STATE OF CONNECTICUT
CONNECTICUT SITING COUNCIL

PETITION OF BRIDGEPORT ENERGY II, LLC FOR A DECLARATORY RULING TO APPROVE THE INSTALLATION AND OPERATION OF A 350 MW PEAKING FACILITY AT THE EXISTING BRIDGEPORT ENERGY FACILITY IN BRIDGEPORT, CONNECTICUT

December 14, 2007

Submitted on behalf of
Bridgeport Energy II, LLC

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Its Attorneys

STATE OF CONNECTICUT
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PETITION OF BRIDGEPORT ENERGY II, LLC FOR A DECLARATORY RULING: TO APPROVE THE INSTALLATION AND OPERATION OF A 350 MW PEAKING FACILITY AT THE EXISTING BRIDGEPORT ENERGY FACILITY IN BRIDGEPORT, CONNECTICUT	:	PETITION NO. ____ December 14, 2007

PETITION FOR DECLARATORY RULING

I. INTRODUCTION

A. Statutory Authority

Pursuant to Section 16-50k of the Connecticut General Statutes ("C.G.S.") and Sections 16-50j-38 to 16-50j-40 of the Regulations of Connecticut State Agencies ("R.C.S.A."), Bridgeport Energy II, LLC ("Bridgeport Energy II") hereby submits this Petition for Declaratory Ruling to the Connecticut Siting Council (the "Council") approving Bridgeport Energy II's proposal to install and operate the nominal 350 MW Bridgeport Peaking Facility (the "Project" or "BPS") at the existing Bridgeport Energy facility in Bridgeport, Connecticut. The Project is needed to help satisfy the growing demand for electrical power in southwest Connecticut and to improve the reliability of the electric supply. The Project is eligible for approval by declaratory ruling pursuant to C.G.S. § 16-50k(a) because it is an electric generating facility that will be located at a site where an electric generating facility existed prior to July 1, 2004.

Further, due to its location, configuration, pollution controls and limited operation as a peaking facility, the proposed Project will not have substantial adverse

environmental effects. The site is a part of an area that has been dedicated to electric generation facilities for many years and it is ideally situated for this Project, since it is immediately adjacent to an existing natural gas supply line and approximately 250 feet east of the United Illuminating Company's new Singer substation. The Singer substation was approved by the Siting Council in Docket No. 272, as part of the 345 kV Transmission Line Upgrade for Southwestern Connecticut.

B. Project Overview

The proposed Project consists of the addition of two new gas-fired combustion turbines that will produce a nominal 350 megawatts to serve peak loads in Connecticut. The proposed Project will be located at the existing Bridgeport Energy facility, which was once part of the Bridgeport Harbor coal-fired plant, now owned by PSE&G. The Project will primarily operate on natural gas and will be equipped to use ultra-low sulfur (15 parts-per-million or less) fuel oil ("ULS Fuel"). The turbines will utilize low-NO_x combustion technology and selective catalytic reduction to control the emissions of oxides of nitrogen ("NO_x"). The proposed Project will utilize fin fan coolers, rather than non-contact cooling water, and thus, will use only small amounts of water during expected operating conditions.

C. Applicant Information

Bridgeport Energy II is a wholly-owned subsidiary of DLS Power Holdings, LLC ("DLS"), which is a joint venture of LS Power Associates, L.P. (together with its affiliates, "LS Power") and Dynegy, Inc. ("Dynegy"). LS Power is a fully integrated development, investment and asset management group of companies focused on the power industry. LS Power has completed the Greenfield development of nine natural

gas-fired projects representing over 5,700 MW in generation capacity, as well as a 665 MW coal-fired facility. In 2005, LS Power launched LS Power Equity Partners, presently a $4 billion investment vehicle focused on the power industry. To date, LS Power has purchased seventeen power generation projects, including the Bridgeport Energy facility, representing approximately 11,300 MW of generation capacity. In April 2007, LS Power and Dynegy combined operating assets and established DLS to coordinate ongoing power project development. Dynegy is an energy wholesaler, now with over 20,000 MW of generating capacity in fifteen states with concentration in key regions of the Northeast, Midwest, and West. As a result of the transaction with LS Power, Bridgeport Energy is now a subsidiary of Dynegy. LS Power and Bridgeport Energy II, through DLS, are developing the proposed project. Bridgeport Energy II will own and operate the facility upon completion of the Project.

II. DESCRIPTION OF THE PROJECT

A. Site Description

As mentioned, the Project will be located at the existing Bridgeport Energy facility in Bridgeport, Connecticut. The Council approved the construction of the Bridgeport Energy facility by declaratory ruling (Petition No. 377) as a modification of the Bridgeport Harbor Station. The Bridgeport Energy facility is located immediately to the west of the Bridgeport Harbor Station. The Project will be built on the southern portion of the Bridgeport Energy site, on a parcel of land southeast of the intersection of Russell and Atlantic Avenues (the "Site"). Please refer to Attachment A – Project Location. The Site currently houses the Bridgeport Energy facility gas metering facilities

and aqueous ammonia tank, both of which will be relocated as part of the expansion project. Please refer to Attachment B – Site Map.

Land use and zoning in all four directions surrounding the Site have historically been industrial. Immediately north of the Site is the Bridgeport Energy facility and directly to the east of the Site is the Bridgeport Harbor Station, a nominal 657 MW multi-unit, multi-fuel steam plant owned and operated by Public Service Electric & Gas ("PSE&G"). The west side of the Site is bordered by an undeveloped parcel of land owned by PSE&G and a parcel of land owned by United Illuminating that is the site of the new Singer Substation. Directly south of the Site is the abandoned Remington shaver manufacturing complex. The Remington shaver site has recently been rezoned[1] to "Mixed Use Waterfront" to support a possible mixed residential and commercial development. Please refer to Attachment C – Aerial Photograph.

B. Existing Facility

The existing Bridgeport Energy facility is a nominal 520 MW combined cycle facility consisting of two (2) combustion turbines, two (2) heat recovery steam generators, and a single steam turbine generator. The Bridgeport Energy facility has two primary stacks, each measuring approximately 135 feet above grade.

Southern Connecticut Gas provides natural gas to Bridgeport Energy via an 11-mile lateral that interconnects with the Iroquois Gas Transportation System in Shelton, Connecticut. The Bridgeport Energy facility is currently the only user of this lateral,

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[1] The September 24, 2007 change in zoning is presently the subject of two appeals before the Connecticut Superior Court.

although it was built to accommodate an additional flow approximately equal to the demand of the proposed Project.

Make-up water for Bridgeport Energy is provided by the Bridgeport Harbor Station, and is stored in an on-site, 600,000-gallon demineralized water storage tank. Potable water is provided by the city via a nearby eight inch water main. Wastewater is discharged to the city sewer system.

A 115 kV switchyard is located on the north side of the Bridgeport Energy site. This switchyard interconnects with the Pequonnock Substation, approximately one thousand feet away. United Illuminating will be relocating the interconnection for Bridgeport Energy to the Singer Substation through a new 115 kV to 345 kV transformer.

C. Proposed Facility

1. Combustion Turbines

Bridgeport Energy II, is a nominal 350 MW, two-unit, gas-fired combustion turbine facility intended to serve peaking loads in the State of Connecticut. The estimated total cost for the Project is approximately $250 million. The Project will utilize two frame-class combustion turbines, either General Electric's 7FA/7FB or Siemens' SGT6-5000F. These industrial class combustion turbines have been used in hundreds of applications around the world, comprising millions of hours of efficient and reliable operating experience. See Attachment D for the General Arrangement Plot Plan, Section Plan, Preliminary Landscaping Plan and Topographic Survey.

2. Fuel and Emissions

The Project will fire natural gas as the primary fuel and will utilize ULS Fuel as an alternative. Natural gas will be supplied through the existing lateral that supplies

natural gas to the existing Bridgeport Energy facility. Gas compression is not anticipated to be required for the Project at this time. A storage tank with a capacity of approximately 1.2 million gallons will be installed to store ULS Fuel, which will be sufficient to allow the Project to operate on ULS Fuel for up to 40 hours.

The turbines will utilize low-NO_x combustion technology and selective catalytic reduction ("SCR") for the reduction of NO_x emissions. A revised application for air permits to construct and operate the new turbines was submitted to the Connecticut Department of Environmental Protection ("DEP") on June 8, 2007. Although the air permit has not yet been finalized, the Project will have a restriction on the number of annual operating hours. It is anticipated that the air permit will restrict operations of each combustion turbine to 2500 hours annually, up to 500 of which may be used for oil firing.

3. Electric Interconnection

The electricity generated by the Project will be stepped up to 345 kV by two on-site generator step-up transformers. The high voltage output will be transmitted to the United Illuminating 345 kV Singer Substation located approximately one block west of the Site, via an approximately 750 foot underground transmission line. Bridgeport Energy II expects United Illuminating to construct and operate the transmission line tap to the Singer Substation and it is currently in discussions with United Illuminating ("UI") regarding the line tap. Therefore, the transmission line tap is not a part of this petition. UI is expected to be responsible for filing a future petition with respect to the transmission line tap. The Singer Substation is currently under construction and is scheduled to be completed in 2008. ISO-New England has studied the proposed

interconnection with the Singer Substation and has determined that the interconnection can be accomplished without the need for upgrades to the transmission system.

4. Water Usage

Make-up water for the Project will be supplied from an existing eight inch municipal potable water line, and will be used primarily for evaporative cooling and for producing demineralized quality water when firing oil. The demineralized water will be produced from mobile trailers or withdrawn from the existing Bridgeport Energy facility demineralized water storage tank. Wastewater generated from the Project will be primarily from evaporative cooler drains and will be discharged to the city sewer system.

Cooling requirements for the Project, including generator lube oil, rotor air, and other ancillary systems will be served with air-to-water heat exchangers (fin-fan coolers). Any consumptive use of water for the cooling needs of the Project will be limited to evaporative cooling of the inlet air.

5. Sound Control and Aesthetics

The combustion turbines will be placed within an acoustically treated building to substantially reduce noise and improve aesthetics of the Project. In addition, silencers will be placed on the inlet to the combustion turbines and within the exhaust stacks to further mitigate noise emission from the Project. The turbine building will be approximately 80 feet tall and the exhaust stacks will be approximately 213 feet tall. The site will be appropriately landscaped to improve the visual appearance of the site. See Attachment E for Site Renderings.

D. Construction Schedule

As mentioned, in addition to the Council's declaratory ruling approving the Project, it will be necessary to obtain the necessary air permits from the DEP. An application for the air permit was submitted to the DEP on January 30, 2007 and a revised application was submitted on June 8, 2007. A preliminary ruling is expected by early 2008.

Additional anticipated Project milestones are as follows:

Major State, local and federal permitting and approval applications filed:	12/15/07
Commencement of Construction	04/01/08
Interconnection with Singer Substation	08/01/09
Commercial Operation Date	12/01/09

III. NEED FOR THE PROJECT

A. Connecticut Siting Council Forecast

As Council is well aware, there is a recognized need for new generation in Connecticut, especially for fast-start peaking capacity in southwest Connecticut. The proposed project will provide fast-start capacity and is optimally located in Southwest Connecticut to provide significant benefits, not only for capacity, but also for reliability. The Council's "Review of the Ten Year Forecast of Connecticut Electric Loads and Resources, 2006-2015" (the "2006 Forecast") demonstrates that the peak demand for electricity continues to grow. Although estimates of the projected demand vary, under the most conservative forecast, Connecticut will face a significant capacity shortage in the next ten years. 2006 Forecast pp. 6-7. In fact, the 2006 Forecast indicates that

without new generation, the state will have a capacity deficit of between 600 megawatts and 1000 megawatts as soon as 2009. The deficit will be even greater if the projected retirements of older oil-fired generation are accurate. Finally, the 2006 Forecast predicts that three significant new generation projects, Meriden Gas Turbines in Meriden, Kleen Energy in Middletown, and Towantic Energy in Oxford, will be available beginning in 2009. The Meriden and Oxford projects, which the Council approved in 1999, have been delayed and may not be available in 2009, and the Kleen Energy project is still awaiting its air permits. Without the generation from these projects, the short-term need for additional generation will be even greater than projected.

B. Connecticut Department of Public Utility Control

On July 2005, Connecticut legislators adopted the *Act Concerning Energy Independence* (the "Act") in response to the growing concern over energy reliability and generation capacity shortages in the state and the rising cost of Federally Mandated Congestion Charges ("FMCCs"). Over $500 million was spent on FMCCs by Connecticut electricity users in 2005 due to the state's shortfall in generation capacity. As a condition of the Act, the Department of Public Utility Control (DPUC) was required to investigate measures to reduce FMCCs.

The investigation carried out by the DPUC ("Report on the Electricity Sector Needs of Connecticut, 2007-2021", August 25, 2006, revised) determined that Connecticut has an immediate need for 629 MW of incremental new capacity in 2007. Their investigation also took into consideration the findings of other third parties conducting similar investigations. These third parties included ISO-NE, the Council, and the Connecticut Energy Advisory Board ("CEAB").

Of particular interest are new generation projects located in the southwest portion of Connecticut ("SWCT") due to a high level of regional demand and limited transmission capacity in the area. As the DPUC writes in their report:

> It is important to keep in mind that significant investments are being made in the transmission system in SWCT and it would be best if they were utilized since they can accommodate additional generation (as well as relieve congestion in SWCT). Generation resources located in other parts of [Connecticut] have the potential of creating the need for other transmission investments and so would not be as efficient from a locational perspective as generation resources located near the SWCT Phase 1 and Phase 2[2] transmission expansions.

The Project is uniquely qualified to realize the locational efficiency described above due to its proposed physical location in Bridgeport and its interconnection with the Singer Substation, which is part of the Phase 2 transmission expansion.

C. ISO-New England (ISO-NE) Regional System Plan

As indicated by ISO-NE in their 2006 Regional System Plan ("2006 RSP"), the most preferred location for new resources interconnecting with the grid will be the 345 kV system of southwestern Connecticut. The 2006 RSP states that, if import limits in the area do not improve, by 2009 the Greater Connecticut area would need a minimum of 510 MW of new resources or a reduction in the peak demand of the same amount by 2009 and 1,440 MW by 2015. 2006 RSP, p. 5.

Further, the 2006 RSP stresses the importance of the location of new generation:

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[2] Phase I and Phase II refer to the upgrades to the 345-kilovolt ("kV") transmission lines between Bethel and Norwalk (Ph. I) and Norwalk to Middletown (Ph. 2), also known as the SWCT Reliability Project.

> Locating generators near areas of relatively high demand provides the capacity needed to meet the demand while minimizing the need for transmission expansion. While all generator interconnections are subject to system impact studies that address technical requirements, adding generating units in southern New England, especially Greater Southwest Connecticut, is generally preferred to locating them elsewhere. Upon completion of the SWCT Reliability Project, the most preferred location for electrically interconnecting new resources will likely be the northern and western areas of the Southwest Connecticut 345 kV system.

2006 RSP, p.5.

With regard to the reliability of the electric system of Connecticut, ISO-NE found the following:

> Resource adequacy studies show that Greater Connecticut is the most critical area of New England. The Greater Southwest Connecticut area and the Greater Connecticut area are most at risk of experiencing elevated levels of LOLEs [loss of load expectations] with any increase of load or decrease in resources . . . to meet system reliability criteria, new resources will be needed during the study period. Total new resource needs range from 3,100 MW to 6,400 MW depending on the amount of emergency assistance New England is willing to rely on to meet its planning reliability criterion. Assuming 2,000 MW of tie-line benefits, New England would need approximately 170 MW by summer 2009, increasing annually to a total requirement of 4,300 MW by 2015. Adding new resources in the Greater Connecticut sub areas of NOR [Norwalk and Stamford], SWCT, and CT would contribute the most to system resource adequacy compared with adding resources in other sub areas.

2006 RSP, p. 41. Based on the foregoing, the Project will add much needed generation sources precisely where it will provide the most benefit.

D. Connecticut Energy Advisory Board

Pursuant to Public Act 03-140, the Connecticut Energy Advisory Board ("CEAB") is required to prepare a comprehensive annual energy plan. CEAB approved its 2007 energy plan on February 6, 2007. One key recommendation of the plan was to "support the installation of clean and efficient, dual-fuel, fast-start generation resources

that will satisfy both the system-wide requirements and the load pocket needs, make more efficient use of existing transmission and generation infrastructure and save consumer capacity and congestion costs." CEAB 2007 Energy Plan for Connecticut, p. 20. As a dual-fuel, fast-start facility in Southwest Connecticut, the Project is consistent with this recommendation.

IV. ENVIRONMENTAL IMPACTS

A. Air Emissions

As mentioned previously, applications for the required construction and operation air permits were submitted to DEP on January 30, 2007 and revised applications were submitted on June 8, 2007. The revised air permit application is attached as a bulk exhibit, identified as Attachment F. The Project will utilize either two (2) General Electric ("GE") model 7FA/7FB or two Siemens model SGT6-5000F turbines. Bridgeport Energy II is currently evaluating the availability and cost of these turbine models but has not yet made a final decision on turbine technology. Accordingly, the air permit application package presents information for both turbine models. Bridgeport Energy II will provide the Council and the DEP with the selected turbine model prior to commencing construction.

As described in the air permit application, Bridgeport Energy II is proposing to limit total annual operating hours and annual hours firing ULS Fuel and proposes to install selective catalytic reduction ("SCR") to minimize NO_x emissions. The application of these operation and pollution controls will limit emissions of all pollutants below the Prevention of Significant Deterioration ("PSD") major source thresholds with the

exception of CO and NO_x. BPS will also be a nonattainment new source review ("NNSR") new major source for NO_x emissions with potential emissions above 25 tons per year ("tpy").

The NNSR regulations require that a new major source install Lowest Achievable Emission Rate ("LAER") technology to reduce emissions to the lowest level technically feasible. For Bridgeport Energy II, this will be achieved through the use of dry low NOx combustion technology and SCR on the proposed simple-cycle "F" class turbines. A Best Available Control Technology ("BACT") analysis was also provided for emissions of sulfur dioxide (SO_2), particulate matter ($PM/PM_{10}/PM_{2.5}$), carbon monoxide (CO) and ammonia (NH_3).

The two proposed combustion turbines will comprise the primary air pollutant emission sources from the project. BPS will also include an approximately 1.2 million gallon backup fuel oil tank that will have minor VOC emissions. The project will not include any supporting diesel fired emergency engines or cooling towers.

In addition to the permits to construct and operate, Bridgeport Energy II filed its Acid Rain Permit application with DEP on July 27, 2007. CT DEP has acknowledged receipt of the application.

B. Coastal Resources

The Project is situated within 1,000 feet of the high tide line of Bridgeport Harbor, placing it under the jurisdiction of the Coastal Management Act. The Project will have no adverse impacts on coastal resources in the area: BPS will be situated on a parcel of land physically isolated from the shore; the parcel is a part of a larger area that has been dedicated to the generation of electricity for decades; and the Bridgeport Harbor

Station lies in between the BPS and the Pequonnock River. Additionally, Bridgeport Energy II is unaware of any future water-dependent development opportunities in the vicinity that would be impacted by the Project. A copy of the Coastal Site Plan Review Application Support Document that was submitted to the City of Bridgeport is attached as Attachment G. Attachment G also includes the Connecticut Historical Commission review of the site.

C. Water Resources

Municipally supplied potable water will be the source of water for the evaporative coolers, which will only be used during higher ambient temperatures. Under typical operating conditions (12 hours of operation during a summer day) water use will be approximately 29,000 gallons/day. During times of oil-firing, municipally supplied potable water will also be used to make demineralized water for use in the combustion turbines for NOx suppression.[3]

Process wastewater from the Facility, comprised of mainly evaporative cooler blowdown, will be directed to the Bridgeport sewer system. When evaporative coolers are in service, process wastewater should not exceed 22,000 gallons/day. This discharge is expected to be covered by a DEP general permit.

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[3] Up to 885,000 gallons/day of water could be used if the Project operated continuously over a 24-hour period on ultra low sulfur oil (a highly unlikely and infrequent scenario).

D. Air Navigation

Air emissions modeling for the Project resulted in exhaust stacks of 213 feet. In addition, construction of the Project will require a crane of approximately 263 feet in height. To confirm that these structures will not provide a hazard to navigation, Bridgeport Energy II submitted notices of the proposed construction to the Federal Aviation Administration ("FAA") on August 1, 2007. The FAA has since issued Determinations of No Hazard to Air Navigation for the stacks and crane. Copies of the FAA Determinations are attached as Attachment H.

E. Sound

The turbines will be housed in an acoustically treated building to minimize noise impact from the Project. Silencers will be placed on the inlet to the combustion turbines and within the exhaust stacks to further mitigate noise emissions. The Project is located in an industrial zone and is surrounded by industrial properties. The nearest residential receptors are presently located approximately 400 feet west away from the site, and west of the Singer Substation; however, the Remington shaver site, south of the Site, has recently been rezoned to "Mixed Use Waterfront" to support a mixed residential and commercial development that could include the nearest residential receptor in the future. Although plans for this new development have not been finalized, the Project is being designed, so that it will comply with the applicable noise regulations at the adjacent Remington shaver site.

F. Subsurface Environmental Conditions

Subsurface Environmental conditions at the Site have been well characterized as part of the development of the Bridgeport Energy facility. Surplus soils from that

Project form a 600 foot berm running along the western and southern boundaries of the site. The Phase I ESA prepared for the Project, which assessed historical information environmental databases, and interviews with current property representative(s), identified no "recognized environmental conditions" (RECs), as defined by ASTM E1527-05 at the Site.

G. Site Storm Water Runoff Evaluation

Stormwater from the facility will be retained onsite and infiltrated to the ground with the use of dry wells and underground stormwater detention and recharge systems. Overflow caused by excessive stormwater events will be directed to Henry Street, consistent with Water Pollution Control Authority recommendations. The design of the stormwater system has been revised based on comments received from the City of Bridgeport City Engineer. See Attachment I for the Grading and Drainage Plan.

V. STATE AND MUNICIPAL CONSULTATIONS

Bridgeport Energy II has held multiple meetings with representatives of the State of Connecticut, the City of Bridgeport and the South End neighborhood. Meetings with the State of Connecticut included a meeting with the DEP on September 19, 2006 to discuss planned air emissions modeling and permit requirements. There have also been several meetings with the State Department of Public Utility Control ("DPUC") beginning with meetings with several DPUC commissioners on August 22, 2007 and subsequent participation in the DPUC's Investigation of the Process and Criteria for Use in Implementing Section 50 of Public Act 07-242 for Peaking Generation.

Discussions with the City of Bridgeport began with a meeting with representatives of the City's Office of Planning and Economic Development and Land Use Construction Review on November 16, 2006. After submitting preliminary site plans to the City's Department of Zoning on August 1, 2007, Bridgeport Energy II met with representatives of Bridgeport's Design Review Committee on August 23, 2007. Bridgeport Energy II incorporated comments to the Project's plans and submitted revised plans to the City on December 14, 2007.

Bridgeport Energy II presented the project to the South End Neighborhood Revitalization Zone on September 18, 2007 at the University of Bridgeport. The meeting was attended by approximately 20 people from the community including a reporter from the Connecticut Post. Community representatives appeared to be satisfied by Bridgeport Energy II's responses to their multitude of questions about project construction, operations and local impacts. On September 19, 2007, a Bridgeport Energy II representative also met with representatives of a real estate development company considering the development of a mixed residential and commercial project on the Remington Shaver site, immediately south of the Site to exchange information on each of the proposed developments. On November 16, 2007, Bridgeport Energy submitted its application to the Bridgeport Port Authority for its review. See Attachment J, for more information about Bridgeport Energy II's consultation with the City of Bridgeport and local organizations.

VI. CONCLUSION

Bridgeport Energy II respectfully requests that the Council find and approve the Project in accordance with Section 16-50k(a) of the Connecticut General Statutes. The Project is located at a site where electric generation occurred prior to July 1, 2004, there is a demonstrated need for the Project and it will not result in substantial adverse environmental effects.

