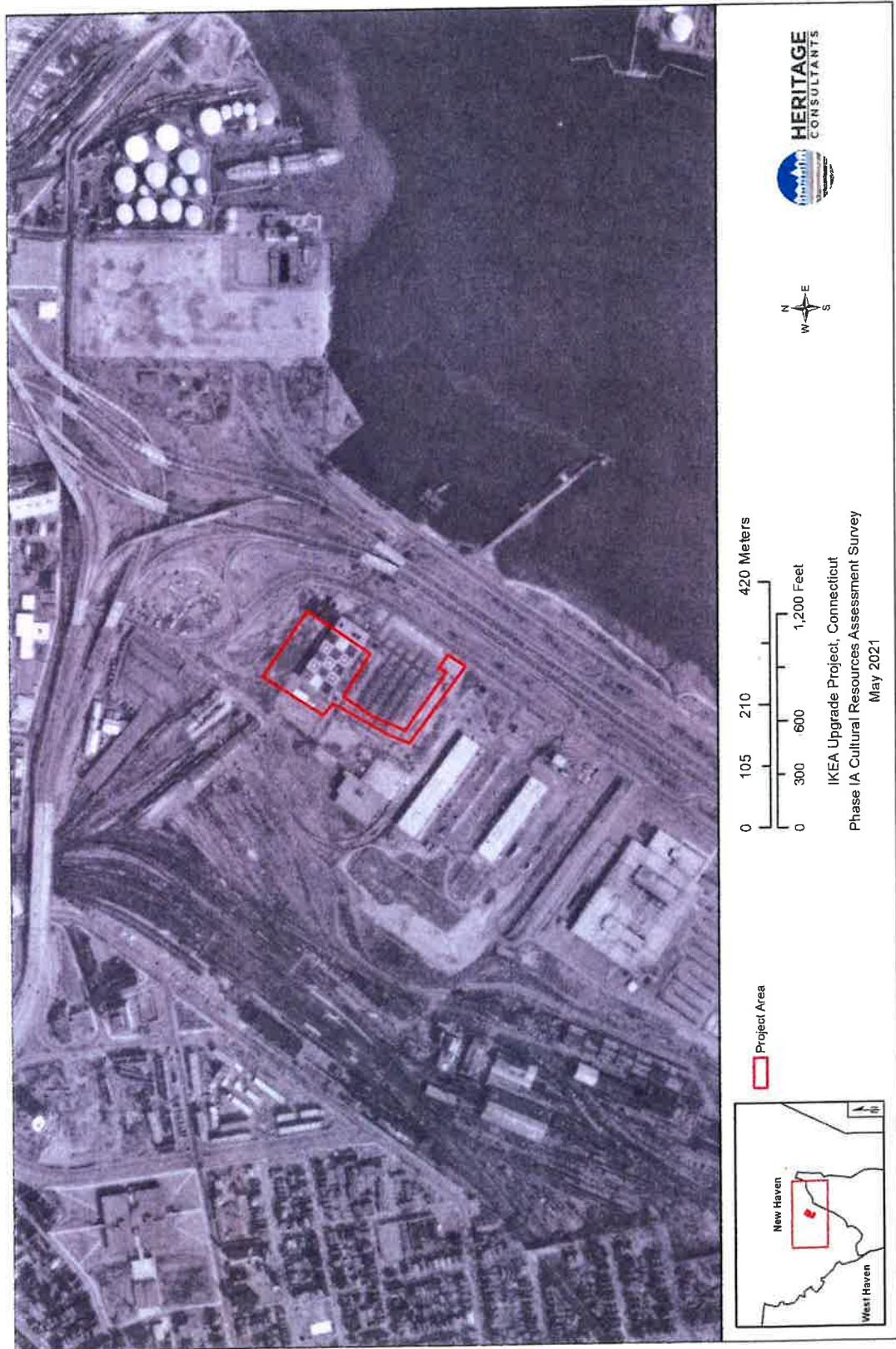


Figure 7. Excerpt from a 1970 aerial photograph showing the location of the project area in New Haven, Connecticut.

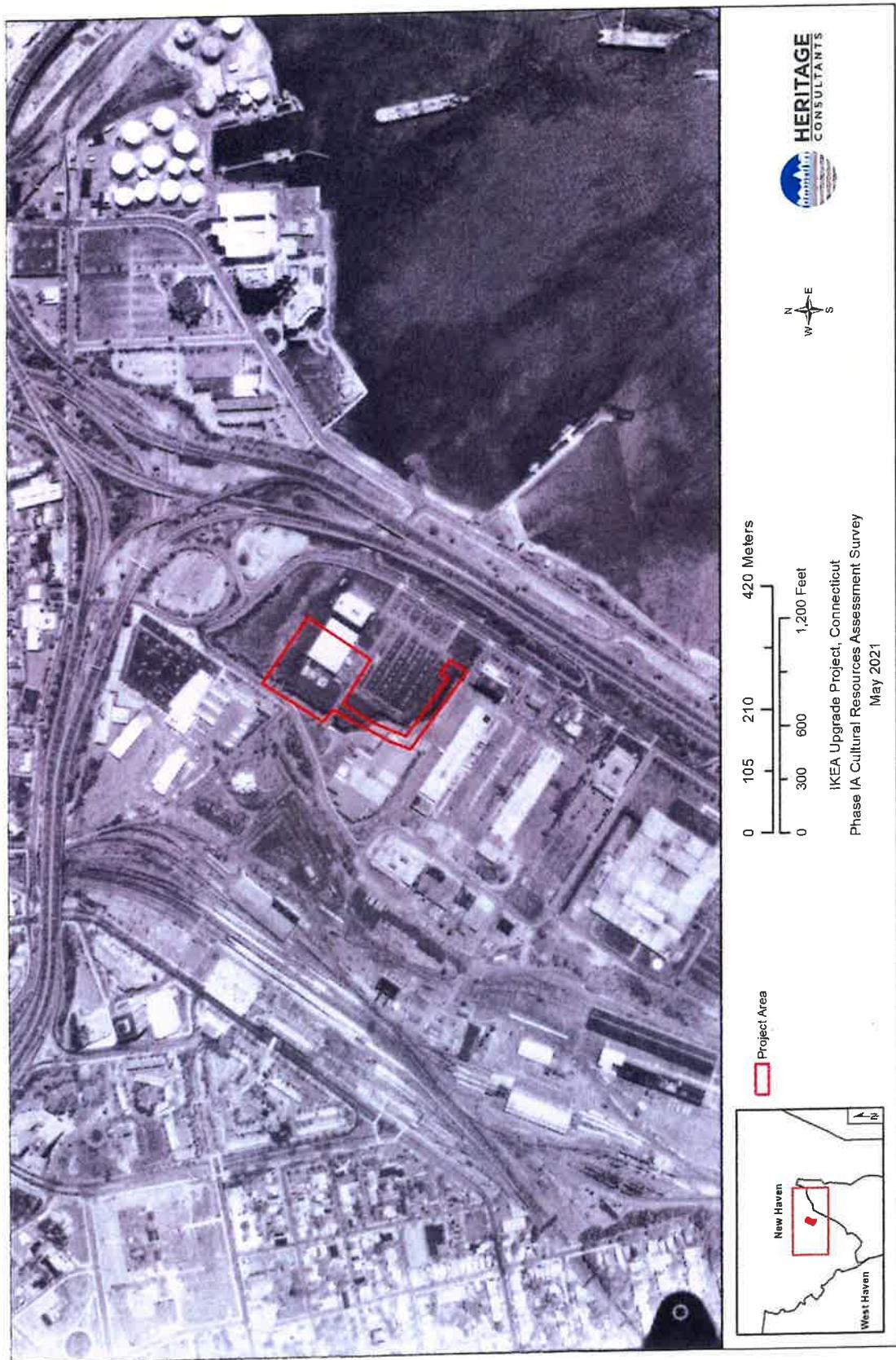


Figure 8. Excerpt from a 1995 aerial photograph showing the location of the project area in New Haven, Connecticut.

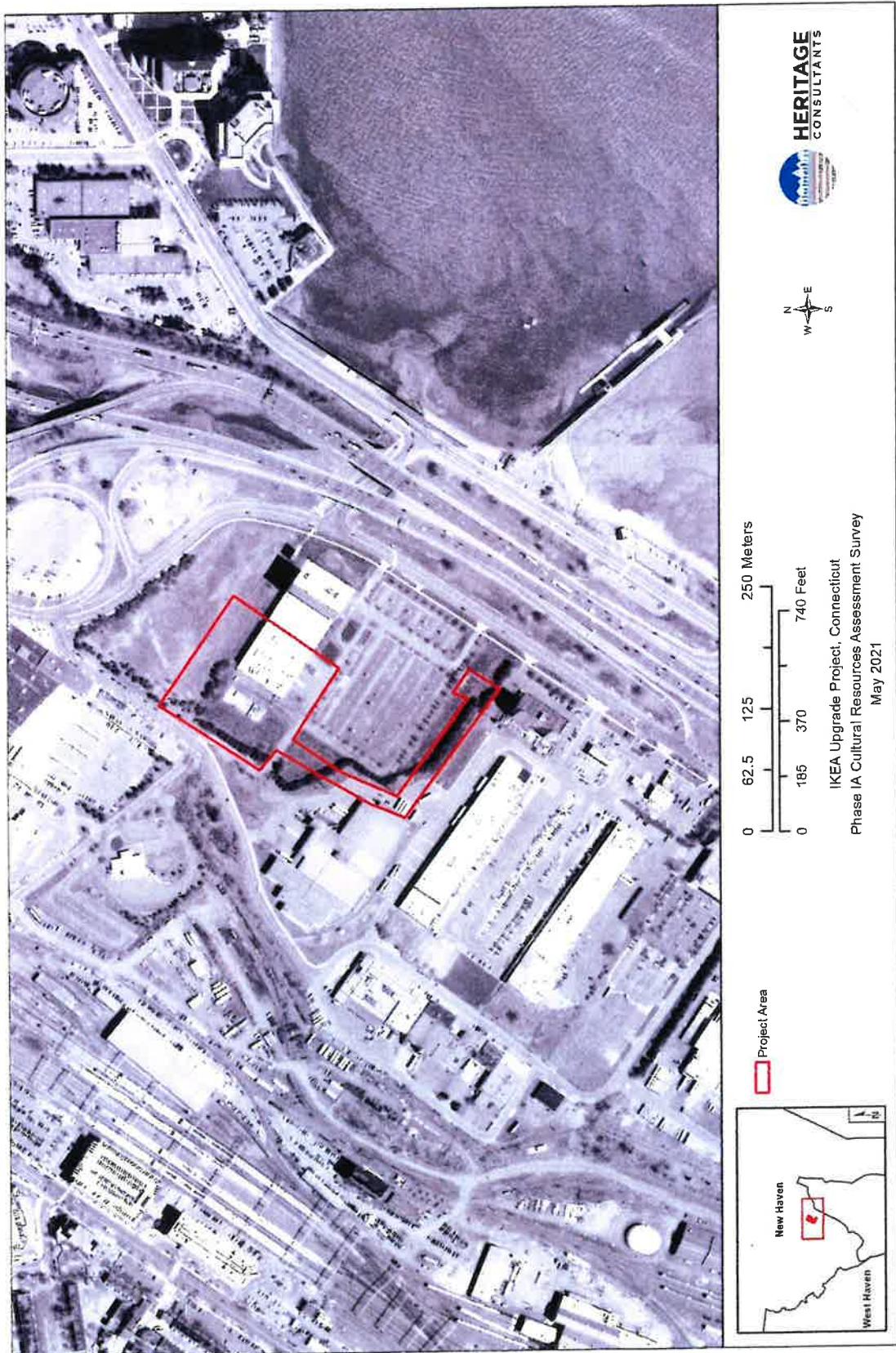


Figure 9. Excerpt from a 2004 aerial photograph showing the location of the project area in New Haven, Connecticut.

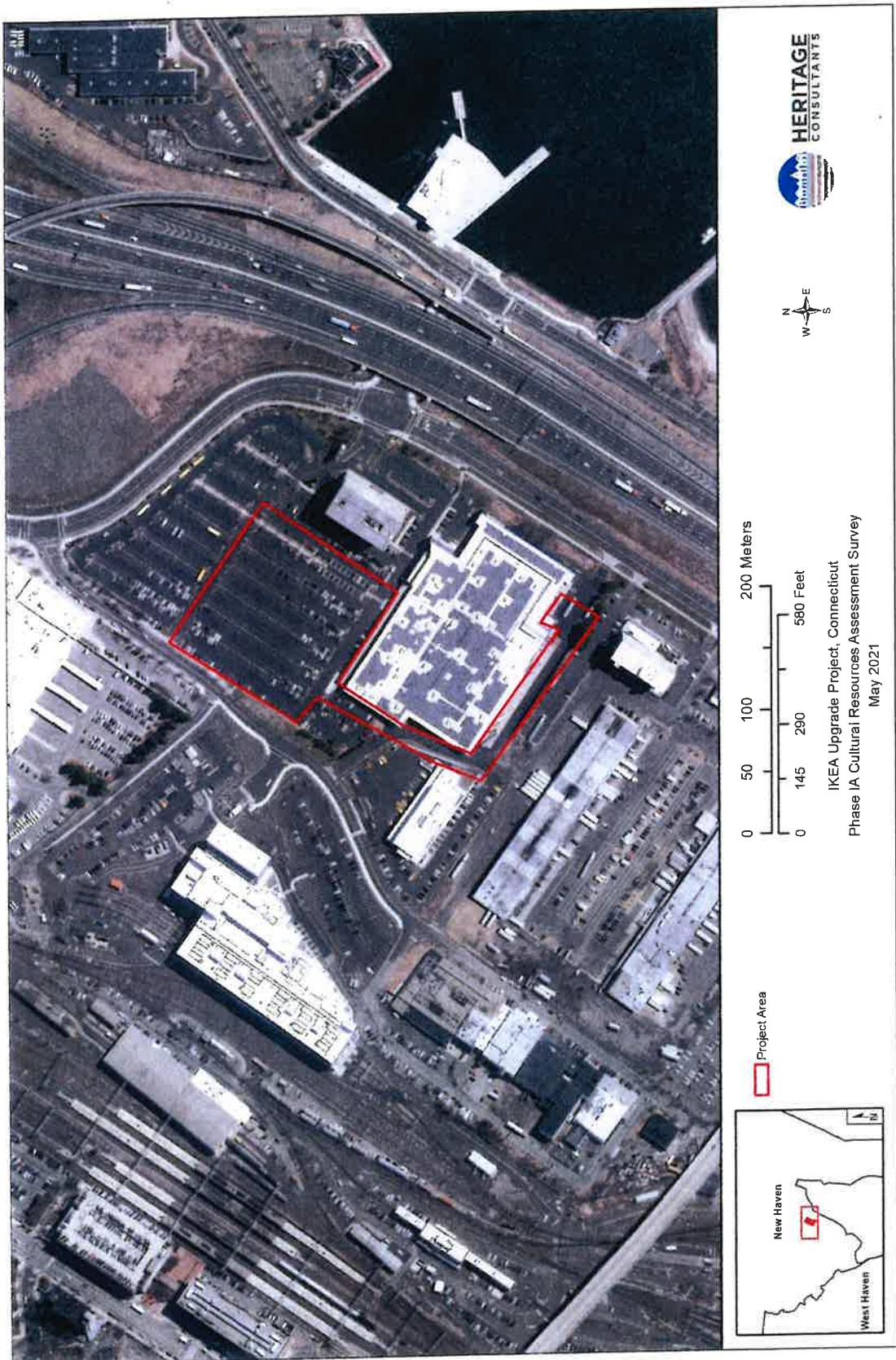


Figure 10. Excerpt from a 2019 aerial photograph showing the location of the project area in New Haven, Connecticut.



Figure 11. Excerpt from a 2019 aerial photograph showing the location of previously identified archaeological sites in the vicinity of the project area in New Haven, Connecticut.