Finally, in accordance with R.C.S.A. § 16-50j-39, the names addresses and telephone numbers of the persons to whom correspondence or communications in regard to this Petition are to be directed are:

Mr. D. Blake Wheatley General Manager LS Power Development, LLC 400 Chesterfield Center, Suite 110 St. Louis, Missouri 63017 Telephone: (636) 532-2200 Facsimile: (636) 532-2250	Mark R. Sussman, Esq. Murtha Cullina LLP CityPlace I, 29th Floor 185 Asylum Street Hartford, Connecticut 06103-3469 Telephone: (860) 240-6180 Facsimile: (860) 240-6150

Respectfully submitted,

BRIDGEPORT ENERGY II, LLC

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185 Asylum Street
Hartford, CT 06103-3469
Telephone: (860) 240-6000
Its Attorneys

ATTACHMENTS

Attachment A: Site Location Map

Attachment B: Site Map and Site Survey

Attachment C: Aerial Photograph

Attachment D: General Arrangement Plot Plan
Section Plan
Preliminary Landscaping Plan
Topographic Survey

Attachment E: Site Renderings

Attachment F: New Source Review Air Permit Application

Attachment G: Coastal Site Plan Report
Connecticut Historical Commission Letter dated 1/14/1998

Attachment H: FAA Determinations

Attachment I: Grading and Drainage Plan

Attachment J: Community Consultation

Map Document: (M:\work\BridgeportCT\LocusMap.mxd)
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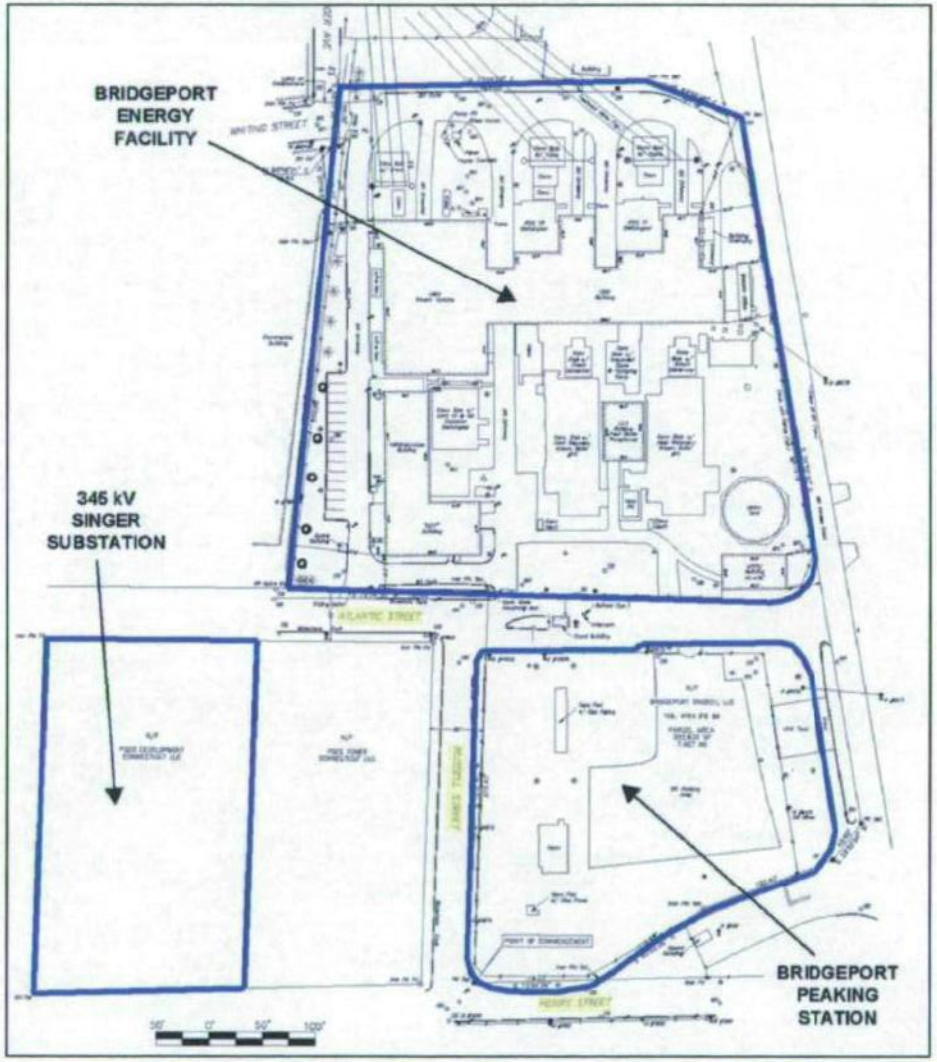
Portion of Bridgeport USGS 7.5' quadrangle.
Scanned image provided by CT DEP.

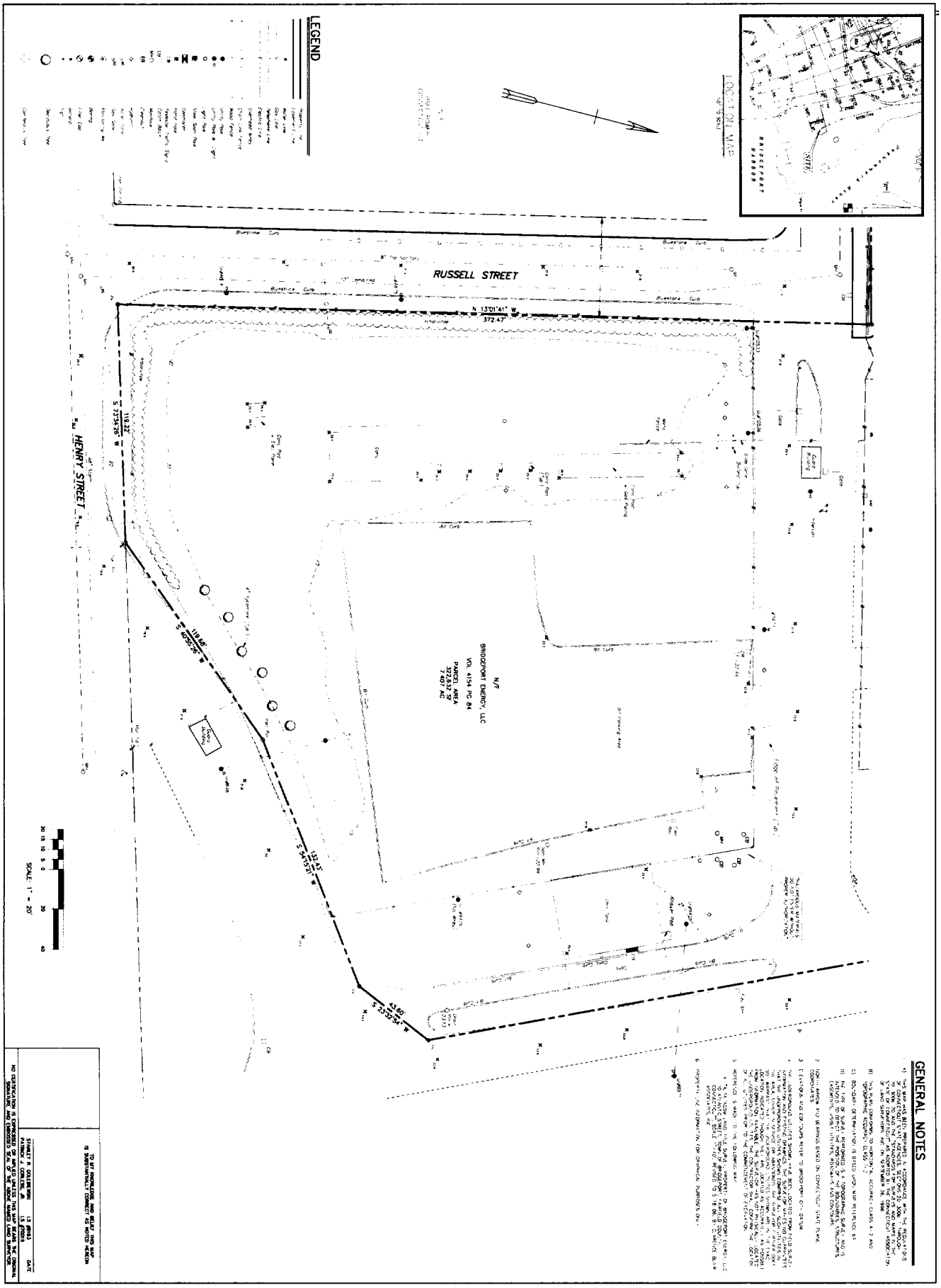
0 1,000 2,000 4,000
Feet

Figure 1
Site Locus Map

ATTACHMENT B

Bridgeport Peaking Station – Location





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DATE:	6/12/2007
PROJ. NO.:	607-051
CAD FILE:	X0705101
MAP NUMBER:	M-
FIELDBOOK:	1263-38

REVISION:		
NO.	DATE	REMARKS

TOPOGRAPHIC SURVEY

PORTION OF LAND OF BRIDGEPORT ENERGY II, LLC

10 ATLANTIC STREET

TOWN OF BRIDGEPORT, FAIRFIELD COUNTY, CONNECTICUT

SHEET NUMBER T-1

M-

Clarence Blair Associates, Inc.

Civil Engineers & Land Surveyors

85 Willow Street

New Haven, CT 06511

(203) 495-9950

Fax (203) 495-9951

C

ATTACHMENT - C

ATTACHMENT D

BRIDGEPORT ENERGY II, LLC

10 ATLANTIC STREET
BRIDGEPORT, CONNECTICUT

DESIGNER	D.A.S.
DRAFTER	D.A.S.
CHECKER	
SCALE	1"=20'
DATE	10/08/07
TPA PROJ NO.	07-019

DRAWING NUMBER: 8

REVISIONS:

NO.	DATE	REMARKS

TPA DESIGN GROUP
Planning
Engineering
Landscape
Architecture

GENERAL NOTES

1. BASED ON FEMA FLOOD INSURANCE RATE MAP (#09002-0008-D, DATED JUNE 18, 1992), THE SITE IS LOCATED WITHIN FLOOD ZONE A-4 WITH A BASE FLOOD ELEVATION OF 11 FEET ABOVE MEAN SEA LEVEL (MSL).
2. ELEVATIONS AND CONTOURS REFER TO BRIDGEPORT CITY DATUM. THE CITY DATUM IS APPROXIMATELY 1.5.5' FEET BELOW NGVD-1929.

SCALE: 1" = 20'

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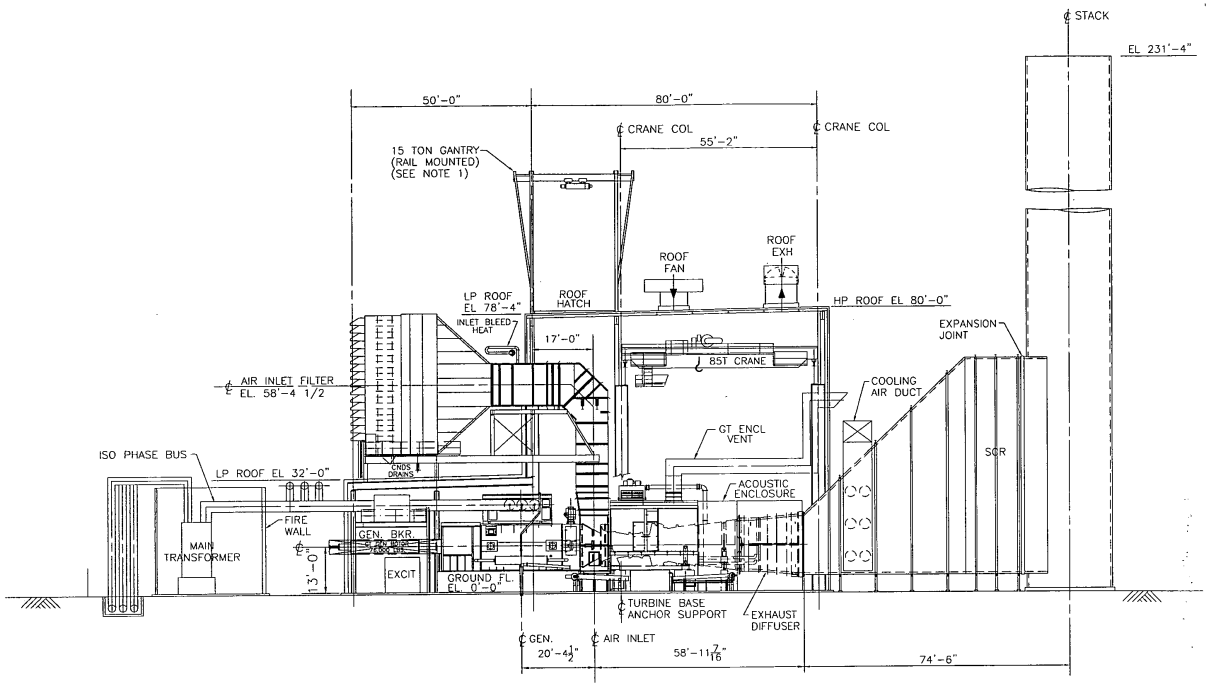
BP1103



SECTION A-A

NOTE:

1. GANTRY CRANE IS SHOWN IN THE INSTALLED POSITION. GANTRY WILL BE LOWERED TO COMPLY WITH HEIGHT RESTRICTION WHEN NOT IN USE.

UPDATED
12/15/06

10 8 16 24 32 40FT

BRIDGEPORT HARBOR PROJECT
GENERAL ARRANGEMENT
SECTION

Washington Group International
510 CARNEGIE CTR. - PRINCETON, NJ 08543 - (609)720-2000

DWG. NO. BP1103 REV A

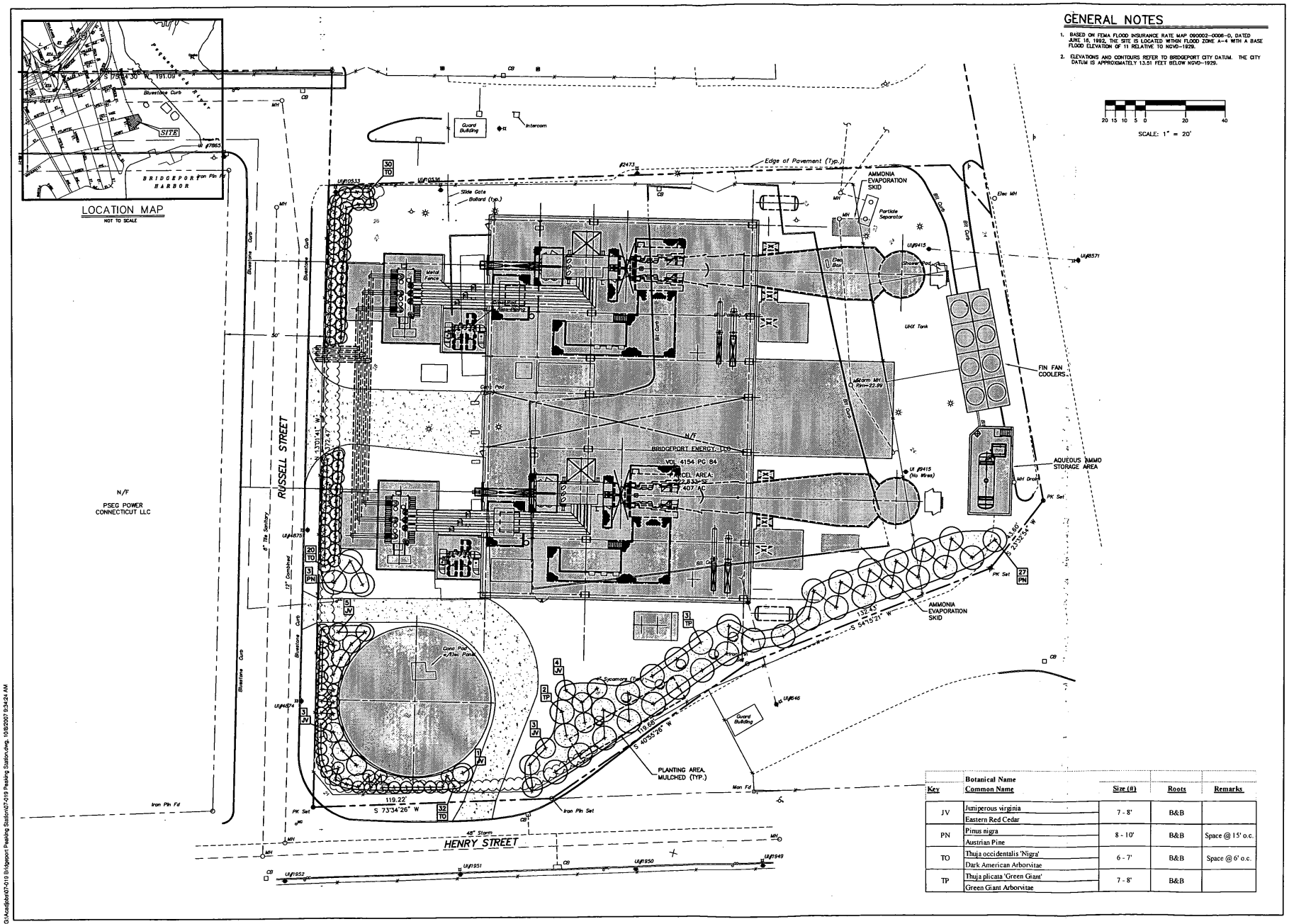
PROJECT NO: 28823-001
DRAWN: M. INC DATE:
CHECKED: DATE:
SCALE: 3/32"=1'-0"

DRAWING STATUS
ISSUED | REV | DATE | SDE | PEM
PRELIMINARY
APPROVED FOR CONSTRUCTION
NOT APPROVED FOR CONSTRUCTION UNLESS SIGNED & DATED. DESTROY ALL PRINTS BEARING EARLIER DATE W/OR REVNO.

INTERDISCIPLINE REVIEW RECORD

DISCIPLINE	BY	DATE	DISCIPLINE	BY	DATE
ARCH.			MECHANICAL		
CIVIL			NUCLEAR		
ELECTRICAL			PIPING		
ENVIRON.			PROCESS		
GEN. ARRANG.			QA / QC		
HVAC			STRUCTURAL		
I & C					

NO.	DATE	REVISIONS	BY	CHKD



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REVISION:
NO. | DATE | REMARKS

DESIGNER: D.A.S.
DRAFTER: D.A.S.
CHECKER:
SCALE: 1"=20'
DATE: 10/08/07
TPA PROJ. NO.: 07-019

BRIDGEPORT ENERGY II, LLC
10 ATLANTIC STREET
BRIDGEPORT, CONNECTICUT

PRELIMINARY LANDSCAPING PLAN

DRAWING NUMBER
L-1

OF 1

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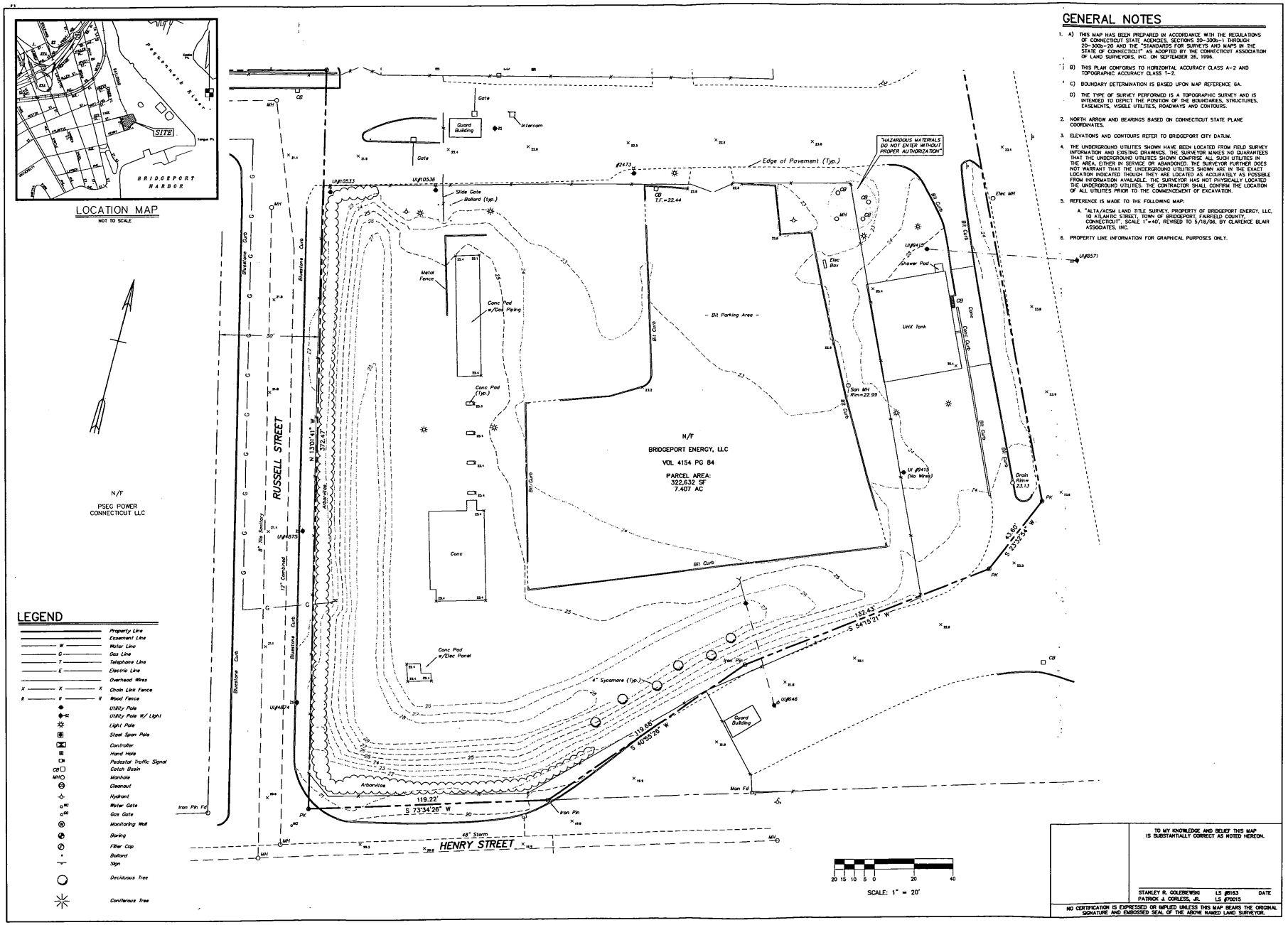


Civil Engineers & Land Surveyors
85 Willow Street
New Haven, CT 06511
(203) 495-9950
Fax (203) 495-9951
Clarence Blair Associates, Inc.

REVISION: NO. | DATE | REMARKS

SURVEYED: RH/JH/AB
DRAFTED: DS
CHECKED: PJC
SCALE: 1"=20'
DATE: 6/12/2007
PROJ. NO.: B07-081
CAD FILE: M07081H1
MAP NUMBER: 1 of 1
FILENAME: 1265.3dr

TOPOGRAPHIC SURVEY

PORTION OF LAND OF BRIDGEPORT ENERGY II, LLC
10 ATLANTIC STREET
TOWN OF BRIDGEPORT, FAIRFIELD COUNTY, CONNECTICUT

SHEET NUMBER
T-1

ATTACHMENT E

BRIDGEPORT PEAKING STATION
Bridgeport, Connecticut

VIEW FROM RUSSELL STREET

BRIDGEPORT PEAKING STATION
Bridgeport, Connecticut

VIEW FROM MAIN STREET AND ATLANTIC STREET

BRIDGEPORT PEAKING STATION
Bridgeport, Connecticut

VIEW FROM MAIN STREET AND HENRY STREET

ATTACHMENT F

AIR PERMIT APPLICATION

BULK EXHIBIT

ATTACHMENT G

TRC

Coastal Site Plan Review Application Support Document for the Bridgeport Peaking Station

Prepared for:

Bridgeport Energy II, LLC
c/o LS Power Development, LLC
Two Tower Center, 11th Floor
East Brunswick, NJ 08816

Prepared by:

TRC Environmental Corporation
1200 Wall Street West
Lyndhurst, NJ 07071

November 2007

City of Bridgeport
Zoning Department
PLANNING & ECONOMIC DEVELOPMENT
45 Lyon Terrace · Bridgeport, Connecticut 06604
Telephone (203) 576-7217
Fax (203) 576-7213

APPLICATION FOR REVIEW OF COASTAL SITE PLANS

Supplemental information for projects located within the coastal boundary:

Refer to coastal site plan application instruction sheet (attached) for sources of information and general comments pertinent to filling out this application.

Applicant's Name: Bridgeport Energy II, LLC Date: 11/26/07

Address: C/O LS Power Development, LLC Two Tower Center, 11th Floor, East Brunswick, NJ 08816

Project Address or Location: 10 Atlantic Avenue, Bridgeport, CT 06604

Signature: [signature] Date: 11/26/07 Phone #: 732-249-6750

The following information must be supplied by the applicant and submitted in addition to, and along with, any application, plans and data required for approval of the proposed project under the zoning and/or subdivision regulations of this municipality. Attach additional sheets if more space is required.

I. Plans

See Owner's authorization letter attached hereto — Owner's Signature
11/26/07 — Date

A. Project Plan(s)

This application must be accompanied by a plan (or plans) of the entire project indicating 1) project location, 2) design of all existing and proposed buildings, structures and uses, 3) all proposed site improvements or alterations, and 4) ownership and type of use on adjacent properties.

B. Coastal Resources

This application must be accompanied by a plan showing the location of all coastal resources (as defined in section 3(1) of P.A. 79-535) on and contiguous to the site.

II. Written Information

A. Description of the proposed project

Describe the entire project including types of buildings and structures, uses, methods and timing of construction, type and extent of development adjacent to the site. This information should supplement and/or clarify plans in I.A. above.

See accompanying Site Plan Drawings, which include a General Arrangement Plan, a Grading and Drainage Plan and a Topographic Survey of the Facility Site originally included in the Project's Site Plan Application as well as the description provided in the attached Coastal Site Plan Support Document.

B. Description of Coastal Resources

Identify the coastal resources on and contiguous to the site (as shown on the coastal resources map) and describe their condition. This information should supplement and/or clarify the plan in I.B. above.

See attached Application Support Document. No coastal resources, as detailed in the Support Document, exist on or immediately adjacent to the Project Site.

C. **Assessment of the suitability of the project for the proposed site and the capability of the resources to accommodate the proposed use.**

1) Identify any and all coastal use policies (in section 2 (b) (1) of P.A. 79-535 and reprinted in CAM Planning Report No. 30) applicable to the proposed project.

See attached Application Support Document.

2) Identify any and all coastal resource policies (in section 2 (b) (2) of P.A. 79-535 and reprinted in CAM Planning Report No. 30) applicable to the proposed project.

See attached Application Support Document.

3) Describe how the proposed project is consistent with all the coastal policies identified in C (1) and (2) above (i.e. describe the extent to which the project complies or conflicts with each policy). Note: If a project conflicts with any policy, the project should be modified to reduce or eliminate the conflict.

See attached Application Support Document.

D. **Evaluation of the potential beneficial and adverse impacts of the project and description of proposed methods to mitigate adverse effects.**

1) Identify and describe the potential adverse impacts (as defined in section 3 (15) of P.A. 79-535) and potential beneficial impacts of the project on coastal resources.

Bridgeport Energy II, does not believe the planned peak generating facility has any adverse impacts on coastal resources (See attached Application Support Document).

For waterfront property only:

2) Is the project a water dependent use as defined in section 3 (16) of P.A. 79-535? If so, please explain why.

Not Applicable

For waterfront property only:

3) Describe the impacts or effects (either positive or negative) that the project will have on future water dependent uses or development on and adjacent to this site.

Not applicable

4) Describe the proposed measures to mitigate (reduce or eliminate) any adverse impacts on coastal resources described in D (1) and, if applicable, on future water dependent development opportunities described in D (3).

Bridgeport Energy II, LLC does not believe that the planned project has any adverse impacts on coastal resources and on future water dependent facilities (See attached Application Support Document), due principally to the project's site location and engineering design/general arrangement.

E. Demonstration of the acceptability of remaining or unmitigated adverse impacts on coastal resources and future water dependent uses and development.

1) Describe any adverse impacts that remain after employing all reasonable mitigation measures.

According to the list of adverse impacts to coastal resources defined in the CCMA, the only potential adverse impact that the proposed Site may trigger is the degradation of visual quality. However, due to the presence of other industrial land uses in the project area, including the PSEG Bridgeport Harbor Generating Station, there will be an incremental change in the visual quality of this existing industrial area as a result of the development of the BE II Facility. This incremental change is not considered to be adverse.

2) Explain why these remaining adverse impacts were not mitigated.

3) Explain why the commission reviewing this application should find these remaining adverse impacts to be acceptable.

Bridgeport Energy II, LLC has located and designed the planned peaking generation facility to be consistent with City of Bridgeport Zoning requirements, to the maximum extent possible and Connecticut Coastal Resource Management and Use Policies. The Project will help the State meet its growing demand for electical power in southwest Connecticut as well as improve the reliability of the electrical supply in this geographic region. It has significant positive economic impacts and the project's engineering design has been developed to minimize and/or avoid environmental impacts.

III. Supporting Materials/Documentation

A. The commission or board may request the submission of such additional information that it deems necessary in order to reach a decision on the application.

Include any additional information required by the commission and list any supplemental materials (plans, reports, etc) that are being submitted in support of this application.

Table of Contents

Table of Figures

Appendices

1.0 INTRODUCTION

1.1 General Information

Project Information:
Bridgeport Peaking Station

Consultant Information:
TRC Environmental Corporation
1200 Wall Street West
Lyndhurst, NJ 07071
Telephone: (201) 933-5541
Fax: (201) 933-5601
E-mail Address: agismondi@trcsolutions.com
Report Author: Anthony Gismondi
Senior Reviewer: Bob Golden

Site Information:
Bridgeport Peaking Station
10 Atlantic Street
Bridgeport, CT 06604
Fairfield County

Applicant Information:
Mr. Douglas Mulvey, P.E.
Bridgeport Energy II, LLC
c/o LS Power Development, LLC
400 Chesterfield Center, Suite 110
St. Louis, MI 63017

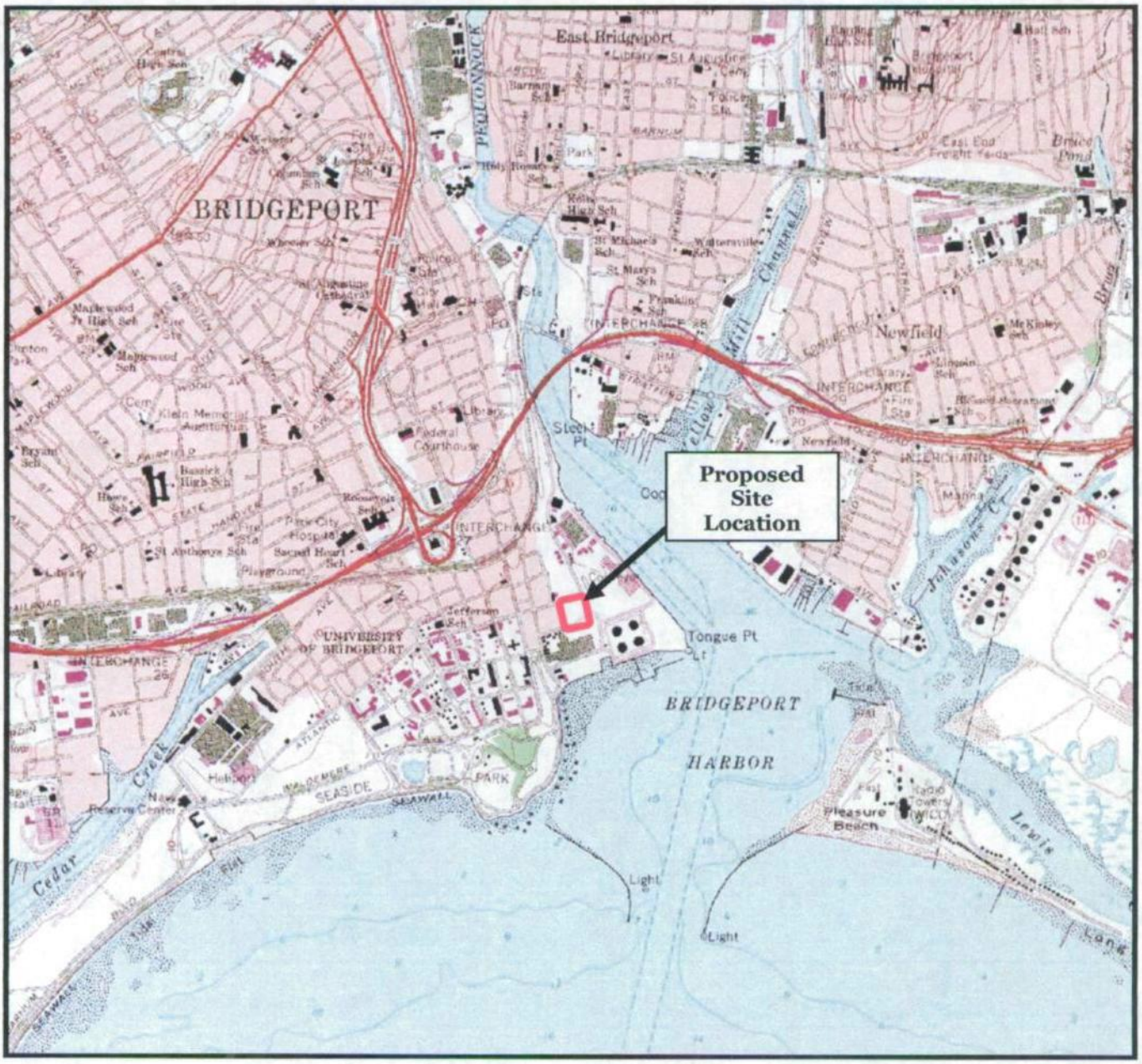
1.2 Purpose and Project Description

Bridgeport Energy II, LLC (BE II) is proposing to develop and operate a new 350-megawatt (nominal) simple cycle peaking generating unit (Facility) The proposed Facility will be located on the existing Bridgeport Energy facility property, which was once part of the Bridgeport Harbor Station generating plant . The Facility will be sited adjacent to the western edge of the Bridgeport Harbor Station property and immediately south of the Bridgeport Energy facility. Siting of the Facility is subject to review and approval by the Connecticut Siting Council through the declaratory ruling process, pursuant to C.G.S. § 16-50k(a), because the Facility is an electric generating facility that will be located at a site where an electric generating facility existed prior to July 1, 2004.

The Facility will be owned and operated by a separate entity from the adjacent Bridgeport Energy Facility and the Bridgeport Harbor Station Facility. The proposed Facility will utilize natural gas as the primary fuel and ultra low sulfur diesel (ULSD) fuel as the back up fuel source. The Facility will utilize two General Electric 7FA/7FB or two Siemens SGT6-5000F combustion turbines, in either case with associated auxiliary equipment. The Facility will also include the installation of a backup fuel oil storage tank of up to 1.2 million gallons. In addition to the combustion turbines and the oil storage tank, the Facility will include two (2), 213 foot exhaust stacks, an aqueous ammonia storage tank (a solution of 31% or less) with unloading facilities, two step-up electrical transformers, and an approximately 28,000 square foot building to enclose the turbine generators and auxiliary equipment.

In addition to the construction of a new oil storage tank and a gated access road off of Henry Street for fuel oil deliveries, the Facility will include a new aqueous ammonia tank (currently, there are two ammonia storage tanks that support the existing Bridgeport Energy Facility that will be relocated). The proposed Facility will not include any cooling towers but rather fin fan coolers. Natural gas will be supplied through a connection with Southern Connecticut Gas on or adjacent to the proposed Facility. Existing Southern Connecticut Gas equipment will be relocated to accommodate the power plant. A new approximately 500 foot underground 345 kV

dielectric cable from the power plant will be constructed from the west side of the proposed Facility and it will run across Russell Street to a new interconnection at the United Illuminating Company's new Singer substation. The entire proposed Facility will be fenced with a main gated entrance off Russell Street. Process and potable water for the proposed Facility will come from Aquarion, the local public water source. Process and sanitary wastewater generated by the proposed Facility will be discharged to the West Side Wastewater Treatment Plant



Bridgeport Energy II, LLC
Coastal Site Plan for Bridgeport Peaking Facility
Bridgeport, Connecticut

Figure 1: Site Location Map
Scale: 1:24,000

Source: USGS Quadrangles: Bridgeport, CT (1984)

TRC

2.0 DESCRIPTION OF PROPOSED ACTION

2.1 Existing Site Conditions

The proposed Facility is located at 10 Atlantic Street in Bridgeport, Connecticut and is located in a Heavy Industrial Zone (I-HI). It is approximately ¼ mile from the Pequonnock River. In documents provided by BE II, the proposed Facility is identified on Map 19, Parcel 10 as an approximately 100,000 square foot lot. The elevation of the site is approximately 60 feet above mean sea level (msl) and local topography slopes downward to the northeast.

The site area is mapped in the 100 year floodplain. Currently, the site is grass-covered and partially paved. It is surrounded by a chain link fence and is situated between Atlantic Street and Henry Street. It has a raised earthen berm (approximately 600 feet long, 25 feet wide and 12 feet high) that surrounds the western and southern edge of the site.

The site currently has two existing aqueous ammonia tanks on the eastern edge of the property that support the existing Bridgeport Energy Generating Facility and existing natural gas metering and pretreatment equipment owned by Southern Connecticut Gas.

2.2 Proposed Site Improvements

BE II is proposing to develop and operate a new 350-megawatt (nominal) simple cycle peaking generating facility in the City of Bridgeport, Connecticut. The proposed Facility, which will generate electricity to serve peak loads in southwest Connecticut and improve the reliability of the electric supply, will utilize natural gas as the primary fuel and ULSD fuel as a back up source. The proposed Facility will utilize two General Electric 7FA/7FB or two Siemens SGT6-5000F turbines and will include the installation of a fuel oil storage tank of up to 1.2 million gallons. The Facility's process and potable water will be obtained from Aquarion while process and sanitary wastewater will be discharged to the West Side Wastewater Treatment Plant.

The proposed generating building height will be approximately 80 feet, which is necessary to accommodate the electric generating equipment. The proposed stack height of 213 feet is required to comply with State air pollution regulations. The proposed Facility will include the construction of an approximately 500 foot, 345 kV underground electrical interconnection to the United Illuminating Singer Substation. Natural gas will be supplied through a connection with Southern Connecticut Gas on or adjacent to the proposed Facility. Existing Southern Connecticut Gas equipment will be relocated to accommodate the power plant.

The proposed Facility general arrangement plan and preliminary site development plans submitted to the City of Bridgeport by BE II is included in Appendix A.

Bridgeport Energy II, LLC
Coastal Site Plan for Bridgeport Peaking Facility
Bridgeport, Connecticut

Figure 2a: Site Aerial Map

Source: Google Earth

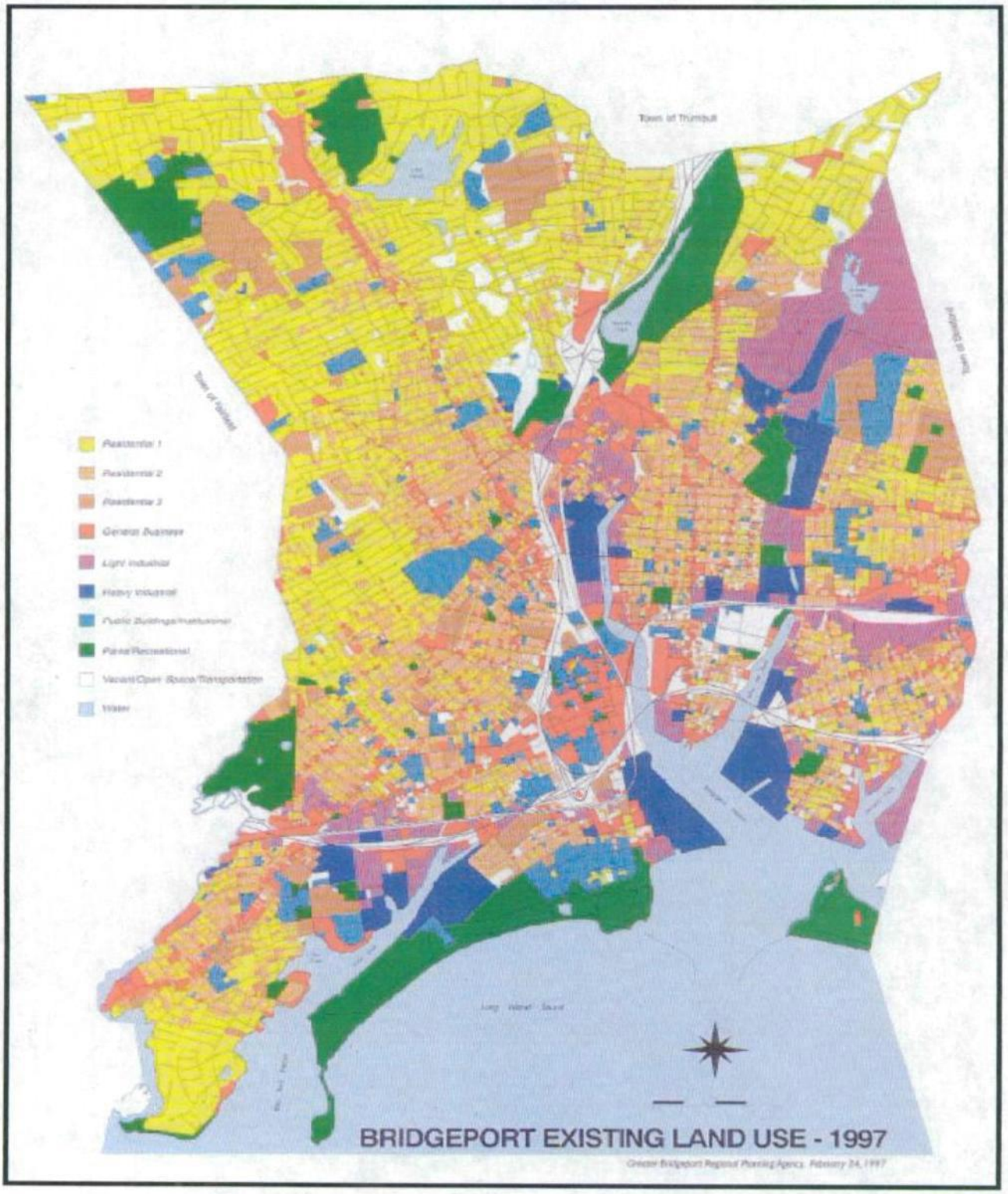
TRC

Bridgeport Energy II, LLC
Coastal Site Plan for Bridgeport Peaking Facility
Bridgeport, Connecticut

Figure 2b: Site Aerial Map

Source: Google Earth

TRC



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Bridgeport Energy II, LLC
Coastal Site Plan for Bridgeport Peaking Facility
Bridgeport, Connecticut

Figure 3: Bridgeport Land Use Map
Not to Scale

Source: USGS Quadrangles: Bridgeport, CT (1984)

TRC

2.3 Current Uses of Adjoining Properties

Current uses of the adjoining properties are as follows:

North – The proposed Facility is bordered to the north by the existing Bridgeport Energy , LLC peaking power plant. Beyond the plant is a vacant lot (former scrap yard for the nearby PSEG Bridgeport Harbor Generating Station facility);

East – The proposed Facility is bordered to the east by the PSE&G coal and oil-fired power Bridgeport Harbor Generating Station followed by the Pequonnock River;

South – The proposed Facility is bordered to the south by Henry Street followed by the former Remington facility, including some abandoned structures;

West – The proposed Facility is bordered to the west by Russell Street followed by a vacant lot, some warehouse buildings and residences.

2.4 Site Coastal Resources

In order for projects proposed in the coastal boundary to be consistent with the Connecticut Coastal Management Act (CCMA) and the City of Bridgeport's zoning regulations, they must be designed to avoid to the maximum extent possible, and if unavoidable, be designed to minimize adverse impacts to coastal resources and future water-dependent development opportunities and activities. The following sections of this support document summarize various coastal resources and indicate whether or not they are located on and/or adjacent to the proposed Facility.

2.4.1 Beaches and Dunes

Beaches and Dunes *are beach systems that include barrier beach spits and tombolos, barrier beaches, pocket beaches, land contact beaches and related dunes and sandflats. In general, beaches are dynamic areas abutting coastal waters that are characterized by sand, gravel or cobbles.*

Based upon a review of a 2006 Aerial Photograph provided by Google Maps (Figure 2b) and the reconnaissance performed by TRC on August 7, 2007, beaches and dunes do not exist on or adjacent to the proposed Facility. The entire proposed Facility is surrounded by city streets, existing power generating facilities, commercial buildings and/or vacant lots.

2.4.2 Bluffs and Escarpments

Bluffs and Escarpments *are naturally eroding shorelands marked by dynamic escarpments or sea cliffs which have slope angles that constitute an intricate and dynamic balance between erosion, substrate, drainage and degree of plant cover.*

Based upon a review of a 2006 Aerial Photograph provided by Google Maps (Figure 2b) and the reconnaissance performed by TRC on August 7, 2007, bluffs and escarpments do not exist on or adjacent to the proposed Facility.

2.4.3 Coastal Flood Hazard Area

Coastal Flood Hazard Areas *are land areas that become inundated with water during coastal storm events or are subject to erosion induces by such events, including flood hazard areas as defined and determined by the National Flood Insurance Act and all erosion hazard areas as determined by the Commissioner. These areas are designated within A-zone and V-zones by the Federal Emergency Management Agency (FEMA).*

According to the Flood Insurance Rate Map (FIRM) (http://msc.fema.gov/), the proposed Facility is located within the 100-year flood plain within Zone A4 with a flood elevation of 11 feet (see Figure 4). This zone is defined as areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year time period. As a consequence, the proposed BE II Facility will be designed in accordance with FEMA, State of Connecticut, and City of Bridgeport flood proofing requirements, as applicable.

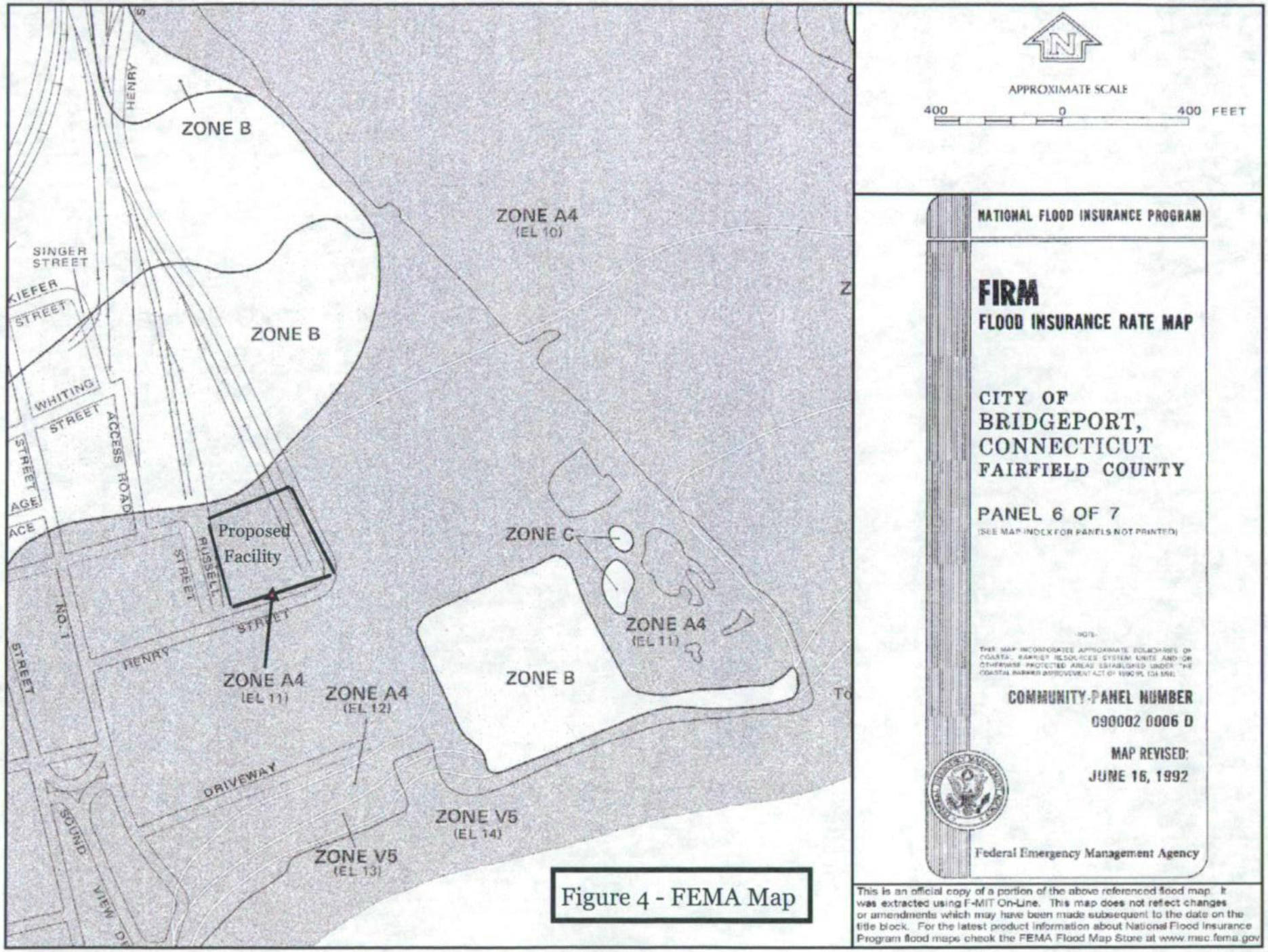


Figure 4 - FEMA Map

2.4.4 Coastal Waters/Estuarine Embayments

Coastal Waters *are those waters of the Long Island Sound and its harbors, embayments, tidal rivers, streams and creeks, which contain a salinity concentration of at least 500 parts per million (ppm).* ***Estuarine Embayments*** *are a protected coastal body of water with an open concentration to the sea in which saline sea water is measurably diluted by fresh water including tidal rivers, bays, lagoons and coves.*

Based upon a review of a 2006 Aerial Photograph provided by Google Maps (Figure 2b) and the reconnaissance performed by TRC on August 7, 2007, coastal waters or estuarine embayments do not exist on or immediately adjacent to the proposed Facility. The entire proposed Facility is surrounded by city streets, existing power generating facilities, commercial buildings and/or vacant lots.