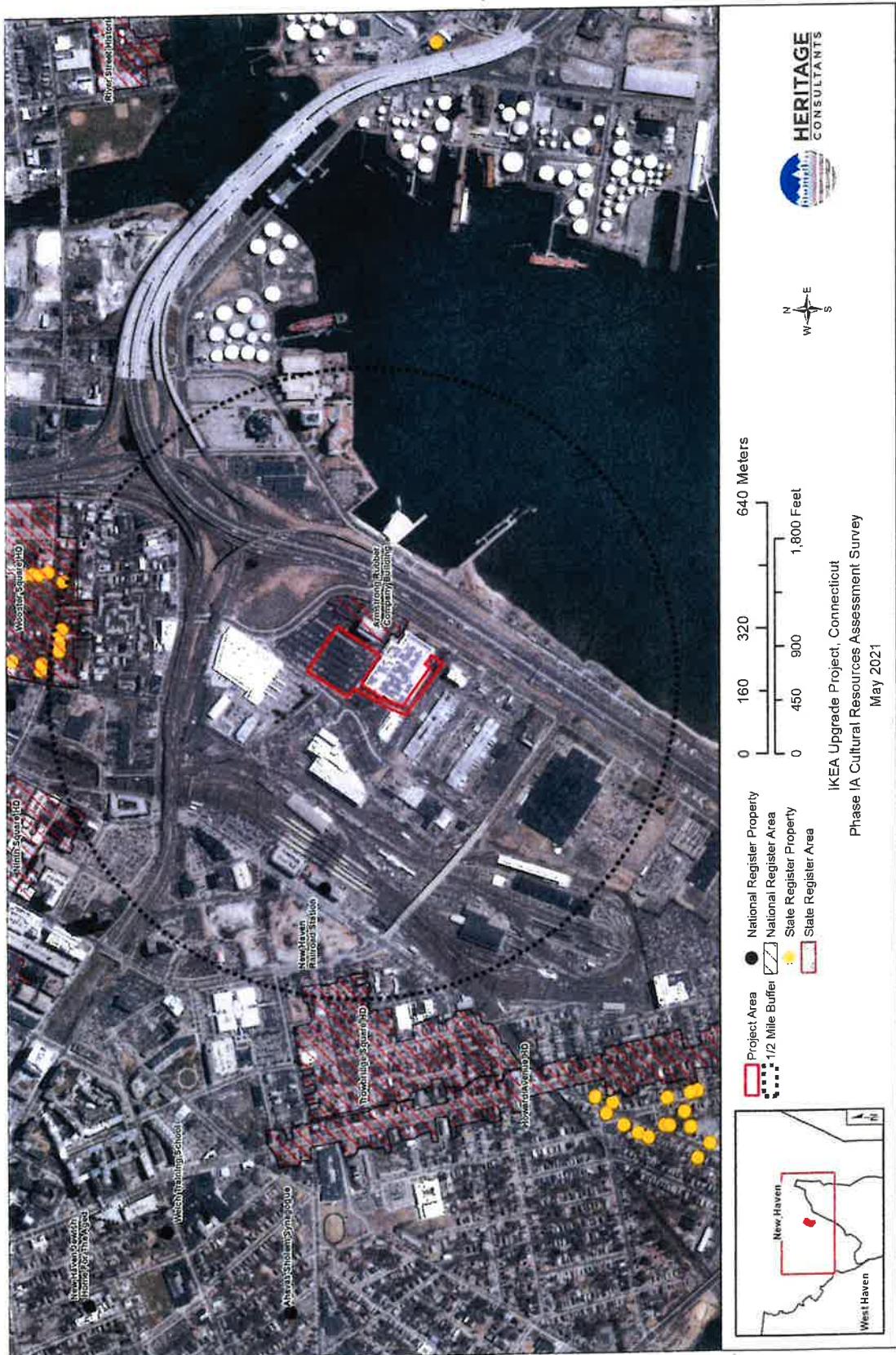


Figure 12. Excerpt from a 2019 aerial photograph showing the location of previously identified National Register of Historic Places properties in the vicinity of the project area in New Haven, Connecticut.

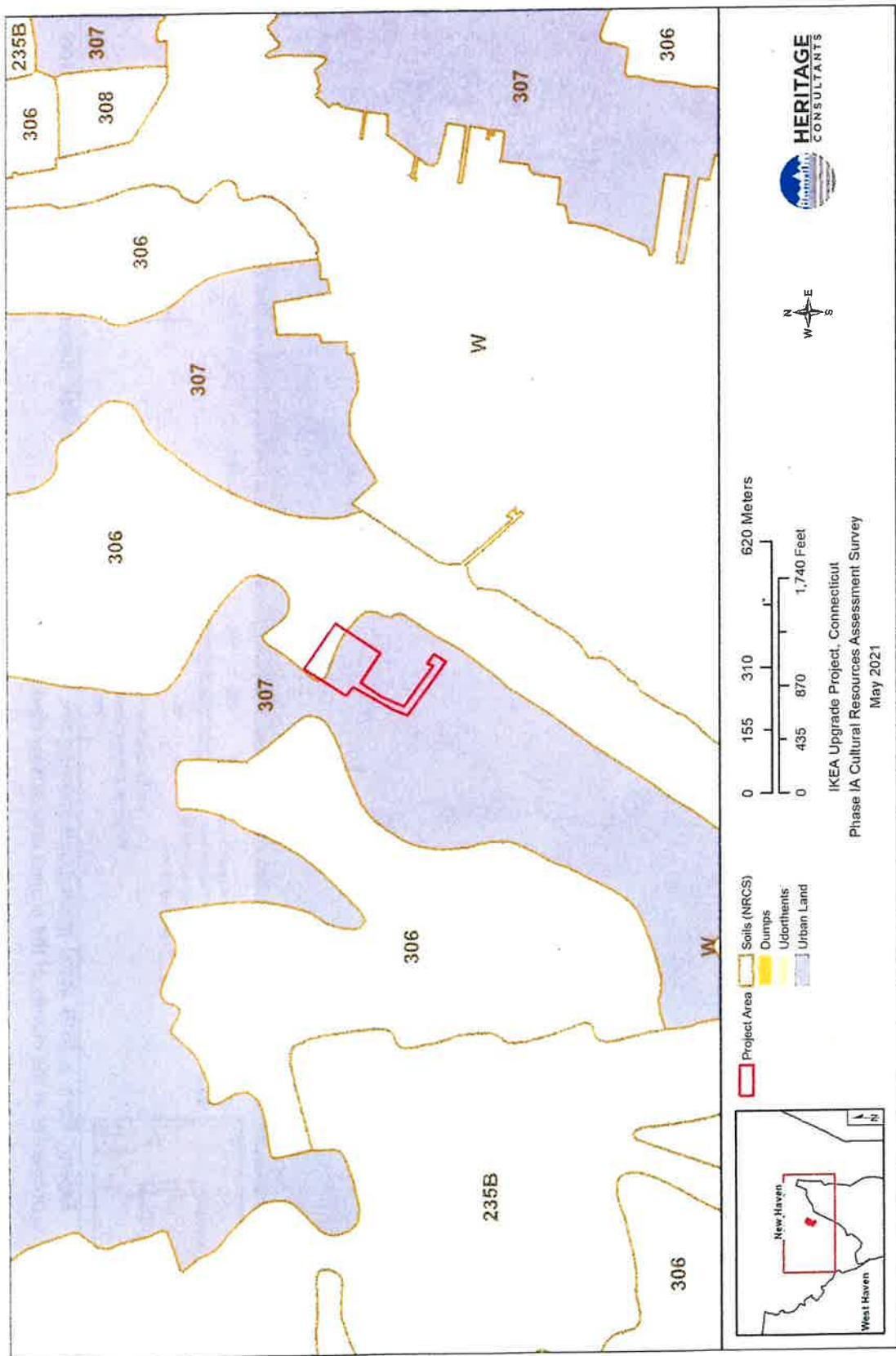


Figure 13. Digital map depicting the soil types present in the vicinity of the project area in New Haven, Connecticut.

EXHIBIT 7



USFWS & NDDB COMPLIANCE

July 1, 2021

Mr. Chris Miller, Project Development
Distributed Solar Operations, LLC
200 Harborside Drive, Suite 200
Schenectady, NY 12305

Re: IKEA New Haven Solar Carport, 450 Sargent Drive, New Haven, Connecticut
APT Job No: CT619140

On behalf of Distributed Solar Development, All-Points Technology Corporation, P.C. ("APT") performed an evaluation with respect to possible federally- and state-listed, threatened, endangered or special concern species in order to determine if the proposed referenced solar energy generation facility ("Project") would result in a potential adverse effect to listed species.

APT understands that Distributed Solar Development intends to lease a portion of the ±16.7-acre Property for development of a ±1.25-megawatt (AC) carport solar photovoltaic electric generating facility at 450 Sargent Drive, New Haven, Connecticut ("Subject Property").

USFWS

The federal consultation was completed in accordance with Federal Communications Commission ("FCC") rules implementing the National Environmental Policy Act ("NEPA") and Section 7 of the Endangered Species Act through the U.S. Fish and Wildlife Service's ("USFWS") Information, Planning, and Conservation System ("IPaC"). Based on the results of the IPaC review, one federally-listed¹ threatened species is known to occur in the vicinity of the Subject Property documented as the Red Knot (*Calidris canutus rufa*). As a result of this preliminary finding, APT performed an evaluation to determine if the proposed referenced Facility would result in a likely adverse effect to Red Knot.

A Biological Assessment was performed for Red Knot through the IPaC system. The red knot is a shorebird typically found along the Connecticut coastline during northbound and southbound migration. These birds spend most of their time foraging along the waterline within the intertidal zone. Not known to occur at inland locations, red knots can be found on Connecticut's barrier beaches from mid-April to the end of May, and then again from July through mid-September². Sometimes non-breeding individuals may linger along Connecticut barrier beaches between migratory periods, and late individuals may pass through on southbound migration well into November.

Coastal habitats used by red knots in migration and wintering areas are similar in character, generally coastal marine and estuarine (partially enclosed tidal area where fresh and saltwater mixes) habitats

¹ Listing under the federal Endangered Species Act

² Connecticut Audubon Society Bird Finder for May 23: Red Knot - <http://www.ctaudubon.org/2014/05/connecticut-audubon-society-bird-finder-for-may-23-red-knot/#sflash.oT1QBhV3.dpuf>

with large areas of exposed intertidal sediments³. Migration and wintering habitats include both high-energy ocean- or bay-front areas, as well as tidal flats in more sheltered bays and lagoons. Preferred wintering and migration microhabitats are muddy or sandy coastal areas, specifically, the mouths of bays and estuaries, unimproved tidal inlets, and tidal flats. In many wintering and stopover areas, quality high-tide roosting habitat (i.e., close to feeding areas, protected from predators, with sufficient space during the highest tides, free from excessive human disturbance) is limited.