2.4.5 Developed Shorefronts

Developed Shorefronts *are those harbor areas that have been highly engineered and developed resulting in the functional impairment or substantial alteration of their natural physiographic features or systems. These areas are typically developed with bulkheads, seawalls and revetments.*

Based upon a review of a 2006 Aerial Photograph provided by Google Maps (Figure 2b) and the reconnaissance performed by TRC on August 7, 2007, developed shorefronts do not exist on or immediately adjacent to the proposed Facility. The entire proposed Facility is surrounded by city streets, existing power generating facilities, commercial buildings and/or vacant lots.

2.4.6 Freshwater Wetlands/Watercourses

Freshwater Wetlands *are transition areas between uplands and aquatic habitats and include ponds, marshes and swamps.* ***Watercourses*** *are natural bodies of running water flowing on or beneath the earth.*

Based upon a review of a 2006 Aerial Photograph provided by Google Maps (Figure 2b) and the reconnaissance performed by TRC on August 7, 2007, freshwater wetlands or watercourses do not exist on or immediately adjacent to the proposed Facility. The entire proposed Facility is surrounded by city streets, existing power generating facilities, commercial buildings and/or vacant lots.

2.4.7 Intertidal Flats

Intertidal Flats *are gently sloping or flat areas located between high and low tides composed of muddy, silty and fine sandy sediments and generally without vegetation.*

Based upon a review of a 2006 Aerial Photograph provided by Google Maps (Figure 2b) and the reconnaissance performed by TRC on August 7, 2007, intertidal flats do not exist on or immediately adjacent to the proposed Facility. The entire proposed Facility is surrounded by city streets, existing power generating facilities, commercial buildings and/or vacant lots.

2.4.8 Islands

Islands *are lands that are completely surrounded on all sides by water.*

Based upon a review of a 2006 Aerial Photograph provided by Google Maps (Figure 2b) and the reconnaissance performed by TRC on August 7, 2007, islands do not exist on or immediately adjacent to the proposed Facility. The entire proposed Facility is surrounded by city streets, existing power generating facilities, commercial buildings and/or vacant lots.

2.4.9 Rocky Shorefronts

Rocky Shorefronts *are shorefront areas that are composed of bedrock, boulders and cobbles that are resistant to erosion and are an insignificant source of sediments for other coastal landforms. In general, rocky shorefronts are naturally occurring rocky outcrops that are situated between land and water.*

Based upon a review of a 2006 Aerial Photograph provided by Google Maps (Figure 2b) and the reconnaissance performed by TRC on August 7, 2007, rocky shorefronts do not exist on or immediately adjacent to the proposed Facility. The entire proposed Facility is surrounded by city streets, existing power generating facilities, commercial buildings and/or vacant lots.

2.4.10 Shellfish Concentration Areas

Shellfish Concentration Areas *are actual, potential or historic areas in coastal waters, in which one or more species of shellfish aggregate. Many shellfish concentration areas provide harvest opportunities for personal consumption or by Connecticut's aquaculture industry.*

Based on the reconnaissance performed by TRC on August 7, 2007, shellfish concentration areas do not exist on or immediately adjacent to the proposed Facility. The entire proposed Facility is surrounded by city streets, existing power generating facilities, commercial buildings and/or vacant lots.

2.4.11 Shorelands

Shorelands *are those land areas within the coastal boundary exclusive of coastal hazard areas, which are not subject to dynamic coastal processes and comprise of typical upland features such as bedrock hills, till hills and drumlins. Also, shorelands are not located within coastal flood or erosion hazard areas and do not consist of tidal wetlands, beaches and dunes.*

According to a 2006 Aerial Photograph provided by Google Maps (Figure 2b) and the reconnaissance performed by TRC on August 7, 2007, shorelands do not exist on or immediately adjacent to the proposed Facility. The entire proposed Facility is surrounded by city streets, existing power generating facilities, commercial buildings and/or vacant lots.

2.4.12 Tidal Wetlands

Tidal Wetlands *areas that border on or lie beneath tidal waters, such as, but not limited to banks, bogs, salt marshes, swamps, flats or other low lands subject to tidal action. In general, tidal wetlands form in 'low energy' environments protected from direct wave action.*

Based upon a review of a 2006 Aerial Photograph provided by Google Maps (Figure 2b) and the reconnaissance performed by TRC on August 7, 2007, tidal wetlands do not exist on or immediately adjacent to the proposed Facility. The entire proposed Facility is surrounded by city streets, existing power generating facilities, commercial buildings and/or vacant lots.

2.5 Assessment of Project Impacts on Coastal Resources

Based upon a review of a 2006 Aerial Photograph provided by Google Maps and the reconnaissance performed by TRC on August 7, 2007, there is no evidence of any coastal resources discussed in Sections 2.4.1 through 2.4.12 on or adjacent to the proposed Facility.

3.0 COASTAL USE POLICIES

As stated in the May 1992 Edition of the Reference Guide to Coastal Policies and Definitions, the coastal policies developed for the Connecticut Coastal Management Act (CCMA) provide uniform standards and criteria for all public agencies that conduct or regulate activities subject to the management program. Also, the Act defines the adverse impacts which must be considered for all coastal development proposals and in conjunction with all applicable coastal policies. The CCMA is based on policies, which are grouped into the following categories: General Development, Boating, Coastal Recreation and Access, Coastal Structures and Filling, Cultural Resources, Dams, Dikes & Reservoirs, Dredging & Navigation, Energy Facilities, Fisheries, Fuel, Chemical & Hazardous Materials, Open Space & Agricultural Lands, Ports & Harbors, Sewer & Water Lines, Solid Waste, Transportation and Water-dependent Uses. The following discussion identifies the above-mentioned coastal use policies, and includes an assessment of how the proposed Facility relates to those policies.

General Development

Policy #49

To insure that the development, preservation or use of the land and water resources of the coastal area proceeds in a manner consistent with the capability of the land and water resources to support development, preservation or use without significantly disrupting either the natural environment or sound economic growth.

The construction of the proposed Facility is being developed in a manner consistent with the current surrounding land uses. The proposed Facility is zoned as industrial heavy (I-HI). The proposed Facility is being developed at a site where electric generating facilities existed prior to July 1, 2004, and will be immediately adjacent to those existing power generating facilities. The proposed Facility location maximizes the use of existing infrastructure (e.g. water, sewer, gas, electric) on or adjacent to the site. Development of the proposed Facility is not anticipated to disrupt either the natural environment or economic growth of the coastal area. On the contrary, the proposed Facility will generate electricity to serve peak loads in southwest Connecticut and improve the reliability of the electric supply. Therefore, the proposed Facility is in compliance with this policy.

Policy #50

To resolve conflicts between competing uses on the shorelands adjacent to marine and tidal waters by giving preference to uses that minimize adverse impacts on natural coastal resources while providing long term and stable economic benefits.

Although the proposed Facility is in the coastal boundary, the site is not adjacent to marine and navigable waters. The proposed Facility development, as noted previously, will not impact the coastal resources as defined by CCMA. The proposed Facility will provide long-term benefits to the city and state by providing electricity to meet the growing demand for electric power in southern Connecticut as well as improving the reliability of the electric supply in the region. The development of the BE II Facility will result in economic benefits through an increase in site taxes resulting from the increased utilization of the Project Facility. As such, development of the proposed Facility is consistent with this policy.

Policy #51

There is a continuing need in the state for:

(1) Economic development and activity to provide and maintain employment and tax revenues...and support or broaden the economic base of the state, the control, abatement and prevention of pollution to protect the public health and safety...

The proposed Facility will generate electricity to serve peak loads in southwest Connecticut and improve the reliability of the electric supply. The construction of the generating facility will result in the creation of jobs during the construction of the plant as noted in the response to Policy #50 above. The proposed Facility is consistent with the purpose of the I-HI zone. The proposed building height (approximately 80 feet) is necessary to accommodate the electric generating equipment and associated air pollution controls, and the proposed stack height (213 feet) is required to comply with state air pollution regulations. A Permit to Construct air application was prepared for the proposed Facility and submitted to the Connecticut Department of Environmental Protection (CTDEP) in February 2007. The air permit application describes the pollution control measures outlined for the generating facility. CTDEP's issuance of the air permit and BE II's compliance thereto confirms compliance with Policy #51.

(2) The development of recreation facilities to promote tourism, to provide and maintain employment and tax revenues and to promote the public welfare.

This policy regarding the development of recreational facilities is not applicable to the proposed Facility.

(3) The development of commercial and retail sales and services facilities in urban areas to provide and maintain construction, permanent employment and tax revenues...

This policy pertaining to the development of commercial and retail sales and service facilities is not applicable to the proposed Facility.

(4) Assistance to public service businesses providing transportation and utility services in the state.

This policy is not applicable to the proposed Facility.

(5) Development of the commercial fishing industry to provide and maintain employment and tax revenues.

This policy is not applicable to the proposed Facility.

(6) Assistance to nonprofit and governmental entities in financing facilities providing health, educational, charitable, community, cultural, agricultural, consumer or other services benefiting the citizens of the state...

This policy is not applicable to the proposed Facility.

Boating

Policy #52

To encourage increased recreational boating use of coastal waters, where feasible, by (i) providing additional berthing space in existing harbors, (ii) limiting non-water-

dependent land uses that preclude boating support facilities, (iii) increasing state-owned launching facilities, and (iv) providing for new boating facilities in natural harbors, new protected water areas and in areas dredged from dry land.

The proposed Facility will not interfere with any existing or proposed recreational boating activities in the immediate area, given that it will not be located directly on the waterfront. Therefore, this policy is not applicable to the proposed Facility

Policy #53
To protect coastal resources by requiring, where feasible, that such boating uses and facilities (i) minimize disruption or degradation of natural coastal resources, (ii) utilize existing altered, developed or redevelopment areas, (iii) are located to assure optimal distribution of state-owned facilities to the state-wide boating public and (iv) utilize ramps and dry storage rather than slips in environmentally sensitive areas.

This policy is not applicable to the proposed Facility.

Policy #54
To protect and where feasible, upgrade facilities serving the commercial fishing and recreational boating industries.

This policy is not applicable to the proposed Facility.

Policy #55
To maintain existing authorized commercial fishing and recreational boating harbor space unless the demand for these facilities no longer exists or adequate space has been provided.

Commercial fishing and recreational boating activities in the immediate area will not be affected, given that the proposed Facility will not be located on the waterfront. Therefore, this policy is not applicable to the proposed construction of the peaking generating facility.

Policy #56
To design and locate, where feasible, proposed recreational boating facilities in a manner which does not interfere with the needs of the commercial fishing industry.

This policy is not applicable to the proposed Facility.

Policy #57
In the performance of his duties under part II, the commissioner shall: (1) Classify all waters and all vessels for the purpose of establishing uniformity in the regulation of such waters and such vessels; (2) prescribe uniform navigation aids for state waters and regulate the use of such aids; (3) establish restricted zones or sea lanes within navigable waters and adopt regulations pertaining thereto for the purpose of protecting the natural ecology of such waters and the abutting shoreline from environmental damage resulting from marine accidents which cause the release of petroleum products or other hazardous substances and materials into the waters of the state, provided before establishing such lanes, zones and regulations the commissioner shall consider at least the following factors: (i) The danger in transporting the type of material; (ii) the evidence of deleterious incidents arising from the transportation of such hazardous materials; (iii) available alternatives; (iv) the public need; and (v) the

effect on interstate commerce; and further provided any such regulations promulgated by the commissioner shall list and define the substances and materials which are classified as hazardous; (4) prescribe uniform standards for safety devices and equipment required by part II and certify the types of devices and equipment which meet such standards; (5) designate and assist the several towns in designating prohibited and restricted boating areas and waters limited to special boating purposes and prescribe uniform standards for the marking and regulation of such areas; (6) adopt such regulations respecting water skiing and underwater swimming and diving as he finds necessary for public safety; (7) study, plan and recommend the development of boating facilities, safety education and means of improving boating safety; (8) in cooperation with the Department of Public Health, investigate matters relating to and recommend means of improving boating sanitation; (9) cooperate with the Department of Transportation concerning regulations governing the operation of seaplanes on state waters; (10) cooperate with the United States and the several states in promoting uniformity of boating laws and regulations and their administration and enforcement, and (11) subject to the applicable provisions of chapter 54 and the limitations of part II, adopt such regulations to provide for public safety and environmental quality as he finds necessary to administer and enforce the provisions of said part and to promote the safe use and protection of waters and the safe operation of vessels; provided the commissioner shall make no regulations respecting the operation of vessels on Long Island Sound except as are necessary to secure inshore waters and establish and secure restricted areas.

This policy is not applicable to the proposed Facility.

Coastal Recreation & Access

Policy #58

To encourage public access to the waters of Long Island Sound by expansion, development and effective utilization of state-owned recreational facilities within the coastal area that is consistent with sound resource conservation procedures and constitutionally protected rights of private property owners.

The proposed Facility will not adversely impact existing access to public water-related recreation resources and facilities in the vicinity of the proposed Facility. The proposed Facility will be located on private lands. Access and use of existing waterfront parks will not be affected by the proposed Facility. Therefore, this policy is not applicable.

Policy #59

To make effective use of state-owned coastal recreational facilities in order to expand coastal recreational opportunities including the development or redevelopment of existing state-owned facilities where feasible.

The proposed Facility will not adversely impact existing or future development or redevelopment of state-owned coastal recreational facilities, given that it will not be located directly on the waterfront. Therefore, this policy is not applicable.

Policy #60

To require as a condition in permitting new coastal structures, including but not limited to, groins, jetties or breakwaters, that access to, or along, the public beach

below mean high water must not be unreasonably impaired by such structures and to encourage the removal of illegal structures below mean high water which unreasonably obstruct passage along the public beach.

Access to, or along, the public beachfront below mean high water will not be impaired, given that the proposed Facility will not be located directly on the waterfront. Therefore, this policy is not applicable.

Policy #61

In making grants-in-aid for open space land acquisition or development from out of funds authorized before July 1, 1998, the Commissioner of Environmental Protection shall: (a) Seek to achieve a reasonable balance among all parts of the state in the relative adequacy of present areas devoted to recreational and conservation purposes and the relative anticipated future needs for additional areas devoted to recreational and conservation purposes; (b) give due consideration to the special park requirement needs of urban areas; (c) wherever possible, give priority to land which will be utilized for multiple recreational and conservation purposes; (d) give due consideration to coordination with the plans of departments of the state and regional planning agencies with respect to land use or acquisition; and (e) give primary consideration to the needs of municipalities that have formed local housing partnerships pursuant to the provisions of section 8-336f.

Development of the proposed Facility does not involve open space land acquisitions or development. Therefore, this policy is not applicable.

Policy #62

Maintenance of areas and facilities for recreation or natural resources purposes to such extent as may be necessary to assure the proper operation and maintenance of areas and facilities acquired by municipalities or regional authorities pursuant to any program participated in by this state under authority of sections 22a-21 to 22a-26, inclusive, such areas and facilities shall be publicly maintained for outdoor recreation or natural resources purposes, and such city or other local governmental unit shall give such assurances to the state as may be required by the Commissioner of Environmental Protection, that it has available sufficient funds to meet its share of the cost of the project and that the acquired or developed areas will be operated and maintained at municipal or regional expense for public outdoor recreation or natural resources use.

Development of the proposed Facility does not involve or impact recreation or natural resource areas. Therefore, this policy is not applicable.

Policy #63

To require that structures in tidal wetlands and coastal waters be designed, constructed and maintained to minimize adverse impacts on coastal resources, circulation and sedimentation patterns, water quality, and flooding and erosion, to reduce to the maximum extent practicable the use of fill, and to reduce conflicts with the riparian rights of adjacent landowners.

The proposed Facility will not adversely impact the circulation and sedimentation patterns, water quality, flooding and erosion due to the construction of structures in tidal wetlands and coastal waters, given that it is not located directly on the waterfront. Therefore, this policy is not applicable.

Policy #64

Disallow any filling of tidal wetlands and nearshore, offshore and intertidal waters for the purpose of creating new land from existing wetlands and coastal waters which would otherwise be undevelopable, unless it is found that the adverse impacts on coastal resources are minimal.

Development of the proposed Facility does not involve the filling of any tidal wetlands or intertidal or offshore water areas. Therefore, this policy is not applicable.

Policy #65

To require as a condition in permitting new coastal structures, including but not limited to, groins, jetties or breakwaters, that access to, or along, the public beach below mean high water must not be unreasonably impaired by such structures.

Development of the proposed Facility does not involve the construction of any new coastal structures. Therefore, this policy is not applicable.

Policy #66

To encourage the removal of illegal structures below mean high water which unreasonably obstructs passage along the public beach.

This policy is not applicable to the proposed Facility.

Policy #67

To maintain, enhance, or, where feasible, restore natural patterns of water circulation and fresh and saltwater exchange in the placement or replacement of culverts, tide gates or other drainage or flood control structures.

Development of the proposed Facility on previously disturbed/developed areas will not impacting any fish or saltwater circulation patterns in the area. Therefore, this policy is not applicable.

Policy #68

The Commissioner of Environmental Protection shall regulate dredging and the erection of structures and the placement of fill, and work incidental thereto, in the tidal, coastal or navigable waters of the state waterward of the high tide line. Any decisions made by the commissioner pursuant to this section shall be made with due regard for indigenous aquatic life, fish and wildlife, the prevention or alleviation of shore erosion and coastal flooding, the use and development of adjoining uplands, the improvement of coastal and inland navigation for all vessels, including small craft for recreational purposes, the use and development of adjacent lands and properties and the interests of the state, including pollution control, water quality, recreational use of public water and management of coastal resources, with proper regard for the rights and interests of all persons concerned.

Development of the proposed Facility will not require any dredging in tidal, coastal or navigable waters or the erection of any structures or placement of any fill in these areas. Therefore, this policy is not applicable.

Cultural Resources

Policy #69

To require reasonable mitigation measures where development would adversely impact historical, archaeological, or paleontological resources that have been designated by the state historic preservation officer.

The proposed Facility will be located in an existing heavy industrial zoned area. The site, which will be on approximately 2.2 acres of a 7-acre larger tract of land that was utilized to support construction and operation of the existing Bridgeport Energy Facility, is presently grass-covered and partially paved, has existing infrastructure on it that supports the existing Bridgeport Energy Facility (i.e. aqueous ammonia tanks, Southern Connecticut Gas pre-treatment and metering station). Previous records reveal that the proposed Facility was utilized as a rail car storage and unloading area that supported the United Illuminating coal and oil-fired generating station (Now owned by Public Service Electric & Gas {PSE&G}) dating back to the late 19th century.

The proposed Facility is in compliance with this policy based upon its historic industrial usage and current understanding that the historic preservation office has not designated it as containing any historic, archeological or palentological resource,.

Policy #70

Any municipality may, by vote of its legislative body and in conformance with the standards and criteria formulated by the Connecticut Commission on Culture and Tourism, establish within its confines an historic district or districts to promote the educational, cultural, economic and general welfare of the public through the preservation and protection of the distinctive characteristics of buildings and places associated with the history of or indicative of a period or style of architecture of the municipality, of the state or of the nation.

This policy is not applicable to the proposed Facility given that it will not be located in an historic district within the city of Bridgeport.

Policy #71

The legislative body of any municipality may make appropriations for the purpose of carrying out the provisions of this part.

This policy is not applicable to the proposed Facility given that it will not be located in an historic district within the city of Bridgeport.

Policy #72

Any municipality or private organization may acquire, relocate, restore, preserve and maintain historic structures and landmarks and may receive funds from the state and federal governments for such purposes. Grants-in-aid may be made to owners of historic structures or landmarks in an amount not to exceed fifty per cent of the nonfederal share of the total cost of such acquisition, relocation, historic preservation and restoration. Grants-in-aid shall be made through an assistance agreement signed by the owner. Subsequent to the execution of any such assistance agreement, advances of funds may be made by the commission to the owner of such an historic structure or landmark.

This policy is not applicable to the proposed Facility given that it will not be located in an historic district within the city of Bridgeport.

Policy #73

It is found that the lower Connecticut River and the towns abutting the river possess unique scenic, ecological, scientific and historic value contributing to public enjoyment, inspiration and scientific study, that it is in the public interest that the provisions of this chapter be adopted to preserve such values and to prevent deterioration of the natural and traditional riverway scene for the enjoyment of present and future generations of Connecticut citizens and that the powers of the Commissioner of Environmental Protection, conferred by the provisions of section 22a-25, should be exercised in the furtherance of the purposes hereof in conformity with his general responsibility to preserve the natural resources of the state.

This policy is not applicable to the proposed Facility given that it will not be located within the lower Connecticut River watershed or the towns abutting the Connecticut River.

Policy #74

The commission may, using such funds as may be appropriated to it or available from any other source, acquire by gift, grant, bequest, devise, lease, purchase or otherwise historic structures or landmarks, including such adjacent land as may be necessary for the comfort and safety of the visiting public, which the commission determines to be of national or state historical importance and to be of such concern to the public at large that they should be held forever in good condition for visitation by the public and for the protection of the heritages of the people of this state and nation. The commission may restore, maintain and operate, or may lease to private organizations or municipalities for the purpose of restoring, maintaining and operating, such properties in such a condition as to render them suitable for public visitation and to inform the public of the historic event or circumstance connected therewith. The commission may charge reasonable visitation or special event fees, and operate or contract for the operation of gift shops at such properties and use funds received to help defray the cost of maintenance and operation of such properties and to replenish stock. The commission may cooperate with the Department of Environmental Protection and any other appropriate municipal, state or federal agency or private organization in carrying out functions under this section and may enter into agreements for such purposes.

This policy is not applicable to the proposed Facility.

Dams, Dikes & Reservoirs

Policy #75

All dams, dikes, reservoirs and other similar structures, with their appurtenances, without exception and without further definition or enumeration herein, which, by breaking away or otherwise, might endanger life or property, shall be subject to the jurisdiction conferred by this chapter.

The proposed Facility does not involve any dams, dikes or reservoirs. As such, this policy is not applicable.

Policy #76
The commissioner or his representative, engineer or consultant shall determine the environmental impact of the construction work on the island wetlands of the state, and the need for a fishway, and examine the documents and inspect the site, and, upon approval thereof, the commissioner shall issue a permit authorizing the proposed construction work under such conditions as the commissioner may direct.

The proposed Facility, as noted previously, will not impact any wetlands of the state. Therefore, this policy is not applicable.

Dredging & Navigation

Policy #77
To encourage, through the state permitting program for dredging activities, the maintenance and enhancement of existing federally-maintained navigation channels, basins and anchorages.

Access or utilization to the existing federally-maintained navigation channels, basins and anchorages will not be required given the proposed Facility's location, its construction plan, its offsite infrastructures requirements, and its operations plan. Therefore, this policy is not applicable.

Policy #78
To discourage the dredging of new federally-maintained navigation channels, basins and anchorages.

The proposed Facility will not be performing any dredging activities in any coastal waters. Therefore, this policy is not applicable.

Policy #79
To reduce the need for future dredging by requiring that new or expanded navigation channels, basins and anchorages take advantage of existing or authorized water depths, circulation and siltation patterns and the best available technologies for reducing controllable sedimentation.

The proposed Facility will not require dredging activities for construction or operation. Therefore, this policy is not applicable.

Policy #80
To disallow new dredging in tidal wetlands except where no feasible alternative exists and where adverse impacts to coastal resources are minimal.

The proposed Facility will not require dredging activities in tidal wetlands. Therefore, this policy is not applicable.

Policy #81
The commissioner of environmental protection shall regulate the taking and removal of sand, gravel and other materials from lands under tidal and coastal waters with due regard for the prevention or alleviation of shore erosion, the protection of necessary shellfish grounds and finfish habitats, the preservation of necessary wildlife habitats,

the development of adjoining uplands, the rights of riparian property owners, the creation and improvement of channels and boat basins, the improvement of coastal and inland navigation for all vessels including small craft for recreational purposes and the improvement, protection or development of uplands bordering upon tidal and coastal waters, with due regard for the rights and interests of all persons concerned.

The proposed Facility will not require the taking and/or removal of sand, gravel or other materials from lands under tidal or coastal waters. Therefore this policy is not applicable.

Policy #82

Harbor masters shall have the general care and supervision of the harbors and navigable waterways over which they have jurisdiction, subject to the direction and control of the Commissioner of Transportation, and shall be responsible to the commissioner for the safe and efficient operation of such harbors and navigable waterways in accordance with the provisions of this chapter. The harbor masters or deputy harbor masters shall exercise their duties in a manner consistent with any harbor management plan adopted pursuant to section 22a-113m for a harbor over which they have jurisdiction. The commissioner may delegate any of his powers and duties under this chapter to such harbor masters or to any existing board of harbor commissioners, but shall at all times be vested with responsibility for the overall supervision of the harbors and navigable waterways of the state.

The proposed Facility will not require utilization of harbors or navigable waterways. Therefore this policy is not applicable.

Energy Facilities

Policy #83

The legislature finds that power generating plants and transmission lines for electricity and fuels, community antenna television towers and telecommunication towers have had a significant impact on the environment and ecology of the state of Connecticut; and that continued operation and development of such power plants, lines and towers, if not properly planned and controlled, could adversely affect the quality of the environment and the ecological, scenic, historic and recreational values of the state. The purposes of this chapter are: To provide for the balancing of the need for adequate and reliable public utility services at the lowest reasonable cost to consumers with the need to protect the environment and ecology of the state and to minimize damage to scenic, historic, and recreational values; to provide environmental quality standards and criteria for the location, design, construction and operation of facilities for the furnishing of public utility services at least as stringent as the federal environmental quality standards and criteria, and technically sufficient to assure the welfare and protection of the people of the state; to encourage research to develop new and improved methods of generating, storing and transmitting electricity and fuel and of transmitting and receiving television and telecommunications with minimal damage to the environment and other values described above; to promote energy security; to promote the sharing of towers for fair consideration wherever technically, legally, environmentally and economically feasible to avoid the unnecessary proliferation of towers in the state particularly where installation of such towers would adversely impact class I and II watershed lands, and aquifers; to require annual forecasts of the demand for electric power, together with identification and advance planning of the

facilities needed to supply that demand and to facilitate local, regional, state-wide and interstate planning to implement the foregoing purposes.

The proposed Facility has been planned for a location where an electric generating facility existed prior to July 1, 2004, and is appropriately zoned by the City of Bridgeport. In fact, the area where the Facility is proposed to be located has been dedicated to the generation of electric power for more than 45 years. Given this history and the presence of existing infrastructure supporting the electric generating operations in the area, minimal offsite infrastructure is required to support the development and operation of the proposed Facility. There are no required aboveground electric transmission towers. Interconnection with United Illuminating Singer substation will be accomplished by the construction of a 345 kV underground feed. Similarly, the site is already served by a natural gas supply line that will provide fuel to the proposed Facility.

Development of the proposed Facility will minimize and/or avoid any potential impacts to the ecological, scenic, historic and recreational communities. The proposed Facility also helps to satisfy the state's growing demand for electrical power and the reliability of the power supply in southwest Connecticut.

The Connecticut Siting Council, in its review capacity pursuant to C.G.S. Section 16-50k (a) will consider the proposed Facility's overall impacts; consistent with the State's Coastal Resources and Use Policies; and take into consideration the City of Bridgeport's comments/concerns/recommendations. The proposed Facility is in compliance with this policy.

Policy #84

In a certification proceeding, the council shall render a decision upon the record either granting or denying the application as filed, or granting it upon such terms, conditions, limitations or modifications of the construction or operation of the facility as the council may deem appropriate. The council's decision shall be rendered in accordance with the following: (A) Not later than twelve months after the deadline for filing an application following the request-for-proposal process for a facility described in subdivision (1) or (2) of subsection (a) of section 16-50i or subdivision (4) of said subsection (a) if the application was incorporated in an application concerning a facility described in subdivision (1) of said subsection (a); (B) Not later than one hundred eighty days after the deadline for filing an application following the request-for-proposal process for a facility described in subdivision (4) of said subsection (a), and an application concerning a facility described in subdivision (3) of said subsection (a), provided such time periods may be extended by the council by not more than one hundred eighty days with the consent of the applicant; and (C) Not later than one hundred eighty days after the filing of an application for a facility described in subdivision (5) or (6) of said subsection (a), provided such time period may be extended by the council by not more than one hundred eighty days with the consent of the applicant. (3) The council shall file, with its order, an opinion stating in full its reasons for the decision. The council shall not grant a certificate, either as proposed or as modified by the council, unless it shall find and determine: (A) Except as provided in subsection (c) of this section, a public need for the facility and the basis of the need; (B) The nature of the probable environmental impact of the facility alone and cumulatively with other existing facilities, including a specification of every significant adverse effect, including, but not limited to, electromagnetic fields that, whether alone or cumulatively with other effects, on, and conflict with the policies of the state concerning, the natural environment, ecological balance, public health and safety,

scenic, historic and recreational values, forests and parks, air and water purity and fish, aquaculture and wildlife; C) Why the adverse effects or conflicts referred to in subparagraph (B) of this subdivision are not sufficient reason to deny the application; () In the case of an electric transmission line, (i) what part, if any, of the facility shall be located overhead, (ii) that the facility conforms to a long-range plan for expansion of the electric power grid of the electric systems serving the state and interconnected utility systems and will serve the interests of electric system economy and reliability, and (iii) that the overhead portions, if any, of the facility are cost effective and the most appropriate alternative based on a life-cycle cost analysis of the facility and underground alternatives to such facility, are consistent with the purposes of this chapter, with such regulations or standards as the council may adopt pursuant to section 16-50t, including, but limited to, the council's best management practices for electric and magnetic fields for electric transmission lines and with the Federal Power Commission "Guidelines for the Protection of Natural Historic Scenic and Recreational Values in the Design and Location of Rights-of-Way and Transmission Facilities" or any successor guidelines and any other applicable federal guidelines and are to be contained within an area that provides a buffer zone that protects the public health and safety, as determined by the council. In establishing such buffer zone, the council shall take into consideration, among other things, residential areas, private or public schools, licensed child day care facilities, licensed youth camps or public playgrounds adjacent to the proposed route of the overhead portions and the level of the voltage of the overhead portions and any existing overhead transmission lines on the proposed route. At a minimum, the existing right-of-way shall serve as the buffer zone; (E) In the case of an electric or fuel transmission line that the location of the line will not pose an undue hazard to persons or property along the area traversed by the line.

As detailed in the response to Policy #83 above, the proposed Facility is in compliance with this policy. Given the proposed Facility's preferred location at a site where an electric generating facility existed prior to July 1, 2004, the proposed Facility is eligible for approval by declaratory ruling pursuant to C.G.S. § 16-50k(a). Further, due to its location, configuration, pollution controls and limited operation as a peaking facility, the proposed Project will not have substantial adverse environmental effects.

Fisheries

Policy #85

To manage the state's fisheries in order to promote the economic benefits of commercial and recreational fishing, enhance recreational fishing opportunities, optimize the yield of all species, prevent the depletion or extinction of indigenous species, maintain and enhance the productivity of natural estuarine resources and preserve healthy fisheries resources for future generations.

The proposed Facility will not be located within or affect any areas that are designated as fish habitats and it will not be accessing any coastal waters. Therefore, this policy is not applicable.

Policy #86

The party States, for the purpose of promoting the restoration of Anadromous Atlantic salmon, hereinafter referred to as Atlantic salmon, to the Connecticut River basin by the development of a regional program for stocking, protection, management, research and regulation, do hereby establish the Connecticut River Atlantic Salmon Commission.

The proposed Facility will not be located within or affect any areas that are designated as fish habitats and it will not be accessing any coastal waters. Therefore, this policy is not applicable.

Fuel, Chemical & Hazardous Materials

Policy #87
To minimize the risk of oil and chemical spills at port facilities.

The proposed Project will not be located on the waterfront and will not utilize any bodies of water as port facilities. Oil and chemical deliveries to the facility site will be accomplished by tanker trucks that are properly regulated/certified by state and federal regulatory authorities that will travel along municipal roadways to the Henry Street entrance to the proposed Facility.

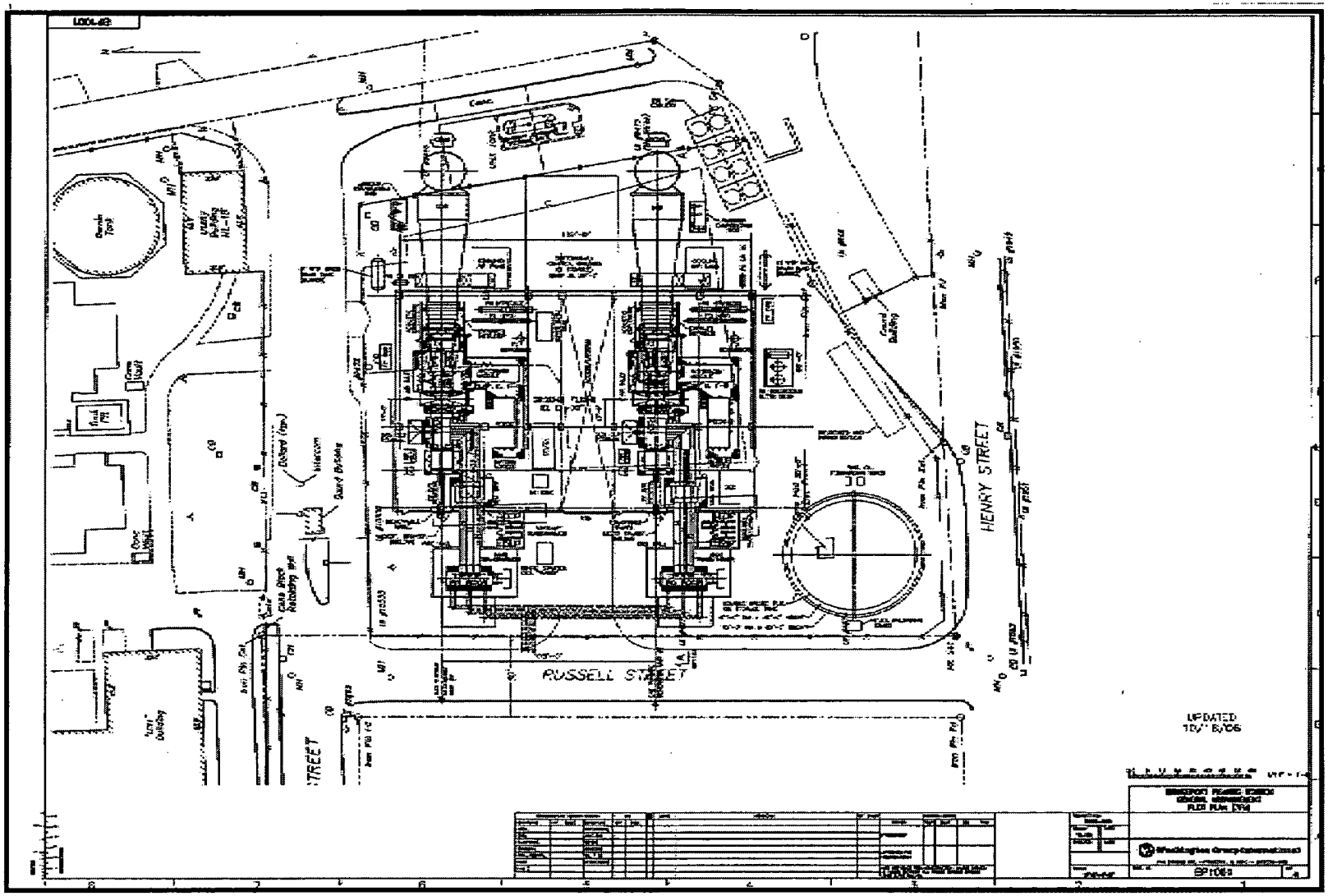
Therefore, this policy is not applicable to the proposed Facility.

Policy #88
To disallow the siting within the coastal boundary of new tank farms and other new fuel and chemical storage facilities, which can reasonably be located inland.

The proposed Facility is to be developed on land that is zoned by the City of Bridgeport as heavy industrial (I-HI). For decades, the land, which is not on the waterfront and is located upland within the coastal zone, has supported industrial activities. The existing aqueous ammonia storage tank is used to support the adjacent facility owned by Bridgeport Energy, LLC **(Figure 5).**

The proposed Facility will not involve the construction or utilization of a new tank farm, which implies the storage of petroleum products in multiple tanks for the off-site use by multiple end-users. The new oil storage tank to be constructed on-site will be for the sole purpose of storing low sulfur oil for use by the proposed Facility during natural gas supply interruption.

The proposed Facility will also involve the construction of a new aqueous ammonia storage tank. Ammonia will be utilized in the selective catalytic reduction system to control air emissions to levels specified in the proposed Facility's air permit to be issued by the CT DEP. In consideration of the above, BE II believes the proposed Facility is in compliance with this policy.



Bridgeport Energy II, LLC
Coastal Site Plan for Bridgeport Peaking Facility
Bridgeport, Connecticut

Figure 5: Site Plot Plan
Scale: See Above on Map

Source: Washington Group International

Policy #89

To require any new storage tanks which must be located within the coastal boundary to abut existing storage tanks or to be located in urban industrial areas and to be adequately protected against floods and spills.

The proposed Facility is located within the City of Bridgeport's heavy industrial zone.

The engineering design of the new 1.2 million-gallon or less aboveground fuel oil storage tank will reflect a double-wall design providing secondary containment capability of 110% of the tank's total capacity. The new ammonia storage tank will also be designed to provide for a 110% containment volume.

During operation, the fuel oil storage and unloading area will be continuously monitored for tank overfill and spill conditions. An audible and visual high-level alarm and overfill sensor will be provided for the fuel oil storage tank and an audible and visual high level sensor will be provided for the fuel oil unloading area to detect a spillage. The fuel oil storage and overfill protection system provides a voltage free alarm contact for connection to the plant control room where the fuel oil unloading pumps are automatically stopped upon detection of fuel oil storage overfill or a spill condition.

The ammonia storage and unloading area will also be continuously monitored for tank overfill and any leakage. The ammonia storage tank overfill detection system will consist of an audible and visual alarm that is tied to the high level sensor and an ambient monitoring system to detect ammonia leakage. The ammonia storage and overfill and leak detection system provides a voltage free alarm contact for connection to the plant control room. Ammonia unloading will be stopped by the unloading operator on alarm detection.

Finally, prior to commercial operation, the proposed Facility will have prepared and implemented a Spill Protection, Containment and Countermeasures (SPCC) Plan to comply with 40 CFR 112 as well as a Facility Regional Plan (FRP), as applicable, to comply with the Oil Pollution Control Act of 1990 (which is applicable to a facility storing greater than one million gallons of petroleum). A contract will be executed with a cleanup contractor to minimize off-site impacts from any potential spill and Standard Operating Procedures (SOP) (e.g. tanker truck unloading or loading procedures) will be developed and implemented by Facility Operations Personnel.

As such, BE II, believes it is in compliance with this policy.

Policy #90

To minimize the risk of spillage of petroleum products and hazardous substances.

In addition to the prudent engineering design as described above, (e.g. double wall containment, interstitial monitoring, high level alarms and overfill protection feature) reflected in the plan for the above ground fuel oil storage tank and the aqueous ammonia tank, the proposed Facility will develop SOPs (i.e., tanker truck unloading and loading procedures) to minimize the risk of spills during such operations. Visual inspections of petroleum and chemical storage tanks/pipes will routinely be performed by Facility Operations Personnel.

BE II believes that its planned emergency design and adoption of best management practices at the proposed Facility is in compliance with this policy.

Policy #91
To provide effective containment and cleanup facilities for accidental spills.

As noted in the response to Policy #89 and #90 above, BE II will implement a number of best management practices and standard operating procedures that are designed to keep the proposed Facility in compliance with applicable state and federal policies and regulations. These include, at a minimum, the following:

- Retention of a qualified third party responder that will provide necessary clean-up services in the event of a spill at the Facility.
- Installation of high alarm, overfill protection on the above ground storage tanks; installation of required containment around each of the storage tanks; performance of visual inspections to ensure that the containment areas are clear of debris and that the integrity of tank containment areas are not compromised etc.
- Placement of spill kits strategically located for staff to access during operations/maintenance activities.

As such, BE II believes that it is in compliance with this policy.

Policy #92
To disallow offshore oil receiving systems that have the potential to cause catastrophic oil spills in the Long Island Sound estuary.

The proposed Facility will not be located along the waterfront. It will also not require the utilization of any bodies of water to receive offshore oil deliveries. Fuel oil will be delivered to the Site via tanker truck. Oil deliveries to the site will be made by delivery trucks accessing the site through a controlled gated access point on Henry Street.

The proposed Facility will incorporate a secondary containment system around each AST to handle a catastrophic tank failure on-site while the tanker truck loading/unloading areas will be designed to contain 110 % or more of the tanker truck's total capacity.

As such, BE II is in compliance with this policy.

Policy #93
The Commissioner of Environmental Protection shall, to the extent possible, immediately, whenever there is discharge, spillage, uncontrolled loss, seepage or filtration of oil or petroleum or chemical liquids or solid, liquid or gaseous products or hazardous wastes upon any land or into any of the waters of the state or into any offshore or coastal waters, which may result in pollution of the waters of the state, damage to beaches, wetlands, stream banks or coastal areas, or damage to sewers or utility conduits or other public or private property or which may create an emergency, cause such discharge, spillage, uncontrolled loss, seepage or filtration to be contained and removed or otherwise mitigated by whatever method said commissioner considers best and most expedient under the circumstances. The commissioner shall also (1) determine the person, firm or corporation responsible for causing such discharge, spillage, uncontrolled loss, seepage or filtration.

BE II acknowledges that the Commissioner of the CTDEP has the authority described above.

Policy #94

The commissioner may: (1) License terminals in the state for the loading or unloading of oil or petroleum or chemical liquids or solid, liquid or gaseous products or hazardous wastes and shall adopt, in accordance with chapter 54, reasonable regulations in connection therewith for the purposes of identifying terminals subject to licensure and protecting the public health and safety and for preventing the discharge, spillage, uncontrolled loss, seepage or filtration of oil or petroleum or chemical liquids or solid, liquid or gaseous products or hazardous wastes. Each license issued under this section shall be valid for a period of not more than ten years from the date of issuance, unless sooner revoked by the commissioner, and there shall be charged for each such license or renewal thereof fees established by regulation sufficient to cover the reasonable cost to the state of inspecting and licensing such terminals; (2) provide by regulations for the establishment and maintenance in operating condition and position of suitable equipment to contain as far as possible the discharge, spillage, uncontrolled loss, seepage or filtration of any oil or petroleum or chemical liquids or solid, liquid or gaseous products or hazardous wastes; (3) inspect periodically all hoses, gaskets, tanks, pipelines and other equipment used in connection with the transfer, transportation or storage of oil or petroleum or chemical liquids or solid, liquid or gaseous products or hazardous wastes to make certain that they are in good operating condition, and order the renewal of any such equipment found unfit for further use. No person shall commence operation of any such terminal in this state on or after July 1, 1993, without a license issued by the commissioner. Any person who operates any such terminal without a license issued by the commissioner shall be fined not more than five thousand dollars per day during any period of unlicensed operation.

The proposed Facility is not a terminal for the loading or unloading of oil or petroleum or chemical liquids or solids, liquid or gaseous products or hazardous wastes; therefore, this policy is not applicable to the Project.

Policy #95

The safe and sanitary disposal of toxic or hazardous wastes shall be the responsibility of the generator and shall be accomplished in a manner approved by the commissioner.

It is anticipated that the proposed Facility, once operational, will be regulated by the state of Connecticut as well as the United States Environmental Protection Agency (USEPA) as a conditionally exempt small quantity generator (CESQG). In other words, the proposed Facility will likely generate <220 lbs of hazardous waste monthly and/or <2.2 lbs of acute hazardous waste. Under this classification, BE II will retain a contractor, licensed by the state of Connecticut to transport any hazardous waste generated by the project to an appropriately licensed facility. Manifests of any disposal of hazardous waste generated at the proposed Facility will be maintained on-site. As such, BE II believes that it is in compliance with this policy.

Policy #96

The Commissioner of Environmental Protection shall (1) provide and maintain necessary equipment and train adequate emergency response personnel for the purpose of oil spill containment and removal within the lower Connecticut River and adjacent shoreline area; and (2) assist in and coordinate the development of oil spill

containment and removal contingency plans for the towns located within the lower Connecticut River and adjacent shoreline area.

This policy is not applicable to the proposed Facility.

Open Space & Agricultural Lands

Policy #97

It is hereby declared (1) that it is in the public interest to encourage the preservation of farm land, forest land and open space land in order to maintain a readily available source of food and farm products close to the metropolitan areas of the state, to conserve the state's natural resources and to provide for the welfare and happiness of the inhabitants of the state, (2) that it is in the public interest to prevent the forced conversion of farm land, forest land and open space land to more intensive uses as the result of economic pressures caused by the assessment thereof for purposes of property taxation at values incompatible with their preservation as such farm land, forest land and open space land, and (3) that the necessity in the public interest of the enactment of the provisions of sections 12-107b to 12-107e, inclusive, and section 12-504f, is a matter of legislative determination.

The proposed Facility is currently not located within farmland, forestland or open space land. Therefore, this policy is not applicable to the Project.

Policy #98

The General Assembly finds that the growing population and expanding economy of the state have had a profound impact on the ability of public and private sectors of the state to maintain and preserve agricultural land for farming and food production purposes; that unless there is a sound, state-wide program for its preservation, remaining agricultural land will be lost to succeeding generations and that the conservation of certain arable agricultural land and adjacent pastures, woods, natural drainage areas and open space areas is vital for the well-being of the people of Connecticut.

The proposed Facility will not be located on agricultural land nor will it impact agricultural lands in the near vicinity. Therefore, this policy is not applicable to the Project.

Policy #99

Connecticut is a state of relatively small area, undergoing rapid industrialization and rapid diminution of areas remaining in their natural condition. It is, therefore, declared to be the public policy that carefully selected areas of land and water of outstanding scientific, educational, biological, geological, paleontological or scenic value be preserved. In implementation of this policy, there is established a Connecticut system of natural area preserves.

The proposed Facility is located at a site where electric generating facilities have existed for many years, it is within a heavy industrial zone, has a long industrial history, and will not impact the preservation of selected areas of land and water of outstanding scientific, educational, biological, geological, paleontological or scenic value. Therefore, the proposed Facility is in compliance with this policy.

Ports & Harbors

Policy #100

To promote, through existing state and local planning, development, promotional and regulatory authorities, the development, reuse or redevelopment of existing urban and commercial fishing ports giving highest priority and preference to water-dependent uses, including but not limited to commercial and recreational fishing and boating uses.

The proposed Facility will not be located along the waterfront. Therefore, this policy is not applicable.

Policy #101

To disallow uses which unreasonably congest navigation channels, or unreasonably preclude boating support facilities elsewhere in a port or harbor.

The proposed Facility will not be utilizing any navigation channels. It will also not preclude boating support facilities within the port or harbor from operating. Therefore, the proposed Facility is in compliance with this policy.

Sewer & Water Lines

Policy #102

To locate and phase sewer and water lines so as to encourage concentrated development in areas which are suitable for development.