The proposed Project action area is located inland within the paved parking lot of the New Haven IKEA facility, surrounded by other urbanized developments, which does not support red knot habitat. The nearest coastline habitat potentially supporting red knot habitat (New Haven Harbor; coastal beaches, rocky shores, sand, and mud flats) is located ± 0.1 mile south of the Project across Interstate 95. Therefore, since no suitable habitat (either feeding or roosting) for red knot is supported within the Project action area, the Project would result in "No effect" to this species and no consultation with USFWS is required. Please refer to the attached Biological Assessment report.

NDDB

No known areas of state-listed species are currently depicted on the most recent CTDEEP NDDB Maps in the location of the proposed Project or adjacent areas. Please refer to the enclosed NDDB Map which depicts the nearest NDDB buffer $\pm .33$ -mile north of the Subject Property. Since the proposed Project and Subject Property are not located within a NDDB buffer area, consultation with DEEP is not required in accordance with their review policy⁴ or the Connecticut Siting Council's review policy.

Therefore, the proposed Distributed Solar facility is not anticipated to adversely impact any federal or state threatened, endangered or species of special concern.

Sincerely,
All-Points Technology Corporation, P.C.



Dean Gustafson
Senior Biologist

Enclosures

³ US Fish and Wildlife Service. Rufa Red Knot Background Information and Threats Assessment, Supplement to Endangered and Threatened Wildlife and Plants; Final Threatened Status for the Rufa Red Knot (*Calidris canutus rufa*). November 2014. 383 pp.

⁴ DEEP Requests for NDDB State Listed Species Reviews.
http://www.ct.gov/deep/cwp/view.asp?a=2702&q=323466&deepNav_GID=1628%20

USFWS Red Knot Biological Assessment

Distributed Solar Ikea New Haven

Biological Assessment

Prepared using IPaC

Generated by Deborah Gustafson (dleonardo@allpointstech.com)

July 1, 2021

The purpose of this Biological Assessment (BA) is to assess the effects of the proposed project and determine whether the project may affect any Federally threatened, endangered, proposed or candidate species. This BA is prepared in accordance with legal requirements set forth under Section 7 of the Endangered Species Act (16 U.S.C. 1536 (c)).

In this document, any data provided by U.S. Fish and Wildlife Service is based on data as of July 1, 2021.

Prepared using IPaC version 5.61.0

Distributed Solar Ikea New Haven Biological Assessment

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1 Description Of The Action

1.1 Project Name

Distributed Solar Ikea New Haven

1.2 Executive Summary

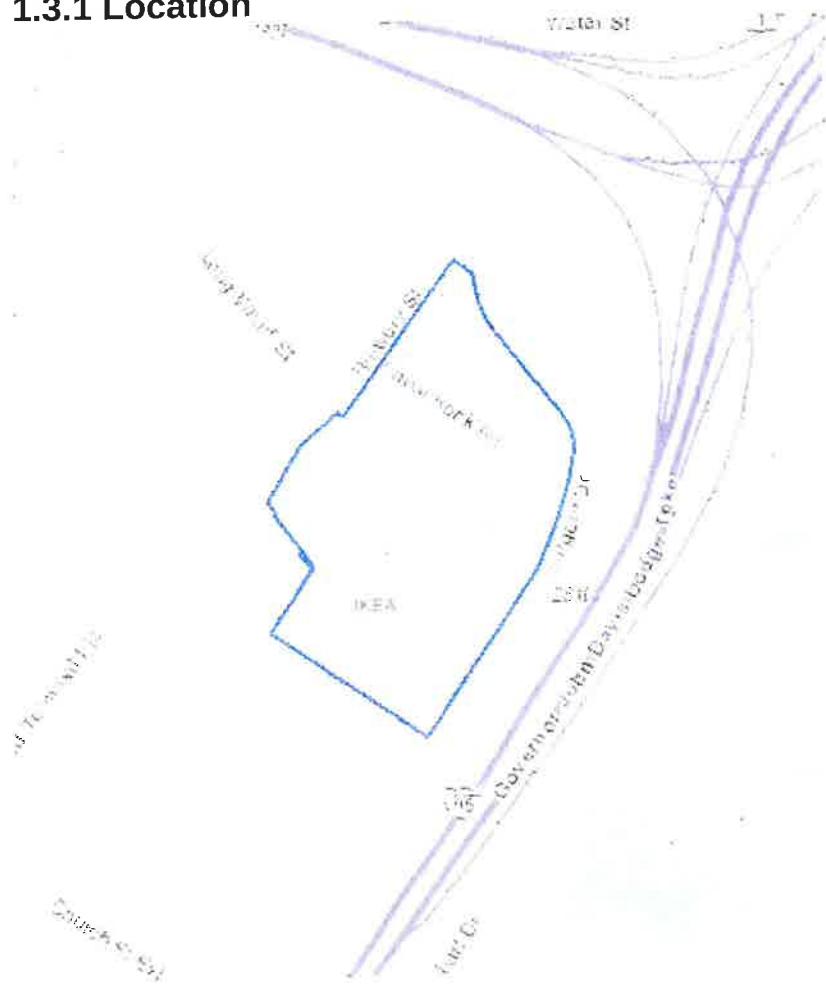
The proposed solar carport will be installed within an existing developed commercial facility consisting of the New Haven IKEA facility, within a paved parking lot. No wildlife habitat existing within the project area, which is characterized by urbanized development and surrounded by urbanized development. The nearest possible red knot habitat is potentially located in New Haven Harbor, which is separated from the project area by Interstate 95.

Therefore, the proposed project would have no effect on red knot.

Effect determination summary

1.3 Project Description

1.3.1 Location



LOCATION
New Haven County, Connecticut

1.3.2 Description of project habitat

The project consists of installation of two solar carport canopies in a paved parking lot that serves the existing New Haven IKEA building. The project area is entirely developed and surrounded by urbanized developments and does not provide any wildlife habitat.

1.3.3 Project proponent information

Provide information regarding who is proposing to conduct the project, and their contact information. Please provide details on whether there is a Federal nexus.

Requesting Agency

All-Points Technology Corporation, P.C.

FULL NAME

Deborah Gustafson

STREET ADDRESS

567 Vauxhall Street Extension

Suite 311

CITY
Waterford

STATE
CT

ZIP
06235

PHONE NUMBER
(860) 984-9514

E-MAIL ADDRESS
dleonardo@allpointstech.com

Lead agency
CT Siting Council

1.3.4 Project purpose

Distributed Solar is proposing construction of two PV solar carport canopies within the existing New Haven IKEA parking lot to provide clean renewable energy for the IKEA building. Electrical interconnect between the solar carport installation and the IKEA building would occur underground and overhead through existing developed portions of the property.

1.3.5 Project type and deconstruction

This project is a solar power plant construction project.

1.3.5.1 Project map



LEGEND



Project footprint



Solar PV Carport: Install photovoltaic panels



Utility Interconnection: Photovoltaic solar power plant (structure)

1.3.5.2 photovoltaic solar power plant

Structure completion date

August 31, 2021

Removal/decommission date (if applicable)

Not applicable

Stressors

This activity is not expected to have any impact on the environment.

Description

The solar carport installation would occur within an existing parking lot and the utility interconnection would be located within existing developed areas associated with the existing New Haven IKEA building.

1.3.5.3 install photovoltaic panels

Activity start date

August 31, 2021

Activity end date

Unspecified

Stressors

This activity is not expected to have any impact on the environment.

Description

The PV panels will be installed on carport canopies overlying an existing paved parking lot.

1.3.6 Anticipated environmental stressors

Describe the anticipated effects of your proposed project on the aspects of the land, air and water that will occur due to the activities above. These should be based on the activity deconstructions done in the previous section and will be used to inform the action area.

1.4 Action Area



1.5 Conservation Measures

Describe any proposed measures being implemented as part of the project that are designed to reduce the impacts to the environment and their resulting effects to listed species. To avoid extra verbiage, don't list measures that have no relevance to the species being analyzed.

No conservation measures have been selected for this project.

1.6 Prior Consultation History

No previous consultations have occurred on this project with USFWS.

1.7 Other Agency Partners And Interested Parties

Connecticut Siting Council

Ten Franklin Square

New Britain, CT 06051

(860) 827-2935

Executive Director: Melanie Bachman

Role: Petition for Declaratory Ruling

1.8 Other Reports And Helpful Information

All information has been provided on this project. No other information is required.

2 Species Effects Analysis

This section describes, species by species, the effects of the proposed action on listed, proposed, and candidate species, and the habitat on which they depend. In this document, effects are broken down as direct interactions (something happening directly to the species) or indirect interactions (something happening to the environment on which a species depends that could then result in effects to the species).