The proposed Facility will interconnect with the existing city water and sewer lines adjacent to or in proximity to the proposed Facility.

Policy #103

To disapprove extension of sewer and water services into developed and undeveloped beaches, barrier beaches and tidal wetlands except that, when necessary to abate existing sources of pollution, sewers that will accommodate existing uses with limited excess capacity may be used.

The proposed Facility does not call for the extension of sewer and water services into developed and undeveloped beaches, barrier beaches and tidal wetlands. Therefore, the proposed Facility is in compliance with this policy.

Solid Waste

Policy #104

Each municipal authority shall make provisions for the safe and sanitary disposal of all solid wastes which are generated within its boundaries, including septic tank pumping, sludge from water pollution abatement facilities and water supply treatment plants, solid residues and sludge from air pollution control facilities and solid wastes from commercial, industrial, agricultural and mining operations, and its share of the solid waste remaining after any recycling facility holding a permit has processed its solid waste, but excluding wastes which are toxic or hazardous.

The proposed Facility would not generate significant solid waste; therefore, existing solid waste services would not be impacted. A licensed contractor or qualified personnel will handle the transport, storage, treatment and disposal of solid wastes for disposal at an approved facility. Oily wastes collected in the proposed Facility's oil-water separator will be contained and would be hauled off-site for disposal by a licensed contractor or qualified personnel. Therefore, the proposed Facility will not place any significant burdens on either publicly or privately operated solid waste collection or disposal systems. Based on these conditions, the proposed Facility is in compliance with this policy.

> ***Policy #105***
> *The commissioner shall administer and enforce the planning and implementation requirements of this chapter. He shall examine all existing and proposed solid waste facilities, provide for their planning, design, construction and operation in a manner which conserves, improves and protects the natural resources and environment of the* state and shall order their alteration, extension and replacement when necessary to conserve, improve and protect the state's natural resources and environment and to control air, water and land pollution so that the health, safety and welfare of the people of the state may be safeguarded and enhanced.

This policy is not applicable to the proposed Facility.

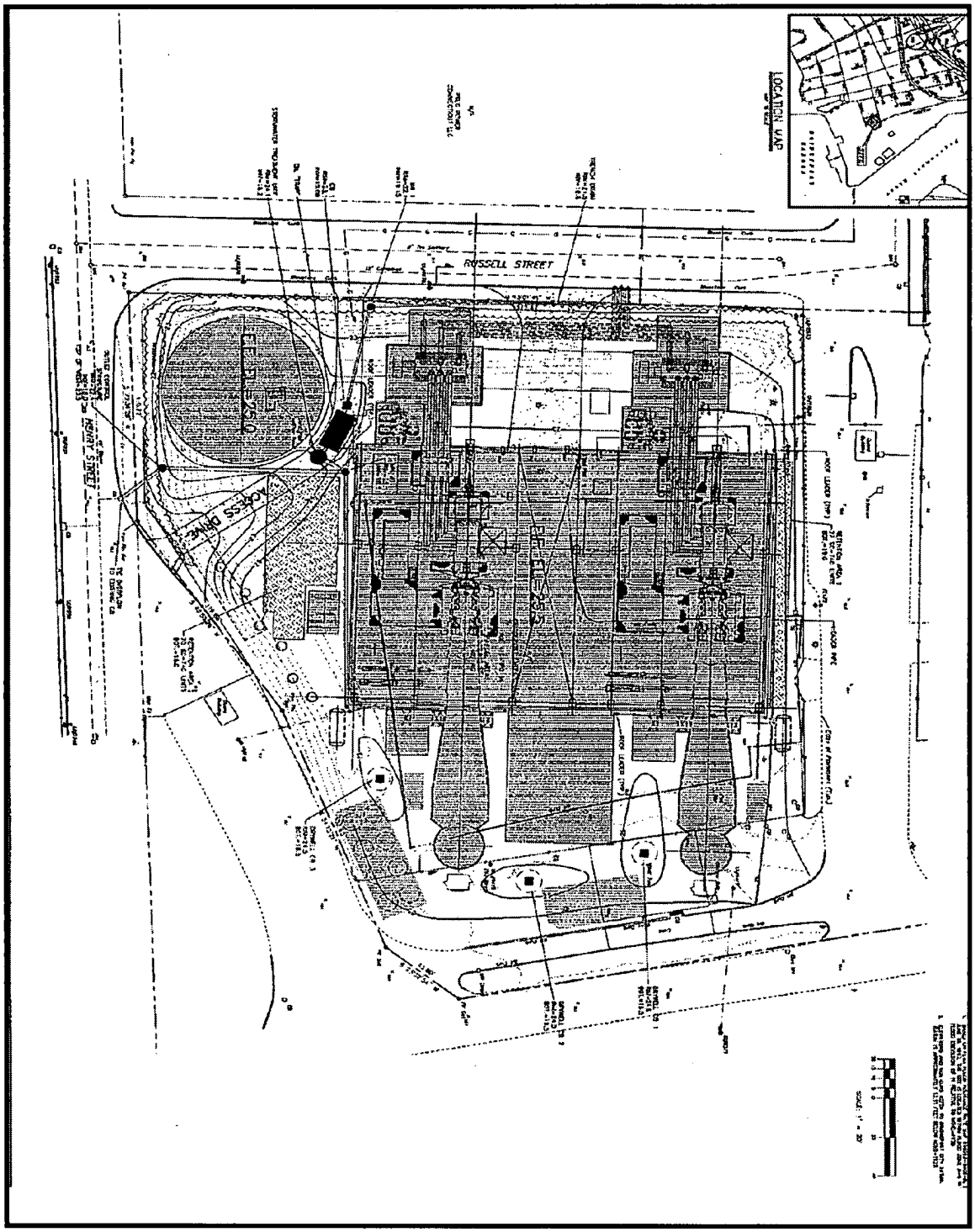
Transportation

> ***Policy #106***
> *To make use of rehabilitation, upgrading and improvement of existing transportation facilities as the primary means of meeting transportation needs in the coastal area.*

The proposed Facility will not generate additional vehicles trips, either during construction or operation of the Facility, such that the construction of any new roadways will be required.

> ***Policy #107***
> *To require that new or improved shoreline rail corridors be designed and constructed so as (i) to prevent tidal and circulation restrictions and, when practicable, to eliminate any such existing restrictions, (ii) to improve or have a negligible adverse effect on coastal access and recreation and (iii) to enhance or not unreasonably impair the visual quality of the shoreline.*

The construction of new shoreline rail corridors is not part of the scope of work for the proposed Facility. Therefore, this policy is not applicable to the proposed Facility.



Bridgeport Energy II, LLC
Coastal Site Plan for Bridgeport Peaking Facility
Bridgeport, Connecticut

Figure 6: Grading & Drainage Plan
Scale: See Above on Map

Source: TPA Design Group

TRC

Policy #108
To require that coastal highways and highway improvements, including bridges, be designed and constructed so as to minimize adverse impacts on coastal resources.

This policy is not applicable to the proposed Facility.

Policy #109
To require that coastal highway and highway improvements give full consideration to mass transportation alternatives.

This policy is not applicable to the construction of the proposed peaking generating facility.

Policy #110
To require that coastal highways and highway improvements where possible enhance, but in no case decrease coastal access and recreational opportunities.

This policy is not applicable to the proposed Facility.

Policy #111
To disallow the construction of major new airports.

This policy is not applicable to the proposed Facility.

Policy #112
To discourage the substantial expansion of existing airports within the coastal boundary.

This policy is not applicable to the proposed Facility.

Policy #113
To require that any expansion or improvement of existing airports minimize adverse impacts on coastal resources, recreation or access.

This policy is not applicable to the proposed Facility.

Water-Dependent Uses

Policy #114
To give high priority and preference to uses and facilities which are dependent upon proximity to the water or the shorelands immediately adjacent to marine and tidal waters.

The proposed Project is not located directly on the waterfront and is not dependent on marine and tidal waters for the operation of their facility. The Peaking Generating Facility will not interfere with other facilities that exist or are planned and that are dependent on accessing the coastal waters. Therefore, the proposed Project is in compliance with this policy.

Policy #115
To manage uses in the coastal boundary through existing municipal planning, zoning and other local regulatory authorities and through existing state structures, dredging,

wetlands, and other state siting and regulatory authorities, giving highest priority and preference to water-dependent uses and facilities in shorefront areas.

The proposed Project is not water-dependent and is not located on the waterfront. It is planned for a previously developed site that is zoned heavy industrial and requires minimal investment in and construction of off-site infrastructure (i.e., electrical interconnections, water supply and wastewater discharge) for its operation.

The proposed Project must obtain numerous regulatory approvals at the federal, state and municipal levels. Construction and operation of the planned Peaking Generating Facility will be managed and regulated by the numerous conditional requirements specified in each approval. As such, the proposed Project is in compliance with this policy.

4.0 CONSISTENCY ASSESSMENT WITH OTHER STATE GOVERNMENT POLICIES

4.1 Other Policies

Intergovernmental Coordination of Planning and Regulatory Activities

Policy #116
To coordinate planning and regulatory activities of public agencies at all levels of government to ensure maximum protection of coastal resources while minimizing conflicts and disruption of economic development.

Before construction of the proposed Facility can commence, BE II must receive numerous approvals at the federal, state and municipal level. The regulatory proceeding/reviews required during the development phase ensure that the State's policies/objectives and coastal resources are protected. This review, which is being performed under the City of Bridgeport's Coastal Site Plan Review process, ensures that the project is reviewed for its potential impact on coastal resources as defined by the Connecticut Coastal Management Act as well as conformance with the City of Bridgeport's zoning regulations.

Coordination and Consistency of State Programs, Projects, Expenditures and Acquisitions

Policy #117
To coordinate the activities of public agencies to insure that the state expenditures enhance development while affording maximum protection to natural coastal resources and processes in a manner consistent with the state plan for conservation and development adopted pursuant to Part I of chapter 297.

The proposed Facility is not being developed through the expenditures of public funding or by a state agency. Therefore, this policy is not applicable to the proposed Project.

Policy #118
In addition to the policies in this section, the policies of the state plan of conservation and development adopted pursuant to Part I of chapter 297 shall be applied to the area within the coastal boundary in accordance with the requirements of section 16a-31.

Sec. 16a-31. Application of plan
(a) The following actions when undertaken by any state agency, with state or federal funds, shall be consistent with the plan:

(1) The acquisition of real property when the acquisition costs are in excess of one hundred thousand dollars;

(2) The development or improvement of real property when the development costs are in excess of one hundred thousand dollars;

(3) The acquisition of public transportation equipment or facilities when the acquisition costs are in excess of one hundred thousand dollars; and

(4) The authorization of each state grant, any application for which is not pending on July 1, 1991, for an amount in excess of one hundred thousand dollars, for the acquisition or development or improvement of real property or for the acquisition of public transportation equipment or facilities.

(b) A state agency shall request, and the secretary shall provide, an advisory statement commenting on the extent to which any of the actions specified in subsection (a) of this section conforms to the plan and any agency may request and the secretary shall provide such other advisory reports as the state agency deems advisable.

(c) The secretary shall submit and the State Bond Commission shall consider prior to the allocation of any bond funds for any of the actions specified in subsection (a) an advisory statement commenting on the extent to which such action is in conformity with the plan of conservation and development.

(d) Notwithstanding subsection (b) of this section, The University of Connecticut shall request, and the secretary shall provide, an advisory statement commenting on the extent the projects included in the third phase of UConn 2000, as defined in subdivision (25) of section 10a-109c, conform to the plan and the university may request and the secretary shall provide such other advisory reports as the university deems advisable. Notwithstanding subsection (c) of this section, the secretary shall submit and the State Bond Commission shall consider prior to the approval of the master resolution or indenture for securities for the third phase of UConn 2000, pursuant to subsection (c) of section 10a-109g, the advisory statement prepared under this subsection.

(e) Whenever a state agency is required by state or federal law to prepare a plan, it shall consider the state plan of conservation and development in the preparation of such plan. A draft of such plan shall be submitted to the secretary who shall provide for the preparer of the plan an advisory report commenting on the extent to which the proposed plan conforms to the state plan of conservation and development.

The proposed Facility does not involve a state agency acquiring, developing or improving real property with state or federal funds. Therefore, this policy is not applicable.

Policy #119

In furtherance of and pursuant to sections 22a-1 and 22a-15, the general assembly, recognizing the profound impact of man's activity of the inter-relations off all components of the natural environment, particularly the profound influence of population growth, high-density urbanization, industrial expansion, resource exploitation, and new and expanding technological advances, and recognizing further the critical importance of restoring and maintaining environmental quality to the overall welfare and development of man, declares that it is the continuing policy of the state government, in cooperation with federal and local governments, and other concerned public and private organizations, to use all practicable means and measures, including financial and technical assistance, in a manner calculated to foster and promote the general welfare, to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic and other requirements to present and future generations of Connecticut's residents.

In order to carry out the policy set forth in sections 22a-1a to 22a-1f, inclusive, it is the continuing responsibility of the state government to use all practicable means,

consistent with other essential considerations of the state policy, to improve and coordinate state plans, functions, programs and resources to the end that the state may: (1) Fulfill the responsibility of each generations trustee of the environment for succeeding generations; (2) assure for all residents of the state safe, healthful, productive, and esthetically and culturally pleasing surroundings; (3) attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences; (4) preserve important historic, cultural and natural aspects of Connecticut heritage, and maintain, whenever possible, an environment which supports diversity and variety of individual choice; (5) achieve an ecological balance between population and resource use which will permit high standards of living and a wide sharing of life's amenities; (6) enhance the quality of renewable resources and approach the maximum attainable recycling of depletable resources; and(7) practice conservation in the use of energy, maximize the use of energy efficient systems and minimize the environmental impact of energy production and use.

As detailed in the responses provided above, the proposed Facility has been located in an area that is zoned as industrial heavy (I-HI) and adjacent to existing power generating facilities. The location maximizes the use of existing, required infrastructure (i.e., electric, natural gas, sewer, water, roadways). It is also being developed to meet the growing demand for electric power in southern Connecticut and improve the reliability of the electric supply in the region. The proposed Facility has been designed to minimize and/or avoid potential environmental impacts while complying with the requirements/conditions of regulatory agencies at the federal, state and municipal level.

It is the belief of BE II that the project is in compliance with state policies and the objectives specified within Policy #119. It has been sited at a location which is consistent with the city of Bridgeport's zoning regulations and consistent with surrounding land uses. Required offsite infrastructure requirements have been minimized and impacts to the health and safety of the residential population of the city of Bridgeport has been significantly reduced or eliminated. Development of the Project at this location will not (1) impact important historic, cultural, ecological or coastal resources in the area or (2) conflict with the state's policy for giving high priority and preference to uses and facilities that are dependent on the proximity to the water or the shorelands immediately adjacent to marine and tidal waters. As such, the proposed Facility is in compliance with this policy.

Policy #120

The general assembly finds that the growing population and expanding economy of the state have had a profound impact on the life sustaining natural environment. The air, water, land and other natural resources, taken for granted since the settlement of the state, are now recognized as finite and precious. It is now understood that human activity must be guided by and in harmony with the system of relationships among the elements of nature. Therefore, the general assembly hereby declares that the policy of the state of Connecticut is to conserve, improve and protect its natural resources and environment and to control air, land and water pollution in order to enhance the health, safety and welfare of the people in the state. It shall further be the policy of the state to improve and coordinate the environmental plans, functions, powers and programs of the state, in cooperation with the federal government, regions local governments and other public and private organizations and concerned individuals, and to manage the basic resources of air, land and water to the end that the state may

fulfill its responsibility as trustee of the environment for the present and future generations.

As stated previously, the proposed Facility must obtain numerous regulatory permits/approvals at the federal, state and local level. By proceeding through the regulatory approval process, where information/development plans on the proposed Facility are provided to and shared with the various regulatory agencies and, at times, contingent upon a prior agency's review and approval, BE II believes it is in compliance with this policy.

Policy #121

The secretary of the office of policy and management shall develop a form for capital development impact statements on which state agencies shall indicate the manner in which a planned or requested capital project or program addresses the following goals: (1) Revitalization of the economic base of urban areas by rebuilding older commercial and industrial areas, and encouraging new industries to locate in the central cities in order to protect existing jobs and create new job opportunities needed to provide meaningful economic opportunity for inner city residents; (2) revitalization of urban neighborhoods to reduce the isolation of various income, age and minority groups through the promotion of fair and balanced housing opportunities for low and moderate income residents; (3) revitalization of the quality of life for the residents of urban areas by insuring quality education, comprehensive healthcare, access to balanced transportation, adequate recreation facilities, responsive public safety, coordinated effective human service programs, decent housing and employment and clean water and by insuring full and equal rights and opportunities for all people to reap the economic and social benefits of society; (4) coordination of the conservation and growth of all areas of the state to insure that each area preserves its unique character and sense of community and further insure a balanced growth and prudent use of the state's resources. The secretary shall establish criteria for determining the capital projects and programs for which such statements shall be required to be filed with said secretary and with the state bond commission.

The proposed Facility is a private development that won't utilize state or federal money. Therefore, this policy is not applicable.

Flooding and Erosion Planning

Policy #122

To consider in the planning process the potential impact of coastal flooding and erosion patterns on coastal development so as to minimize damage to and destruction of life and property and reduce the necessity of public expenditure to protect future development from such hazards.

According to the Flood Insurance Rate Map (FIRM) (http://msc.fema.gov/), the proposed Facility is located within the 100-year flood plain within Zone A4 with a flood elevation of 11 feet (see Figure 4). Zone A4 is defined as an area within a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year time frame. Stormwater infrastructure has been designed to collect a 50-year storm, consistent with the city of Bridgeport requirements. Stormwater will be collected and routed to underground recharge systems and/or drywells to allow infiltration to the soil, with stormwater overflow being directed to Henry Street. In addition to the stormwater design, the proposed Facility will incorporate flood proofing

measures to its buildings and auxiliary structures, as required, to comply with city and state building Codes and Standards. As a consequence, the proposed facility's stormwater management design will not increase the potential for or severity of flooding in the coastal zone.

Dredging and Dredged Material Disposal Planning

Policy #123

To initiate in cooperation with the federal government and the continuing legislative committee on state planning and development a long range planning program for the continued maintenance and enhancement of federally maintained navigation facilities in order to effectively and efficiently plan and provide for environmentally sound dredging and disposal of dredged materials.

Construction of the proposed Facility does not require dredging and the disposal of dredged materials. This policy is not applicable.

Policy #124

To conduct, sponsor and assist research in coastal matters to improve the database upon which coastal land and water use decisions are made.

This policy is not applicable to the proposed Facility.

Policy #125

To insure that the state and the coastal municipalities provide adequate planning for facilities and resources which are in the national interest as defined in section 3 of this act and to insure that any restrictions or exclusions of such facilities or uses are reasonable. Reasonable grounds for the restriction or exclusion of a facility or use in the national interest shall include a finding that such a facility or use: (A) may reasonably be sited outside the coastal boundary; (B) fails to meet any applicable federal and state environmental, health or safety standard or (C) unreasonably restricts physical or visual access to coastal waters. This policy does not exempt any nonfederal facility in use from any applicable state or local regulatory or permit program nor does it exempt any federal facility or use from the federal consistency requirements of section 307 of the federal Coastal Zone Management Act.

The proposed Facility is a facility in the National Interest per the definition (G) energy facilities serving statewide and interstate markets, including electric generating facilities(CGS Sec. 22a-93 [14]). As detailed in previous responses to other coastal policies, the proposed Facility does not restrict physical or visual access to coastal waters; it will comply with all applicable federal and state environmental, health and safety standards as required by the numerous permits/approvals that are needed to commence construction; and it will be sited at a location that is zoned by the city as industrial heavy, is adjacent to existing power facilities and maximize the use of existing (required) infrastructure on or adjacent to the site. The proposed Facility will provide electricity to meet the growing demand for electric power in southern Connecticut. In light of the above, BE II believes it is in compliance with the policy.

Air Resources & Air Quality (Pollution)

Policy #126

The commissioner, in the manner provided in subdivision (1) of section 22a-6, shall have the power to formulate, adopt, amend and repeal regulations to control and prohibit air pollution throughout the state or in such areas of the state as are affected thereby, which regulations shall be consistent with the Federal Air Pollution Control Act and which qualify the state and its municipalities for available federal grants. Any person heard at the public hearing on any such regulations shall be given written notice of the determination of the commissioner.

This policy is not applicable to the proposed Facility inasmuch as it relates to the Commissioner of the CTDEP's authority to formulate, adopt, amend and repeal regulations to control and prohibit air pollution. However, the proposed Facility will need an air permit, the issuance of which confirms the Facility's compliance with the air quality rules and regulations, and policies adopted by the CTDEP.

Policy #127

The commissioner, in making regulations and issuing orders and in enforcing the provisions of this chapter, shall take into consideration all of the facts and circumstances bearing on the reasonableness of the activity involved and the regulations proposed to control it, including: (a) The character and degree of injury to, or interference with, safety, health or the reasonable use of the property which is caused or threatened to be caused; (b) the social and economic value of the activity involved; (c) the suitability or unsuitability of such activity to the area in which it is located; and (d) the practicability, both scientific and economic, of reducing or eliminating the discharge resulting from such activity. In all cases the commissioner shall exercise a wide discretion in weighing the equities involved and the advantages and disadvantages to the residents of the area involved and to any lawful business, occupation or activity involved resulting from requiring compliance with the specific requirements of any order or regulation.

As noted in the response to Policy #126 above, the commissioner of the CTDEP will need to issue an air permit to the proposed Facility. Issuance of an air permit confirms compliance with this policy.

4.2 Suitability Assessment for Proposed Project Location

According to the Preliminary Site Plan submitted by BE II to the Bridgeport Planning and Zoning Commission on August 1, 2007, the location of the proposed Facility was formerly occupied by another electric generating facility prior to July 1, 2004. Hence, it has been historically demonstrated that this site is suitable for the development of an electric generating facility. Moreover, the proposed Facility is located in a heavy industrial zone (I-HI), within which electric generating stations are a permitted use. In addition, the proposed Facility will be situated on a parcel of land adjacent to the western edge of the existing Bridgeport Harbor Station property.

4.3 Benefits, Potential Adverse Impacts & Mitigation

BE II is proposing to develop and operate the proposed Facility in the City of Bridgeport, Connecticut. The major benefit of the proposed generating facility will be the generation of electricity to serve peak loads in southwest Connecticut and the improvement in the reliability of the electric supply. According to the list of adverse impacts to coastal resources defined in the CCMA, the only potential adverse impact that the proposed Facility may trigger is the degradation of visual quality. However, due to the presence of other industrial land uses in the project area, including the PSEG Bridgeport Harbor Generating Station, there will be no substantial change in the visual quality of this existing industrial area. The proposed Facility will meet all of the zoning standards that typically apply in such zones. The proposed building height (approximately 80 feet) is necessary to accommodate the electric generating equipment and associated air pollution controls, and the proposed stack height (213 feet) is required to comply with state air pollution regulations. The stack for the proposed Facility will be higher than the Bridgeport Energy Plant but it will only be approximately half as high as the stack located at the adjacent PSEG Bridgeport Harbor Station. Accordingly, the development of the proposed Facility stack is viewed as an incremental change in the visual quality of the site area and is not considered to be adverse.

4.4 Waterfront Location & Water-Dependent Uses

A waterfront property is defined as a property that abuts a body of water, including lakes, oceans, rivers and tidal wetlands. According to the reconnaissance and aerial photographs, the proposed Facility is located approximately one-eighth of a mile west of the Pequonnock River and approximately one-eighth of a mile north of Bridgeport Harbor and is not waterfront property.

Water-dependent uses are land uses that require direct access to coastal waters in order to function and which therefore must be located at the waterfront rather than on inland sites. The proposed Facility will not utilize the Pequonnock River or the Bridgeport Harbor for transportation of materials, equipment or any other resources required for operations. Also, municipal water will be supplied to the proposed Facility via the City of Bridgeport. Therefore, based on these findings, the proposed generating facility is not considered to be a water-dependent property.

4.4.1 Potential Impacts on Future Water-Dependent Uses

A. Project Site

The proposed Facility is not located on the waterfront; therefore it will not preclude the future development of waterfront-dependent uses within the coastal zone.

B. Adjacent Properties

The proposed facility is land-locked and not located on the waterfront. The properties immediately adjacent to the proposed Facility have historically been used for industrial purposes. The industrial property east of the project site is currently developed with a water dependent industrial uses (i.e., PSEG Bridgeport Harbor Generating Station). The parcels immediately south of the proposed Facility are presently occupied by the former Remington Shaver facility, but may be converted to Mixed Use Waterfront. The development of the BE II facility will not physically impact any of these adjacent properties including their existing

roadway access or waterfront access. Consequently, the development of the BE II facility will not adversely impact existing adjacent land uses and will not preclude any planned future development of waterfront-dependent uses on adjacent properties within the coastal zone.

4.4.2 Proposed Measures for Mitigation on Future Water-Dependent Uses

A. Project Site

The proposed Facility is not located on the waterfront; therefore it will not preclude the future development of waterfront-dependent uses within the coastal zone.

As detailed throughout this document, the proposed Facility has been located in an area that is zoned as industrial heavy (I-HI) and adjacent to existing power generating facilities. The location maximizes the use of existing, required infrastructure (i.e., electric, natural gas, sewer, water, roadways). It is also being developed to meet the growing demand for electric power in southern Connecticut and improve the reliability of the electric supply in the region. The proposed Facility has been designed to minimize and/or avoid potential environmental impacts while complying with the requirements/conditions of regulatory agencies at the federal, state and municipal level. A benefit of the proposed generating facility will be the generation of electricity to serve peak loads in southwest Connecticut and the improvement and reliability of the electric supply.

It is the belief of BE II that the proposed Facility is in compliance with state policies and the objectives specified within the CCMA. The proposed Facility has been sited at a location which is consistent with the city of Bridgeport's zoning regulations and consistent with surrounding land uses. Required offsite infrastructure requirements have been minimized, as such, the impact to the health and safety of the residential population within the city of Bridgeport has been significantly reduced or eliminated. Development of the Project at this location will not (1) impact important historic, cultural, ecological or coastal resources in the area or (2) conflict with the state's policy for giving high priority and preference to uses and facilities that are dependent on the proximity to the water or the shorelands immediately adjacent to marine and tidal waters. As such, no mitigation for future water-dependent use is required by the BE II Facility.

B. Adjacent Properties

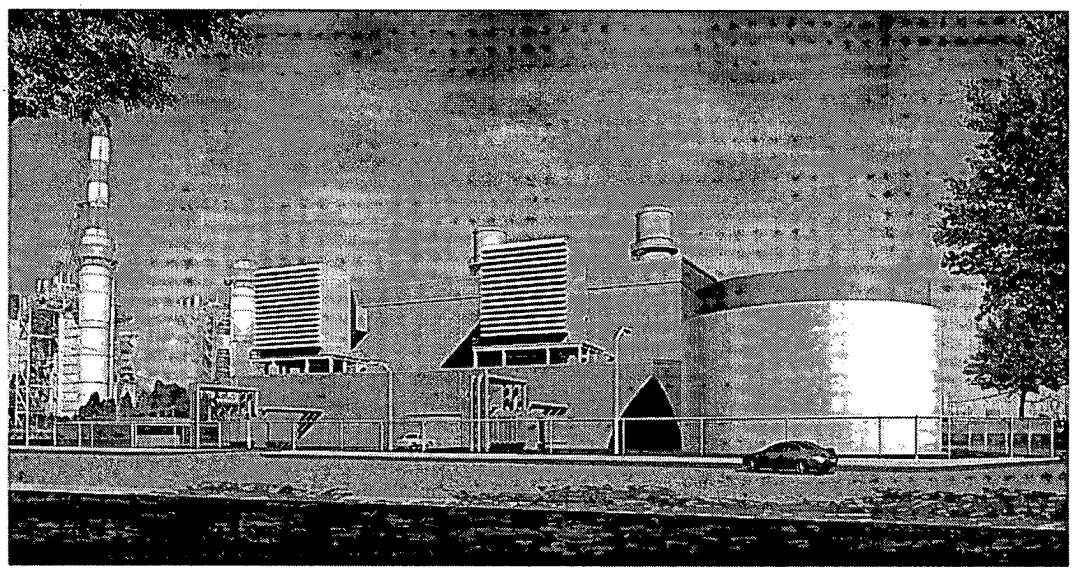
As noted above, the development of the BE II facility will not adversely impact existing adjacent land uses and will not preclude any planned future development of waterfront-dependent uses on adjacent properties within the coastal zone. As a consequence, no mitigation for future water-dependent uses on adjacent properties is required by the BE II Facility.

Appendix A

Preliminary Site Plan

Preliminary Site Plan

for the
Bridgeport Planning and Zoning Commission
City of Bridgeport, Connecticut



Bridgeport Peaking Station

Submitted by
Bridgeport Energy II, LLC
August 1, 2007

Bridgeport Energy II, LLC

c/o LS Power Development, LLC
Two Tower Center, 11th Floor
East Brunswick, New Jersey 08816
(732) 249-6750 Tel.
(732) 249-7290 Fax.

Via Overnight Mail

August 1, 2007

Mr. William Minor
City of Bridgeport
Zoning Department
45 Lyon Terrace
Bridgeport, CT 06604

Subject: Bridgeport Peaking Facility

Dear Mr. Minor:

On behalf of Bridgeport Energy II, LLC, I am enclosing for your review, fifteen (15) copies of a Preliminary Site Plan for the electric generating peaking plant (the "Project") proposed to be located at the existing Bridgeport Energy Facility (10 Atlantic Street), which was once part of the Bridgeport Harbor coal and oil-fired electric generation site. Bridgeport Energy II is a wholly-owned subsidiary of DLS Power Holdings, LLC which is a joint venture between Dynegy, Inc. and LS Power Associates, L.P. Dynegy owns a portfolio of approximately 20,000 megawatts of generation providing wholesale energy, capacity and ancillary services to utilities, cooperatives, municipalities and other energy companies. Dynegy's portfolio includes the Bridgeport Energy Facility. LS Power Associates, is part of the LS Power Group ("LS Power"), a fully integrated development, investment and asset management group of companies focused on the power industry. LS Power has completed the development of nine natural gas-fired projects representing over 5,700 MW in generation capacity, as well as a 665 MW coal-fired facility.

The proposed Project will produce a nominal 350 megawatts of electricity to serve peak loads in Connecticut through the use of two new gas-fired combustion turbines, capable of using ultra-low sulfur fuel oil as a backup fuel. The Project, which is needed to help satisfy the growing demand for electrical power in southwest Connecticut and to improve the reliability of the electric supply, is subject to the exclusive siting jurisdiction of the Connecticut Siting Council pursuant to Chapter 277a of the Connecticut General Statutes, 16-50g et. seq.

The Siting Council will exercise its jurisdiction over the Project through its declaratory ruling process pursuant to C.G.S. § 16-50k(a), because the Project is an electric generating facility that will be located at a site where an electric generating facility existed prior to July 1, 2004. As part of the Siting Council process, the Council is required to give such consideration to other state laws and municipal regulations as it deems appropriate. The Council encourages applicants to consult with and seek the recommendations and support of the municipality in

which the proposed project is to be located. Accordingly, Bridgeport Energy II is filing the attached documents for the City's review and comment.

In designing the Project, we have sought to address the key issues that are likely to be of concern to the City. The Project is located in a heavy industrial zone (I-HI) on a site that has been dedicated to the generation of electricity for many years. The Project site will be contributed by an affiliate of Bridgeport Energy, LLC. The Project will meet all of the zoning standards that typically apply in such zones, with the exception of the building and stack height. The building height proposed is necessary to accommodate the electric generating equipment and associated air pollution controls, and the stack height is required to comply with state air pollution regulations. While the stacks for this Project are higher than the Bridgeport Energy plant, the proposed stacks will be only about half as high as the adjacent Bridgeport Harbor Station's tall stack. The Project will be located adjacent to United Illuminating Company's proposed Singer substation, so there will be a relatively short underground electrical interconnection to the electric transmission system.

We would very much like to meet with the City's Design Review Committee at your earliest convenience so that we can discuss the Project and seek your comments on the proposed design. To facilitate this process, we have included the following information in this submittal:

- Description of Proposed Uses
- Site Plan
- Elevation Drawing
- Preliminary Grading and Drainage Plan
- Topographic Survey
- List of Property Owners
- Site Renderings

We wish to work with the City to establish a reasonable process through which we can address the City's interests, incorporate staff comments, and present a final site plan informally to the Planning and Zoning Commission to solicit the City's formal comments and recommendations to the Siting Council. With the support of the City, our goal is to develop a clean and efficient energy project that benefits the City of Bridgeport and southwestern Connecticut. We look forward to working closely with you on this Project.

Sincerely,

D. Blake Wheatley
General Manager

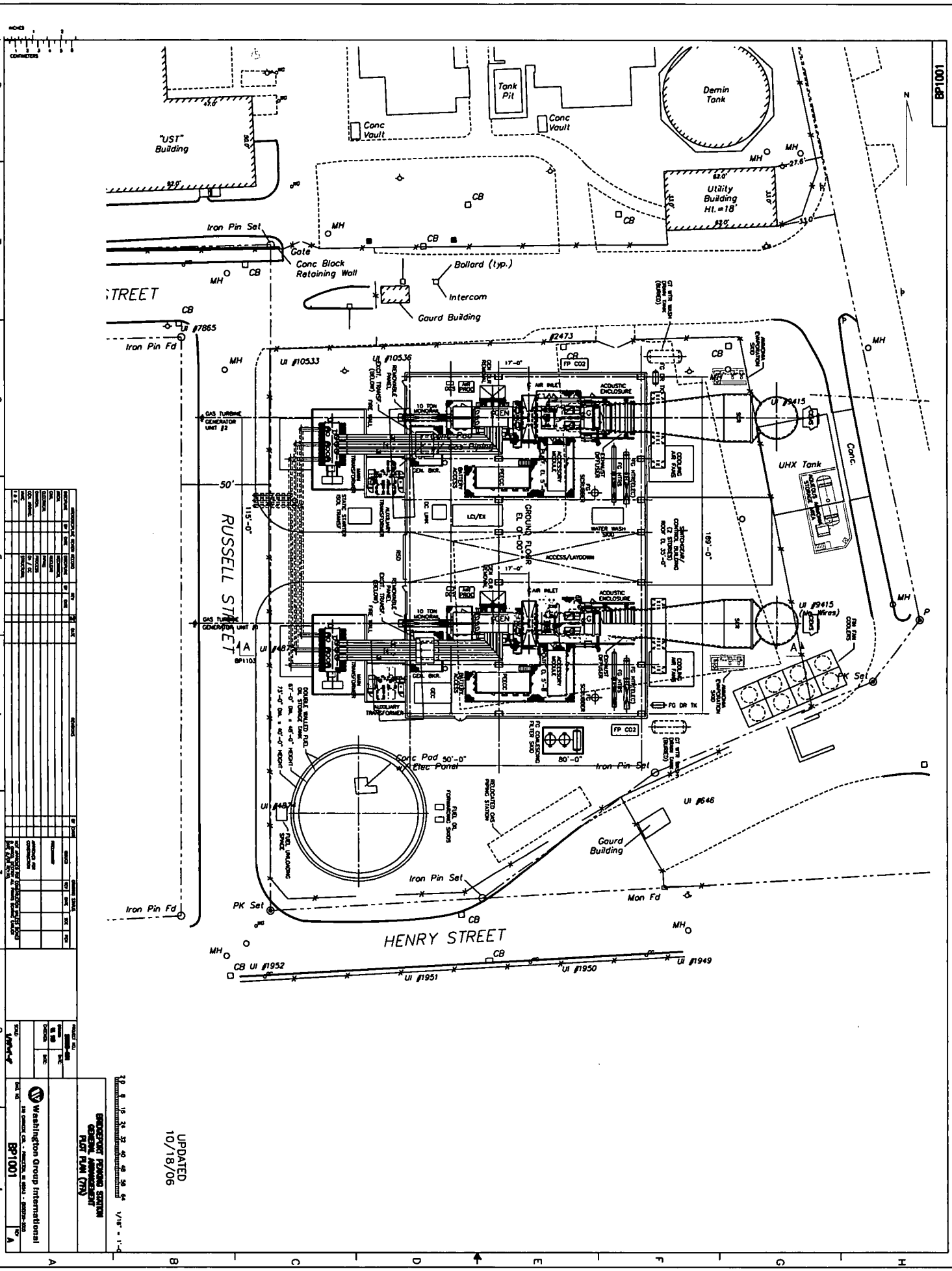
cc. Edward P. Lavernoich
Michael Nidoh
Mark R. Sussman

Enclosure

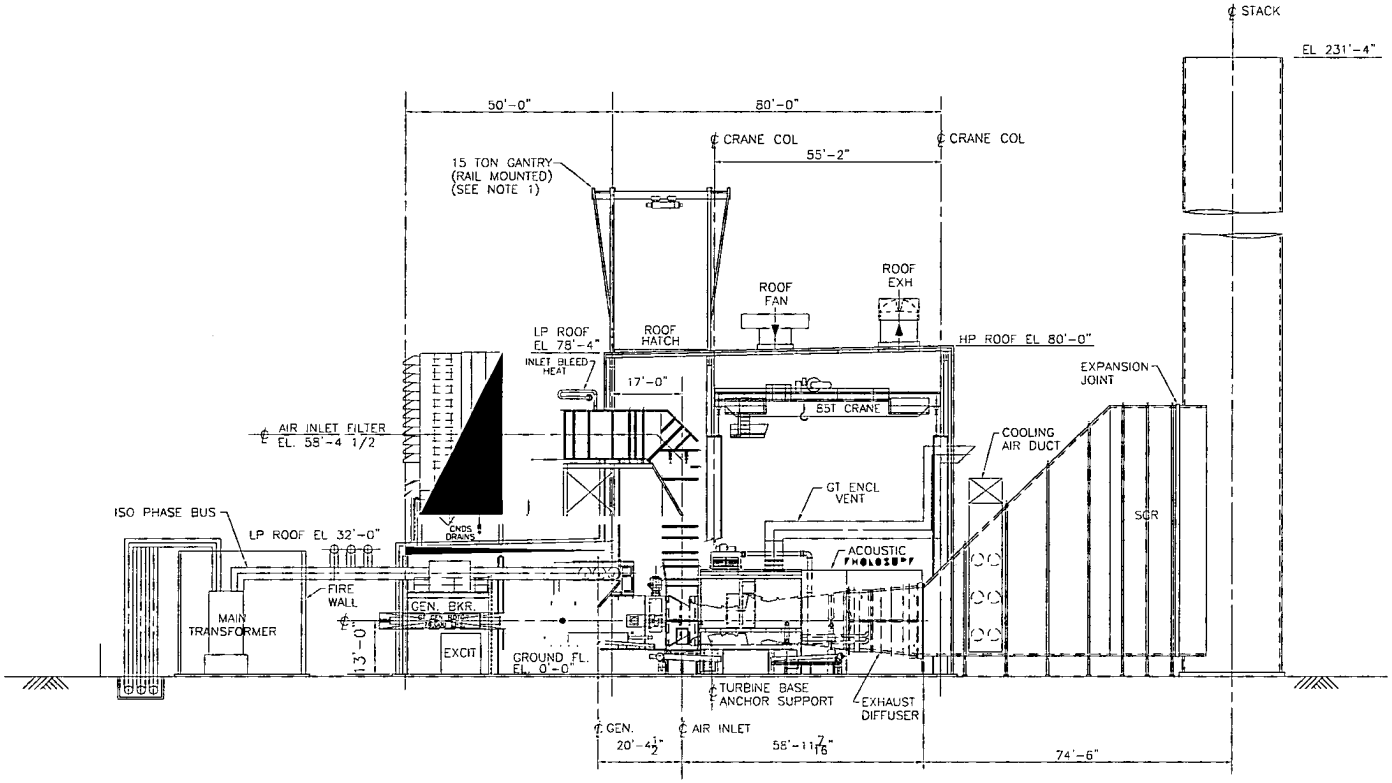
Table of Contents

Description of Proposed Uses

The proposed Bridgeport Peaking Station is a nominal 350 megawatt peaking electric generating facility, comprised of two combustion turbine generators and associated ancillary equipment. The project will include two approximately 213 foot high exhaust stacks, an ammonia storage tank with unloading facilities, two step-up electrical transformers and a fuel oil storage tank with unloading facilities. The turbine generators and certain ancillary components will be located within an approximately 28,000 square foot building with a maximum height of approximately 80 feet. A fence will be erected around the perimeter of the site.


BP1001
"UST" Building
Tank Pit
Demin Tank
Conc Vault
Conc Vault
Utility Building Ht. = 18'
Iron Pin Set
Gate
Conc Block Retaining Wall
Bollard (typ.)
Intercom
Gaurd Building
MH
CB
UI #7865
Iron Pin Fd
UI #10533
UI #10536
#2473
UI #9415
UHX Tank
Conc.
GAS TURBINE GENERATOR UNIT #2
GAS TURBINE GENERATOR UNIT #1
RUSSELL STREET
50'
115'-0"
169'-0"
GROUND FLOOR EL 0'-0"
ACCESS/LAYDOWN
Conc Pad
Elec Panel
80'-0"
Iron Pin Spl
PK Set
UI #9415 (No Wires)
UI #487
UI #646
Gaurd Building
Iron Pin Set
Mon Fd
PK Set
Iron Pin Fd
HENRY STREET
CB UI #1952
UI #1951
UI #1950
UI #1949
N
UPDATED 10/18/06
BP1001
Washington Group International
BRIDGEPORT RENCO STATION
GENERAL ARRANGEMENT
PLOT PLAN (TRA)
1/16" = 1'-0"

BP1103



SECTION A-A

NOTE:

1. GANTRY CRANE IS SHOWN IN THE INSTALLED POSITION. GANTRY WILL BE LOWERED TO COMPLY WITH HEIGHT RESTRICTION WHEN NOT IN USE.

UPDATED
12/15/06

10 5 16 24 32 40FT

INTER/DISCIPLINE REVIEW RECORD					REV
DISCIPLINE	BY	DATE	DISCIPLINE	BY	DATE
ARCH.			MECHANICAL		
CIVIL			NUCLEAR		
ELECTRICAL			PIPING		
DIVISION			PROCESS		
GEN. ARRANG.			QA / QC		
HVAC			STRUCTURAL		
I & C					

REVISIONS			BY
NO.	DATE		

DRAWING STATUS

ISSUED	REV	DATE	SIZE	PCN
PRELIMINARY				
APPROVED FOR CONSTRUCTION				

NOT APPROVED FOR CONSTRUCTION UNLESS SIGNED & DATED. DESTROY ALL PRINTS BEARING EARLIER DATE &/OR REVNO.

PROJECT NO.: 26523-001
DRAWN: W. NG DATE:
CHECKED: DATE:
SCALE: 3/32"=1'-0"

BRIDGEPORT HARBOR PROJECT
GENERAL ARRANGEMENT
SECTION

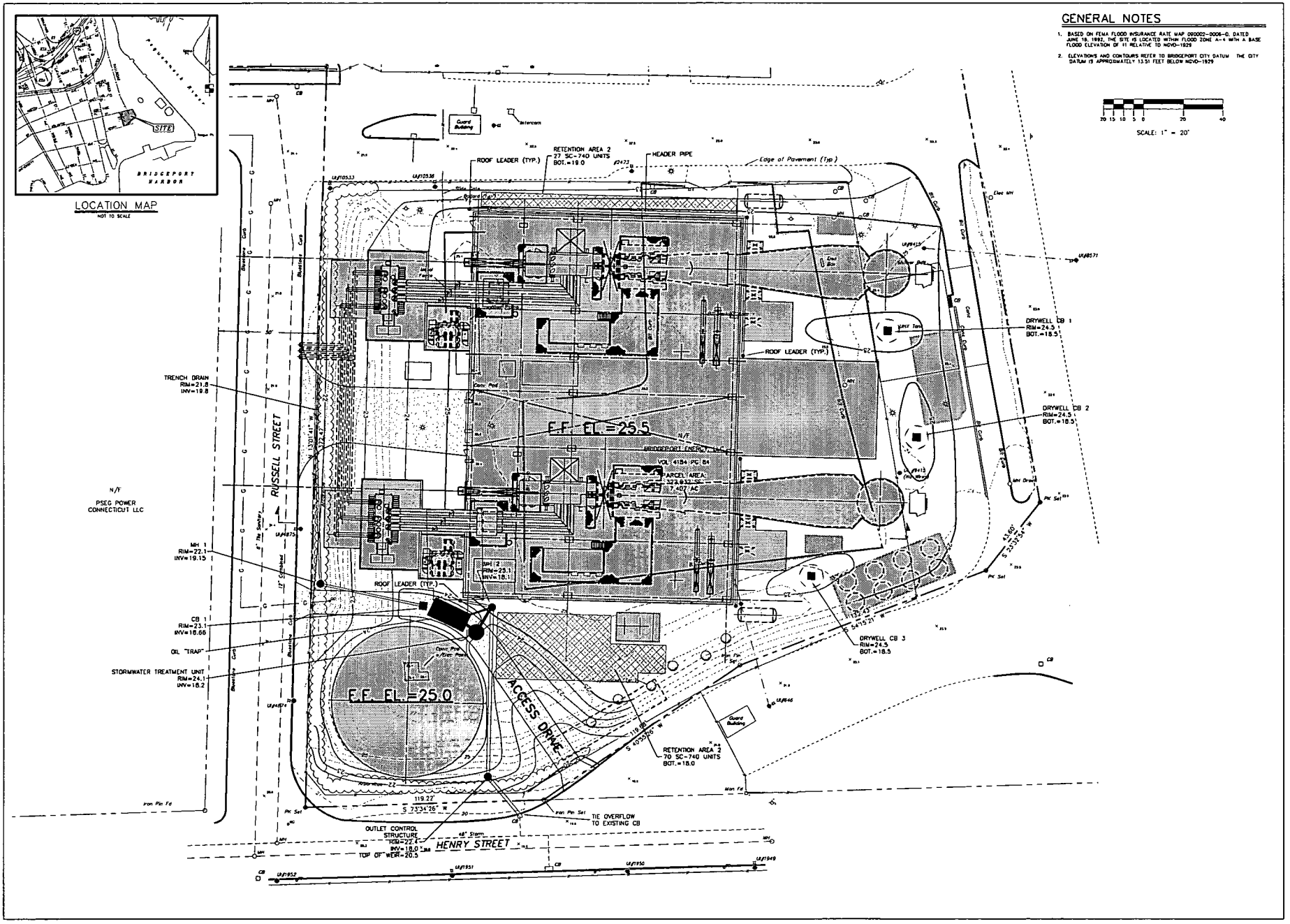
Washington Group International
510 CARNEGIE CTR - PRINCETON, NJ 08543 - (609)720-2000

DWG. NO. BP1103 REV A

INCHES 1 2 3 4 5 6
CENTIMETERS 1 2 3 4 5 6

8 7 6 5 4 3 2 1

H G F E D C B A



Planning
Engineering
Landscape Architecture
TPA DESIGN GROUP
60 Main Street
Westport, CT 06880
Tel: 203.227.1860
Fax: 203.227.1863
www.tpadesign.com

NO.	DATE	REVISIONS

DESIGNED:	D.A.S.
DRAWN:	D.A.S.
CHECKED:	
SCALE:	1"=20'
DATE:	07/20/07
JOB #:	07-019

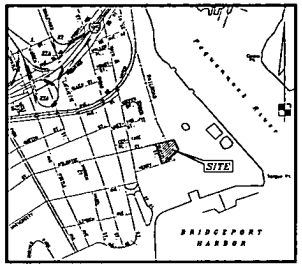
BRIDGEPORT ENERGY II, LLC
10 ATLANTIC STREET
BRIDGEPORT, CONNECTICUT

PRELIMINARY GRADING AND DRAINAGE PLAN

DRAWING NUMBER
GD-1

1

O:\Acadprojects\07-019 Bridgeport Peaking Station\07-019 Peaking Station.dwg, 7/3/2007 3:24:55 PM



LOCATION MAP
NOT TO SCALE

GENERAL NOTES

1. A) THIS MAP HAS BEEN PREPARED IN ACCORDANCE WITH THE REGULATIONS OF CONNECTICUT STATE AGENCIES, SECTIONS 20-300b-1 THROUGH 20-300b-20 AND THE "STANDARDS FOR SURVEYS AND MAPS IN THE STATE OF CONNECTICUT" AS ADOPTED BY THE CONNECTICUT ASSOCIATION OF LAND SURVEYORS, INC ON SEPTEMBER 26, 1996
   B) THIS PLAN CONFORMS TO HORIZONTAL ACCURACY CLASS A-2 AND TOPOGRAPHIC ACCURACY CLASS T-2.
   C) BOUNDARY DETERMINATION IS BASED UPON MAP REFERENCE 8A.
   D) THE TYPE OF SURVEY PERFORMED IS A TOPOGRAPHIC SURVEY AND IS INTENDED TO DEPICT THE POSITION OF THE BOUNDARIES, STRUCTURES, EASEMENTS, VISIBLE UTILITIES, ROADWAYS AND CONTOURS.
2. NORTH ARROW AND BEARINGS BASED ON CONNECTICUT STATE PLANE COORDINATES.
3. ELEVATIONS AND CONTOURS REFER TO BRIDGEPORT CITY DATUM.
4. THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED THOUGH THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. THE CONTRACTOR SHALL CONFIRM THE LOCATION OF ALL UTILITIES PRIOR TO THE COMMENCEMENT OF EXCAVATION.
5. REFERENCE IS MADE TO THE FOLLOWING MAP:
   A. "ALTA/ACSM LAND TITLE SURVEY, PROPERTY OF BRIDGEPORT ENERGY, LLC, 10 ATLANTIC STREET, TOWN OF BRIDGEPORT, FAIRFIELD COUNTY, CONNECTICUT", SCALE 1"=40', REVISED TO 5/18/06, BY CLARENCE BLAIR ASSOCIATES, INC.
6. PROPERTY LINE INFORMATION FOR GRAPHICAL PURPOSES ONLY.