These interactions encompass effects that occur both during project construction and those which could be ongoing after the project is finished. All effects, however, should be considered, including effects from direct and indirect interactions and cumulative effects.

2.1 Red Knot

This species has been excluded from analysis in this environmental review document.

Relevant documentation

- Topo Subsurface CAD IKEA UPGRADE NEW HAVEN CPY- IX 031621

A review of the project area was performed by Dean Gustafson, Senior Biologist, All-Points Technology Corp., P.C. The project area is entirely developed consisting of a paved parking lot that serves the New Haven IKEA building. The IKEA facility is entirely surrounded by existing urbanized developments and is separated from New Haven Harbor (nearest possible red knot habitat) by Interstate 95. Project plans are attached.

Justification for exclusion

The project area is entirely developed consisting of a paved parking lot that serves the New Haven IKEA building and does not provide any possible suitable habitat for red knot. The IKEA facility is entirely surrounded by existing urbanized developments and is separated from New Haven Harbor (nearest possible red knot habitat) by Interstate 95.

3 Critical Habitat Effects Analysis

No critical habitats intersect with the project action area.

4 Summary Discussion, Conclusion, And Effect Determinations

4.1 Effect Determination Summary

SPECIES (COMMON NAME)	SCIENTIFIC NAME	LISTING STATUS	PRESENT IN ACTION AREA	EFFECT DETERMINATION
<u>Red Knot</u>	Calidris canutus rufa	Threatened	No	NE

4.2 Summary Discussion

The proposed solar carport will be installed within an existing developed commercial facility consisting of the New Haven IKEA facility, within a paved parking lot. No wildlife habitat existing within the project area, which is characterized by urbanized development and surrounded by urbanized development. The nearest possible red knot habitat is potentially located in New Haven Harbor, which is separated from the project area by Interstate 95.

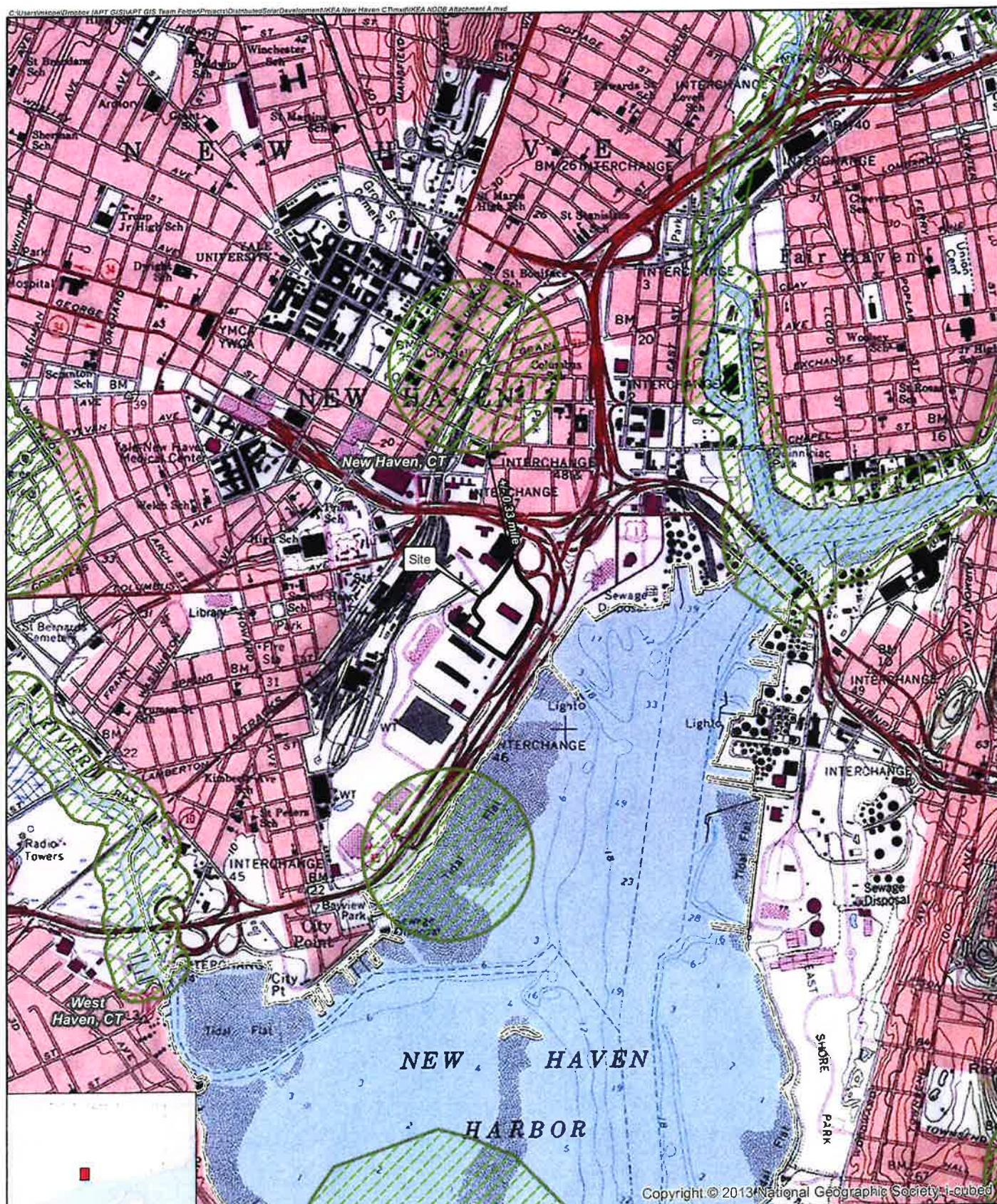
Therefore, the proposed project would have no effect on red knot.

4.3 Conclusion

The proposed solar carport will be installed within an existing developed commercial facility consisting of the New Haven IKEA facility, within a paved parking lot. No wildlife habitat existing within the project area, which is characterized by urbanized development and surrounded by urbanized development. The nearest possible red knot habitat is potentially located in New Haven Harbor, which is separated from the project area by Interstate 95.

Therefore, the proposed project would have no effect on red knot.

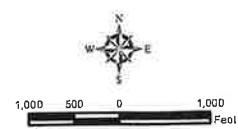
NDDB Map



Legend

- Site
- Natural Diversity Database (updated June 2021)
- Municipal Boundary

Map Notes:
 Base Map Source: USGS 7.5 Minute Topographic Quadrangle Map, New Haven, CT (1984)
 Map Scale: 1:24,000
 Map Date: June 2021



Attachment A: Overview Map

Proposed Solar Energy Facility
 IKEA 2020 Upgrade New Haven
 450 Sargent Drive
 New Haven, Connecticut



EXHIBIT 8

EXHIBIT 9



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2021-ANE-4287-OE

Issued Date: 07/02/2021

Kevin A. McCaffery, PE
All-Points Technology Corporation - Engineering
3 Saddlebrook Dr
Killingworth, CT 06419

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Crane Point 1
Location:	New Haven, CT
Latitude:	41-17-51.86N NAD 83
Longitude:	72-55-10.88W
Heights:	4 feet site elevation (SE) 35 feet above ground level (AGL) 39 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does not exceed obstruction standards and would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

****SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION****

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-ANE-4287-OE

Signature Control No: 485193444-486873247

Stephanie Kimmel
Specialist

(TMP)

Additional Condition(s) or Information for ASN 2021-ANE-4287-OE

Proposal: To construct and/or operate a(n) Crane to a height of 35 feet above ground level, 39 feet above mean sea level.

Location: The structure will be located 2.52 nautical miles northwest of HVN Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Aeronautical study revealed that the temporary structure will not exceed any Part 77 obstruction standard. Aeronautical study confirmed that the temporary structure will have no effect on any existing or proposed arrival, departure or en route instrument/visual flight rules (IFR/VFR) operations or procedures. Additionally, aeronautical study confirmed that the temporary structure will have no physical or electromagnetic effect on the operation of air navigation and communications facilities and will not impact any airspace and routes used by the military. Based on this aeronautical study, the FAA finds that the temporary structure will have no adverse effect on air navigation and will not impact any aeronautical operations or procedures.

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, marked-Chapters 3(Marked),14(Temporary),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that the manager of YALE NEW HAVEN HOSPITAL, (203) 688-1810 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

This determination expires on 01/02/2023 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

Sectional Map for ASN 2021-ANE-4287-OE





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10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2021-ANE-4288-OE

Issued Date: 07/02/2021

Kevin A. McCaffery, PE
All-Points Technology Corporation - Engineering
3 Saddlebrook Dr
Killingworth, CT 06419

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Crane Point 2
Location:	New Haven, CT
Latitude:	41-17-50.57N NAD 83
Longitude:	72-55-08.32W
Heights:	4 feet site elevation (SE) 35 feet above ground level (AGL) 39 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does not exceed obstruction standards and would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

****SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION****

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-ANE-4288-OE

Signature Control No: 485193445-486873245

('TMP)

Stephanie Kimmel
Specialist

Additional Condition(s) or Information for ASN 2021-ANE-4288-OE

Proposal: To construct and/or operate a(n) Crane to a height of 35 feet above ground level, 39 feet above mean sea level.

Location: The structure will be located 2.52 nautical miles northwest of HVN Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Aeronautical study revealed that the temporary structure will not exceed any Part 77 obstruction standard. Aeronautical study confirmed that the temporary structure will have no effect on any existing or proposed arrival, departure or en route instrument/visual flight rules (IFR/VFR) operations or procedures. Additionally, aeronautical study confirmed that the temporary structure will have no physical or electromagnetic effect on the operation of air navigation and communications facilities and will not impact any airspace and routes used by the military. Based on this aeronautical study, the FAA finds that the temporary structure will have no adverse effect on air navigation and will not impact any aeronautical operations or procedures.

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It is required that the manager of YALE NEW HAVEN HOSPITAL, (203) 688-1810 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

This determination expires on 01/02/2023 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

Sectional Map for ASN 2021-ANE-4288-OE





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10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2021-ANE-4289-OE

Issued Date: 07/02/2021

Kevin A. McCaffery, PE
All-Points Technology Corporation - Engineering
3 Saddlebrook Dr
Killingworth, CT 06419

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Crane Point 3
Location:	New Haven, CT
Latitude:	41-17-47.65N NAD 83
Longitude:	72-55-10.99W
Heights:	6 feet site elevation (SE) 35 feet above ground level (AGL) 41 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does not exceed obstruction standards and would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

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If you have any questions, please contact our office at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-ANE-4289-OE

Signature Control No: 485193446-486873243

(TMP)

Stephanie Kimmel
Specialist

Additional Condition(s) or Information for ASN 2021-ANE-4289-OE

Proposal: To construct and/or operate a(n) Crane to a height of 35 feet above ground level, 39 feet above mean sea level.

Location: The structure will be located 2.52 nautical miles northwest of HVN Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Aeronautical study revealed that the temporary structure will not exceed any Part 77 obstruction standard. Aeronautical study confirmed that the temporary structure will have no effect on any existing or proposed arrival, departure or en route instrument/visual flight rules (IFR/VFR) operations or procedures. Additionally, aeronautical study confirmed that the temporary structure will have no physical or electromagnetic effect on the operation of air navigation and communications facilities and will not impact any airspace and routes used by the military. Based on this aeronautical study, the FAA finds that the temporary structure will have no adverse effect on air navigation and will not impact any aeronautical operations or procedures.

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

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Sectional Map for ASN 2021-ANE-4289-OE





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10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2021-ANE-4290-OE

Issued Date: 07/02/2021

Kevin A. McCaffery, PE
All-Points Technology Corporation - Engineering
3 Saddlebrook Dr
Killingworth, CT 06419

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Crane Point 4
Location:	New Haven, CT
Latitude:	41-17-49.27N NAD 83
Longitude:	72-55-14.20W
Heights:	5 feet site elevation (SE) 35 feet above ground level (AGL) 40 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does not exceed obstruction standards and would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

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This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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If you have any questions, please contact our office at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-ANE-4290-OE

(TMP)

Signature Control No: 485193447-486873244

Stephanie Kimmel
Specialist

Additional Condition(s) or Information for ASN 2021-ANE-4290-OE

Proposal: To construct and/or operate a(n) Crane to a height of 35 feet above ground level, 39 feet above mean sea level.

Location: The structure will be located 2.52 nautical miles northwest of HVN Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

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Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, marked-Chapters 3(Marked),14(Temporary),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that the manager of YALE NEW HAVEN HOSPITAL, (203) 688-1810 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

This determination expires on 01/02/2023 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

Sectional Map for ASN 2021-ANE-4290-OE





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2021-ANE-4291-OE

Issued Date: 07/02/2021

Kevin A. McCaffery, PE
All-Points Technology Corporation - Engineering
3 Saddlebrook Dr
Killingworth, CT 06419

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Crane Point 5
Location:	New Haven, CT
Latitude:	41-17-51.47N NAD 83
Longitude:	72-55-12.22W
Heights:	4 feet site elevation (SE) 35 feet above ground level (AGL) 39 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does not exceed obstruction standards and would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

****SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION****

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-ANE-4291-OE

Signature Control No: 485193448-486873242

(TMP)

Stephanie Kimmel
Specialist

Additional Condition(s) or Information for ASN 2021-ANE-4291-OE

Proposal: To construct and/or operate a(n) Crane to a height of 35 feet above ground level, 39 feet above mean sea level.

Location: The structure will be located 2.52 nautical miles northwest of HVN Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Aeronautical study revealed that the temporary structure will not exceed any Part 77 obstruction standard. Aeronautical study confirmed that the temporary structure will have no effect on any existing or proposed arrival, departure or en route instrument/visual flight rules (IFR/VFR) operations or procedures. Additionally, aeronautical study confirmed that the temporary structure will have no physical or electromagnetic effect on the operation of air navigation and communications facilities and will not impact any airspace and routes used by the military. Based on this aeronautical study, the FAA finds that the temporary structure will have no adverse effect on air navigation and will not impact any aeronautical operations or procedures.

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, marked-Chapters 3(Marked),14(Temporary),&15.

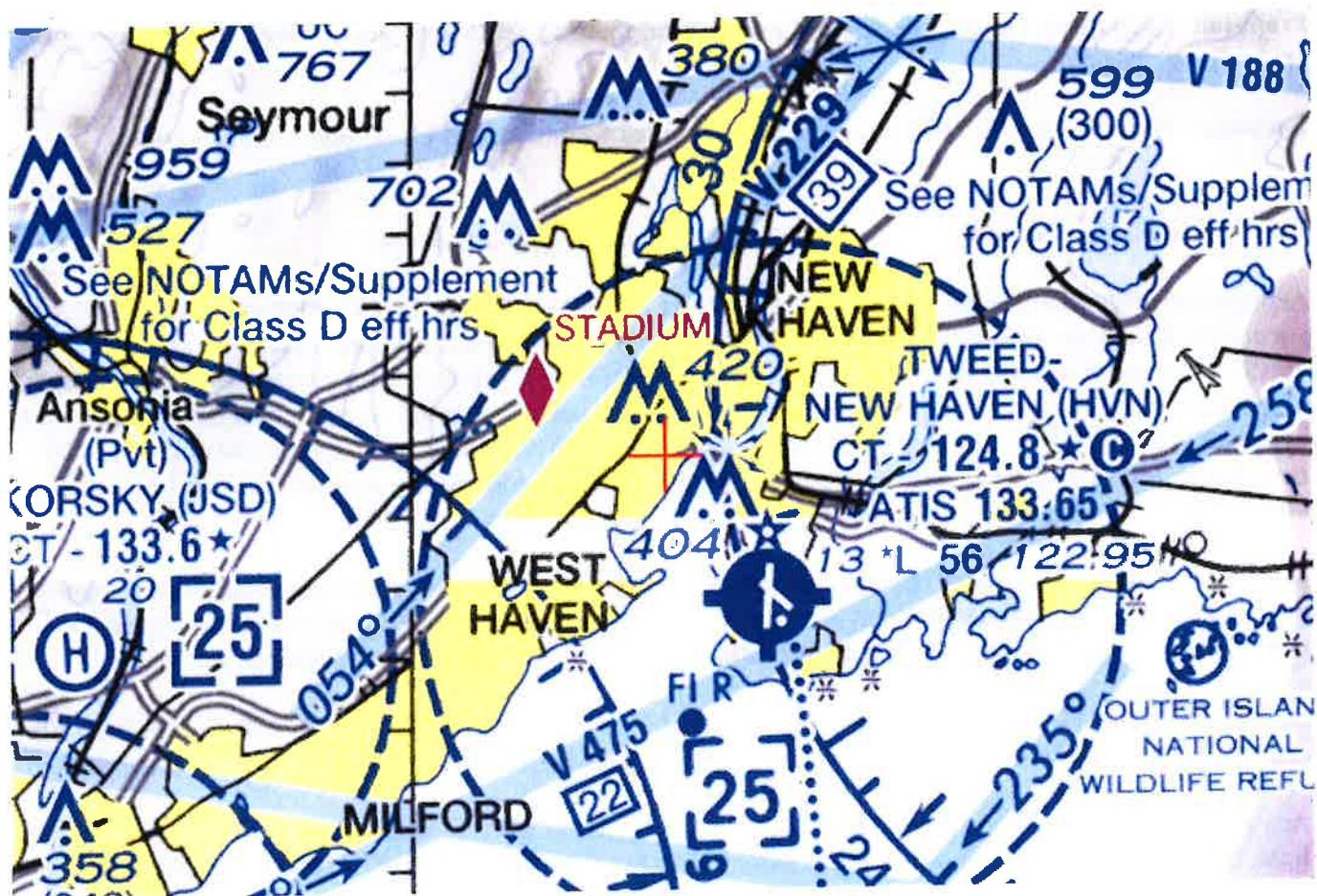
Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that the manager of YALE NEW HAVEN HOSPITAL, (203) 688-1810 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

This determination expires on 01/02/2023 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

Sectional Map for ASN 2021-ANE-4291-OE





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2021-ANE-4292-OE

Issued Date: 07/02/2021

Kevin A. McCaffery, PE
All-Points Technology Corporation - Engineering
3 Saddlebrook Dr
Killingworth, CT 06419

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Crane Point 6
Location:	New Haven, CT
Latitude:	41-17-51.11N NAD 83
Longitude:	72-55-11.57W
Heights:	4 feet site elevation (SE) 35 feet above ground level (AGL) 39 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does not exceed obstruction standards and would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

****SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION****

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-ANE-4292-OE

Signature Control No: 485193449-486873246

Stephanie Kimmel

Specialist

(TMP)

Additional Condition(s) or Information for ASN 2021-ANE-4292-OE

Proposal: To construct and/or operate a(n) Crane to a height of 35 feet above ground level, 39 feet above mean sea level.