N/F
PSEG POWER
CONNECTICUT LLC

N/F
BRIDGEPORT ENERGY, LLC
VOL 4154 PG 84
PARCEL AREA:
322,632 SF
7.407 AC

RUSSELL STREET
HENRY STREET
Edge of Pavement (Typ.)
Bit Parking Area
Bit Curb
Bluestone Curb
Arborvitae
Sycamore (Typ.)
Guard Building
Gate
Intercom
Slide Gate
Bollard (Typ.)
Metal Fence
Conc Pad w/Gas Piping
Conc Pad (Typ.)
Conc Pad w/Elec Panel
Conc
Unit Tank
Shower Pad
Elec Box
Elec MH
San MH Rim=22.99
Drain Rim= 23.13
Iron Pin Fd
Iron Pin
Mon Fd
"HAZARDOUS MATERIALS DO NOT ENTER WITHOUT PROPER AUTHORIZATION"
UP#0533
UP#0536
UP#0435
UP#0571
UP#4875
UP#4874
UP#46
N 13°01'41" W 372.43'
S 73°34'26" W 119.27'
S 40°55'26" W 119.68'
S 54°15'21" W 132.43'
S 23°52'54" W 43.80'
4" Fire Service
12" Combined
48" Storm

LEGEND

- Property Line
- Easement Line
- W Water Line
- G Gas Line
- T Telephone Line
- E Electric Line
- Overhead Wires
- Chain Link Fence
- Wood Fence
- Utility Pole
- Utility Pole w/ Light
- Light Pole
- Steel Span Pole
- Controller
- Hand Hole
- Pedestal Traffic Signal
- Catch Basin
- Manhole
- Cleanout
- Hydrant
- Water Gate
- Gas Gate
- Monitoring Well
- Boring
- Filter Cap
- Bollard
- Sign
- Deciduous Tree
- Coniferous Tree

SCALE: 1" = 20'

TO MY KNOWLEDGE AND BELIEF THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON.

STANLEY R. GOLEBIEWSKI LS #8163 DATE
PATRICK J. CORLESS, JR. LS #70015

NO CERTIFICATION IS EXPRESSED OR IMPLIED UNLESS THIS MAP BEARS THE ORIGINAL SIGNATURE AND EMBOSSED SEAL OF THE ABOVE NAMED LAND SURVEYOR.

Civil Engineers & Land Surveyors
65 Willow Street
New Haven, CT 06511
(203) 495-9950
Fax (203) 495-9951
Clarence Blair Associates, Inc.

REVISION: NO.	DATE	REMARKS

SURVEYED:	RH/MF/JB
DRAFTED:	GS
CHECKED:	PJC
SCALE:	1"=20'
DATE:	8/31/2007
PROJ. NO.:	8017-001
CAD FILE:	8017001.DWG
CAD FILE NUMBER:	1743.38
FIELDBOOK:	

TOPOGRAPHIC SURVEY

PORTION OF LAND OF BRIDGEPORT ENERGY II, LLC
10 ATLANTIC STREET
TOWN OF BRIDGEPORT, FAIRFIELD COUNTY, CONNECTICUT

SHEET NUMBER
T-1

EXHIBIT A

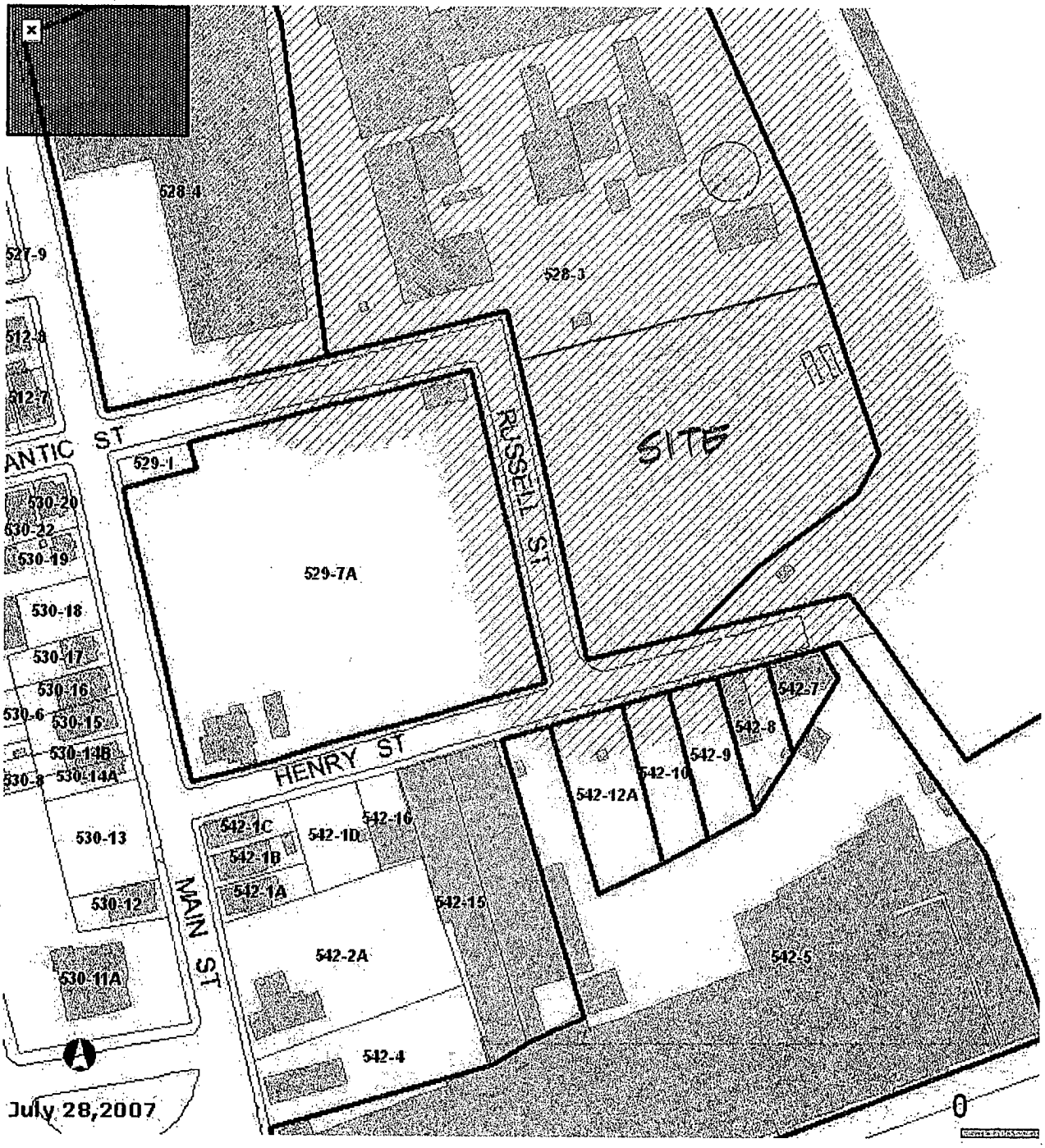

528-4
527-9
528-3
512-8
512-7
ANTIC ST
529-1
SITE
RUSSELL ST
530-20
530-22
530-19
529-7A
530-18
530-17
530-16
530-6
530-15
542-7
542-8
542-9
542-10
542-12A
HENRY ST
530-14B
530-8
530-14A
542-1C
542-1D
542-16
530-13
542-1B
542-1A
542-15
MAIN ST
530-12
542-2A
542-5
530-11A
542-4
July 28,2007
0

EXHIBIT B

LIST OF PROPERTY OWNERS WITHIN 100 FEET

Block/Lot	Property Address	Current Owner and Address
529-7A and 529-1	120 Henry Street	United Illuminating Company 157 Church Street New Haven, CT 06506
542-5	76 Main Street	Hiram Adelman, et al 76 Main Street Bridgeport, CT 06604
542-12A	57 Henry Street	Hiram Adelman, et al 76 Main Street Bridgeport, CT 06604
542-10	51 Henry Street	Hiram Adelman, et al 76 Main Street Bridgeport, CT 06604
542-9	37 Henry Street	Hiram Adelman, et al 76 Main Street Bridgeport, CT 06604
542-8	27 Henry Street	Michael Mauzerall 21 Henry Street Bridgeport, CT 06604
542-7	21 Henry Street	Michael Mauzerall 21 Henry Street Bridgeport, CT 06604
542-22	1 Atlantic Street	PSEG Power Connecticut LLC 80 Park Plaza T-9 N/A Newark, NJ 07102-4194

Property Details

GIS ID :	529-7A
Parcel ID :	0529--07A------
Property Location :	120 HENRY ST
Owner :	UNITED ILLUMINATING COMPANY
Co-Owner :	
Owner Address :	157 CHURCH ST
Owner Apartment :	
Owner City/State/Zip :	NEW HAVEN, CT 06506
Land Value($) :	307224
Building Value($) :	0
Other Value($) :	0
Total Value($) :	307224
Use Code :	2100

Property Details

GIS ID :	542-5
Parcel ID :	0542--05-------
Property Location :	76 MAIN ST
Owner :	ADELMAN HIRAM ETAL
Co-Owner :	
Owner Address :	76 MAIN ST
Owner Apartment :	
Owner City/State/Zip :	BRIDGEPORT, CT 06604

Vacant Property Record Card - Bridgeport, Connecticut

Parcel Id: 0542--12A-----

Date: Mon Jul 30 12:52:13 2007

Current Owner	
Parcel ID:	0542--12A-----
Owner:	Adelman Hiram Etal
Coowner:	
Street Address:	000076 Main St Bridgeport CT 06604
Property Location:	000057 Henry St Bridgeport

Miscellaneous	
Census Tract:	CEN706
Zoning:	Industrial Heavy
Neighborhood:	
Activity:	
Status:	Active
Deed Info:	0705800300

Parcel Values	Current	Prior
Land:	39,150	39,150
Building:	0	0
Misc Impt:	8,710	8,710
Total Cost:	47,860	47,860
Market:	0	0
Income:	0	0
Special:	0	0
Method:	Cost	

Assessment Information	Current	Prior
Appraised Value:		
Land:	39,150	39,150
Building:	0	0
Misc Impt:	8,710	8,710
Total:	47,860	47,860
Assessed Information:		
Value Override:	Y	
Special Use:		
Value Posted:	2006-04-16	
Assessed Value:	33,502	33,502

Sales History (0 Total Qualified Sales)

Book/Page	Date	Price	Qualified	Instrument
0705800300	2006-07-10	0	U	Quit Claim
0689000252	2006-03-24	0	U	Quit Claim

Building Permits (0 Total Bldg Permits)

Date	Permit Number	Price	Purpose	Finalized
		0		

Land Information (1 Total Land Lines)

Land Use	Type	Front	Depth	Size	Loc Adj	Shape Adj	Physc Adj	Value
Ind.Ob	SF	0	0	12089.00	.75	1.00	1.00	39,150

Miscellaneous Improvements (2 Total Misc Improvements)

Type	Qty	Year	Size1	Size2	Grade	Condition	%Good	Value
Chain Fence 4'	77.00	1993	0	0	3	10	90	70
Com. Paving	12000.00	1993	0	0	3	30	70	8,640

Vacant Property Record Card - Bridgeport, Connecticut

Parcel Id: 0542--10------

Date: Mon Jul 30 12:54:44 2007

Current Owner	
Parcel ID:	0542--10------
Owner:	Adelman Hiram Etal
Coowner:	
Street Address:	000076 Main St Bridgeport CT 06604
Property Location:	000051 Henry St Bridgeport

Miscellaneous	
Census Tract:	CEN706
Zoning:	Industrial Heavy
Neighborhood:	
Activity:	
Status:	Active
Deed Info:	0705800300

Parcel Values		
	Current	*Prior*
Land:	41,256	41,256
Building:	0	0
Misc Impt:	5,399	5,399
Total Cost:	46,655	46,655
Market:	0	0
Income:	0	0
Special:	0	0
Method:	Cost	

Assessment Information		
Appraised Value:	*Current*	*Prior*
Land:	41,256	41,256
Building:	0	0
Misc Impt:	5,399	5,399
Total:	46,655	46,655
Assessed Information:		
Value Override:	Y	
Special Use:		
Value Posted:	2006-04-16	
Assessed Value:	32,658	32,658

Sales History (0 Total Qualified Sales)

Book/Page	*Date*	*Price*	*Qualified*	*Instrument*
0705800300	2006-07-10	0	U	Quit Claim
0689000252	2006-03-24	0	U	Quit Claim

Building Permits (0 Total Bldg Permits)

Date	*Permit Number*	*Price*	*Purpose*	*Finalized*
		0		

Land Information (1 Total Land Lines)

Land Use	*Type*	*Front*	*Depth*	*Size*	*Loc Adj*	*Shape Adj*	*Physc Adj*	*Value*
Ind.Ob	SF	0	0	7225.00	1.00	1.00	1.00	41,256

Miscellaneous Improvements (2 Total Misc Improvements)

Type	*Qty*	*Year*	*Size1*	*Size2*	*Grade*	*Condition*	*%Good*	*Value*
Fence-Wd 4'	49.00	1993	0	0	3	30	70	215
Com. Paving	7200.00	1993	0	0	3	30	70	5,184

Property Details

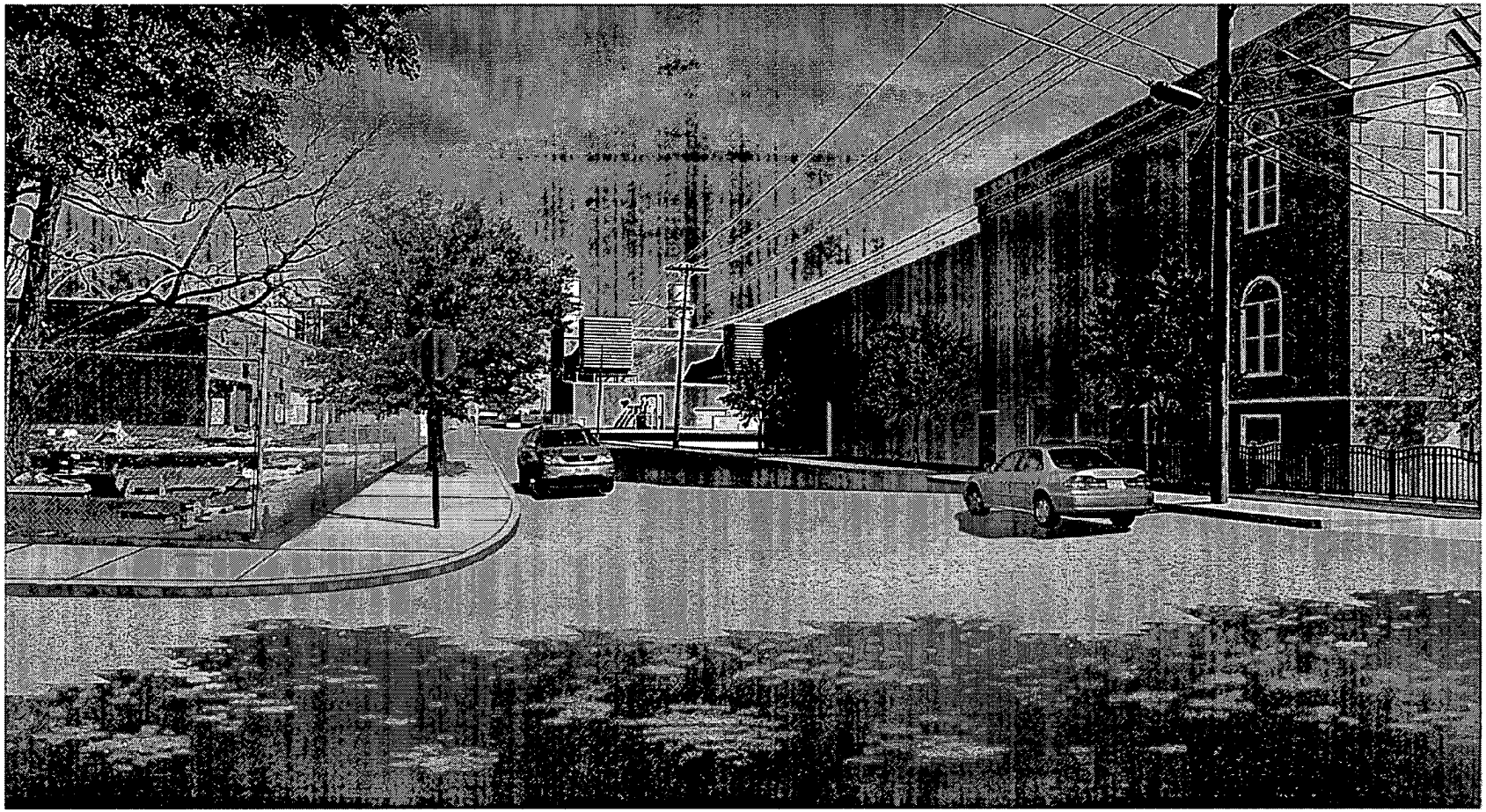
GIS ID :	542-8
Parcel ID :	0542--08-------
Property Location :	27 HENRY ST
Owner :	MAUZERALL MICHAEL
Co-Owner :	
Owner Address :	21 HENRY ST
Owner Apartment :	
Owner City/State/Zip :	BRIDGEPORT, CT 06604
Land Value($) :	27059
Building Value($) :	25654
Other Value($) :	348
Total Value($) :	53061
Use Code :	3220

Property Details

GIS ID :	542-7
Parcel ID :	0542--07-------
Property Location :	21 HENRY ST
Owner :	MAUZERALL MICHAEL
Co-Owner :	
Owner Address :	21 HENRY ST
Owner Apartment :	
Owner City/State/Zip :	BRIDGEPORT, CT 06604
Land Value($) :	22486
Building Value($) :	31949
Other Value($) :	375
Total Value($) :	54810
Use Code :	3220

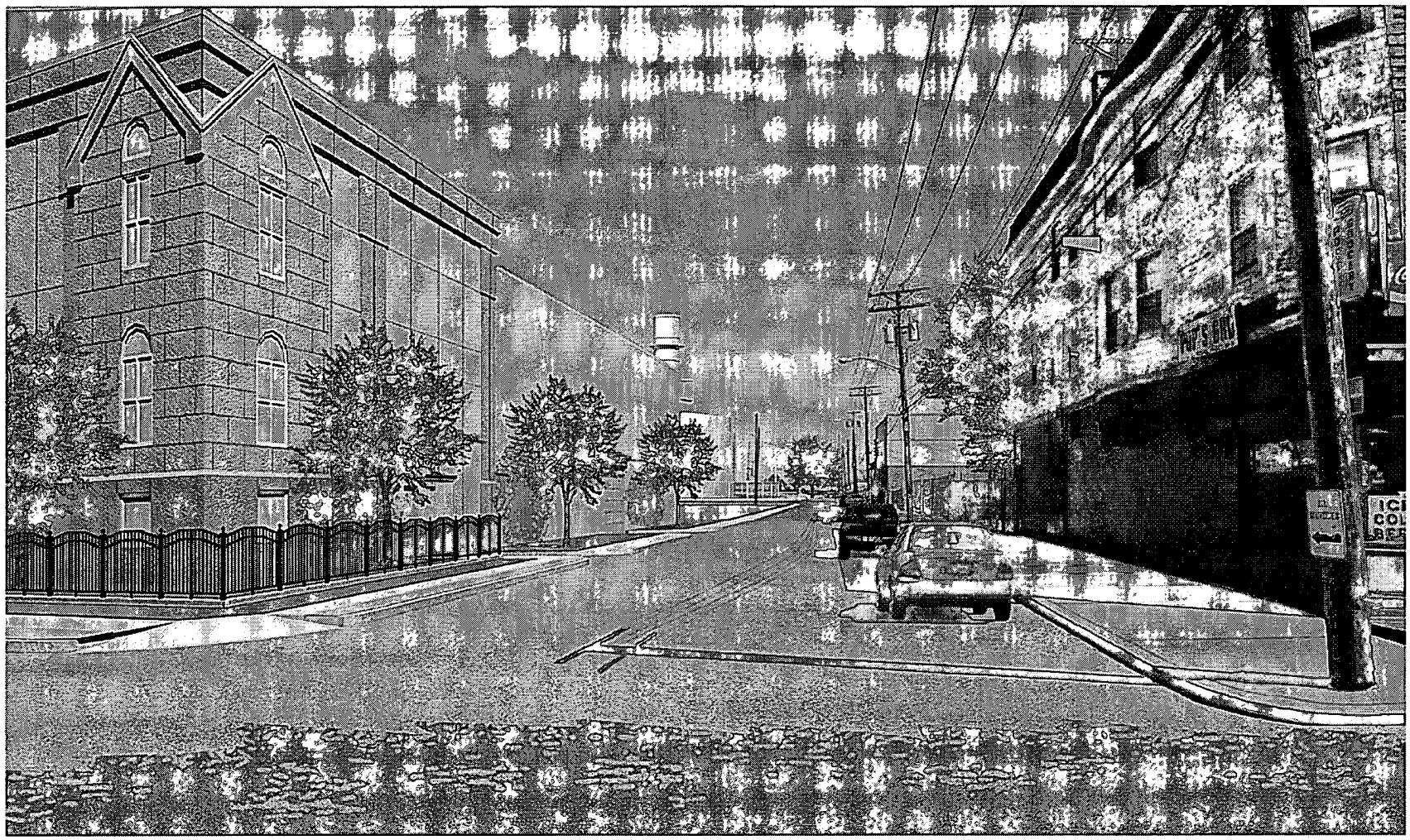
Property Details

GIS ID :	542-22
Parcel ID :	0542--22------
Property Location :	1 ATLANTIC ST
Owner :	PSEG POWER CONNECTICUT LLC
Co-Owner :	
Owner Address :	80 PARK PLAZA T-9 N/A
Owner Apartment :	
Owner City/State/Zip :	NEWARK, NJ 07102-4194
Land Value($) :	6077175
Building Value($) :	8828553
Other Value($) :	1188383
Total Value($) :	16094111
Use Code :	4210



BRIDGEPORT PEAKING STATION
Bridgeport, Connecticut

VIEW FROM MAIN STREET AND ATLANTIC STREET



BRIDGEPORT PEAKING STATION
Bridgeport, Connecticut

VIEW FROM MAIN STREET AND HENRY STREET

STATE OF CONNECTICUT
CONNECTICUT HISTORICAL COMMISSION

January 14, 1998

Mr. Paul Burgess
GEI Consultants Inc.
188 Norwich Avenue
PO Box 297
Colchester, CT 06415

Subject: Bridgeport Energy LLC
Bridgeport, CT
Project 97362-1001

Dear Mr. Burgess:

The State Historic Preservation Office has reviewed the *Phase Zero Level Underwater Archaeological Investigations, Outfall and Intake Study, Tongue Point, Bridgeport, Connecticut*, prepared by Dr. Warren C. Riess, and the *Phase 1A Archaeological Assessment, Bridgeport Energy LLC, Ten Atlantic Street, Bridgeport, Connecticut*, prepared by