Location: The structure will be located 2.52 nautical miles northwest of HVN Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Aeronautical study revealed that the temporary structure will not exceed any Part 77 obstruction standard. Aeronautical study confirmed that the temporary structure will have no effect on any existing or proposed arrival, departure or en route instrument/visual flight rules (IFR/VFR) operations or procedures. Additionally, aeronautical study confirmed that the temporary structure will have no physical or electromagnetic effect on the operation of air navigation and communications facilities and will not impact any airspace and routes used by the military. Based on this aeronautical study, the FAA finds that the temporary structure will have no adverse effect on air navigation and will not impact any aeronautical operations or procedures.

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, marked-Chapters 3(Marked),14(Temporary),&15.

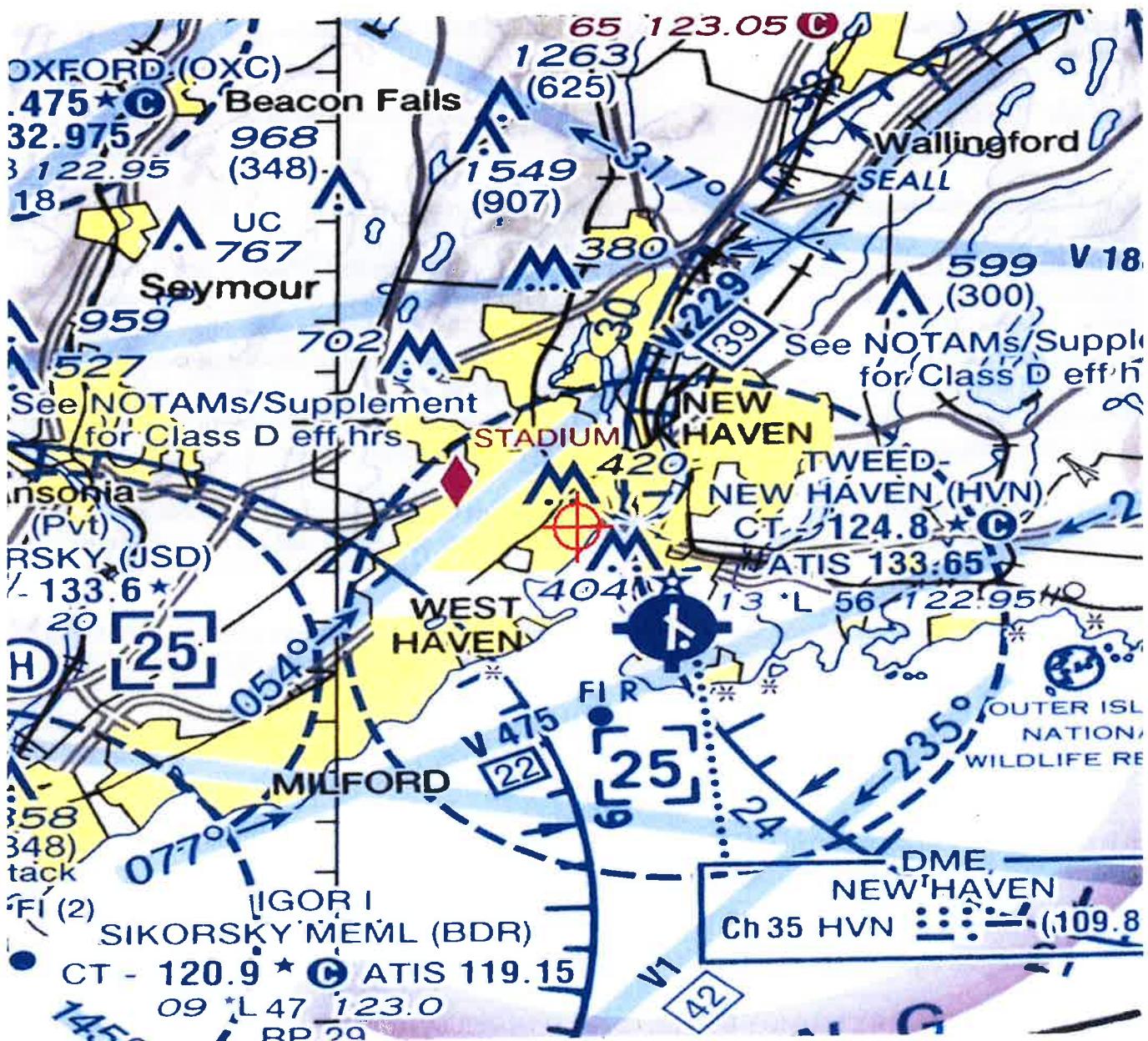
Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that the manager of YALE NEW HAVEN HOSPITAL, (203) 688-1810 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

This determination expires on 01/02/2023 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

Sectional Map for ASN 2021-ANE-4292-OE





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2021-ANE-4293-OE

Issued Date: 07/02/2021

Kevin A. McCaffery, PE
All-Points Technology Corporation - Engineering
3 Saddlebrook Dr
Killingworth, CT 06419

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Solar Panel Point 1
Location:	New Haven, CT
Latitude:	41-17-51.86N NAD 83
Longitude:	72-55-10.88W
Heights:	4 feet site elevation (SE) 17 feet above ground level (AGL) 21 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 01/02/2023 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-ANE-4293-OE.

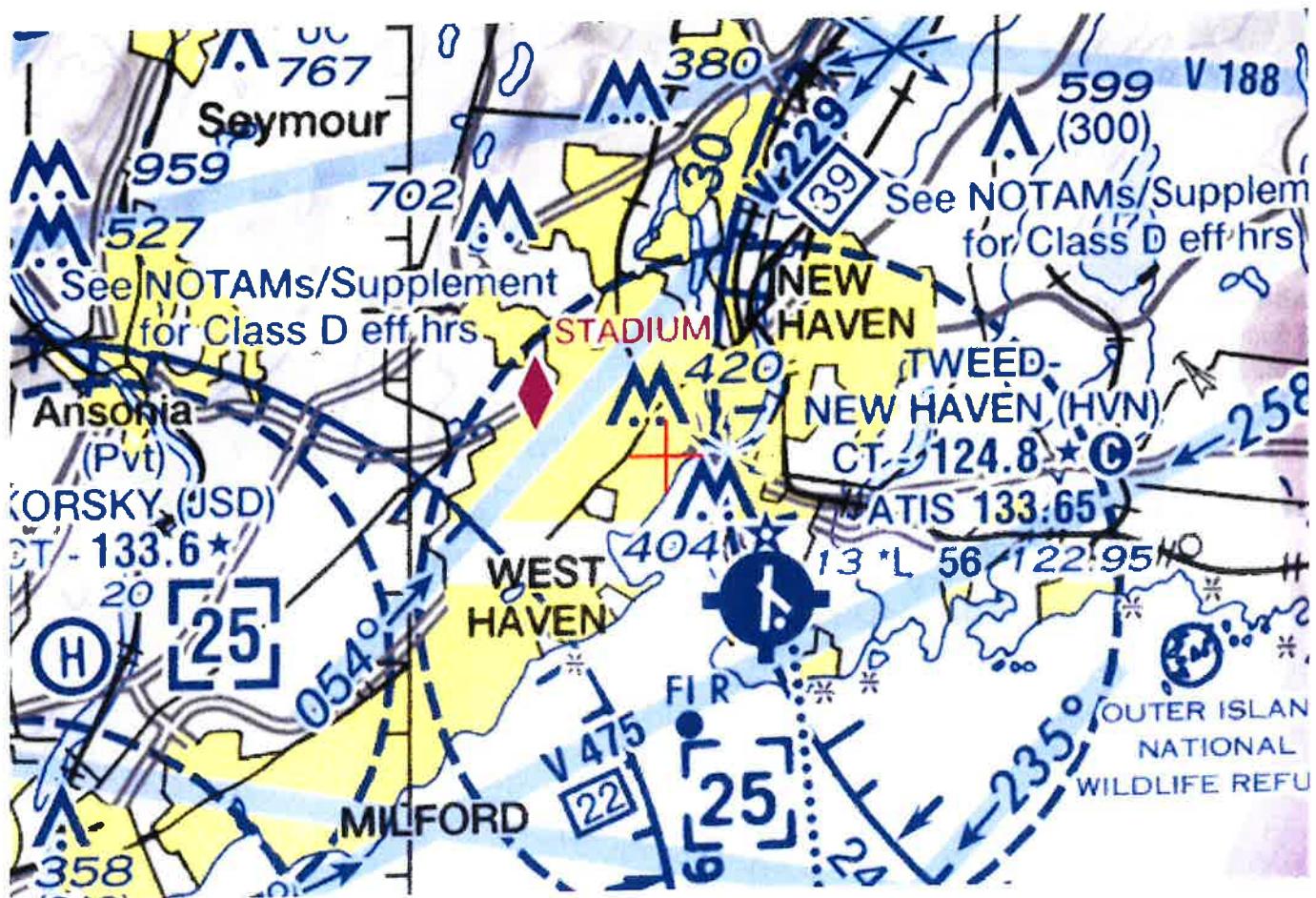
Signature Control No: 485193719-486872456

(DNE)

Stephanie Kimmel
Specialist

Attachment(s)
Map(s)

Sectional Map for ASN 2021-ANE-4293-OE





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2021-ANE-4294-OE

Issued Date: 07/02/2021

Kevin A. McCaffery, PE
All-Points Technology Corporation - Engineering
3 Saddlebrook Dr
Killingworth, CT 06419

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Solar Panel Point 2
Location: New Haven, CT
Latitude: 41-17-50.57N NAD 83
Longitude: 72-55-08.32W
Heights: 4 feet site elevation (SE)
17 feet above ground level (AGL)
21 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory Circular 70/7460-1 M.

This determination expires on 01/02/2023 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-ANE-4294-OE.

(DNE)

Signature Control No: 485193720-486872458

Stephanie Kimmel
Specialist

Attachment(s)

Map(s)

Sectional Map for ASN 2021-ANE-4294-OE





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2021-ANE-4295-OE

Issued Date: 07/02/2021

Kevin A. McCaffery, PE
All-Points Technology Corporation - Engineering
3 Saddlebrook Dr
Killingworth, CT 06419

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Solar Panel Point 3 (Also HP)
Location: New Haven, CT
Latitude: 41-17-47.65N NAD 83
Longitude: 72-55-10.99W
Heights: 6 feet site elevation (SE)
17 feet above ground level (AGL)
23 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 01/02/2023 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-ANE-4295-OE.

Signature Control No: 485193722-486872455
Stephanie Kimmel
Specialist

(DNE)

Attachment(s)
Map(s)

Sectional Map for ASN 2021-ANE-4295-OE





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2021-ANE-4296-OE

Issued Date: 07/02/2021

Kevin A. McCaffery, PE
All-Points Technology Corporation - Engineering
3 Saddlebrook Dr
Killingworth, CT 06419

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Solar Panel Point 4
Location: New Haven, CT
Latitude: 41-17-49.27N NAD 83
Longitude: 72-55-14.20W
Heights: 5 feet site elevation (SE)
17 feet above ground level (AGL)
22 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 01/02/2023 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-ANE-4296-OE.

(DNE)

Signature Control No: 485193723-486872459

Stephanie Kimmel
Specialist

Attachment(s)

Map(s)

Sectional Map for ASN 2021-ANE-4296-OE





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2021-ANE-4297-OE

Issued Date: 07/02/2021

Kevin A. McCaffery, PE
All-Points Technology Corporation - Engineering
3 Saddlebrook Dr
Killingworth, CT 06419

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Solar Panel Point 5
Location: New Haven, CT
Latitude: 41-17-51.47N NAD 83
Longitude: 72-55-12.22W
Heights: 4 feet site elevation (SE)
17 feet above ground level (AGL)
21 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 01/02/2023 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-ANE-4297-OE.

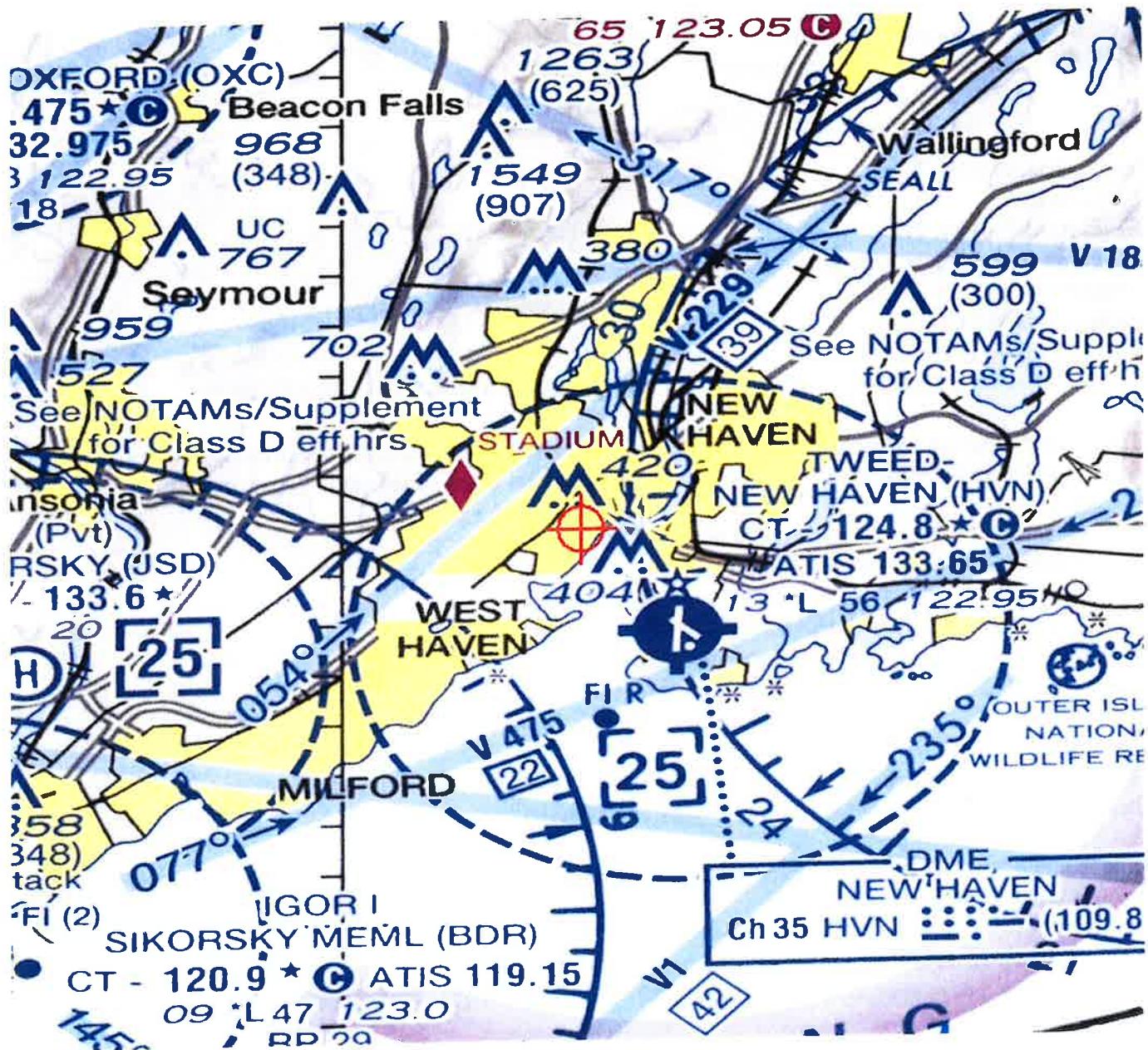
Signature Control No: 485193724-486872454

(DNE)

Stephanie Kimmel
Specialist

Attachment(s)
Map(s)

Sectional Map for ASN 2021-ANE-4297-OE





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2021-ANE-4298-OE

Issued Date: 07/02/2021

Kevin A. McCaffery, PE
All-Points Technology Corporation - Engineering
3 Saddlebrook Dr
Killingworth, CT 06419

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Solar Panel Point 6
Location: New Haven, CT
Latitude: 41-17-51.11N NAD 83
Longitude: 72-55-11.57W
Heights: 4 feet site elevation (SE)
17 feet above ground level (AGL)
21 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory Circular 70/7460-1 M.

This determination expires on 01/02/2023 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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If we can be of further assistance, please contact our office at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-ANE-4298-OE.

(DNE)

Signature Control No: 485193725-486872457

Stephanie Kimmel
Specialist

Attachment(s)

Map(s)

Sectional Map for ASN 2021-ANE-4298-OE

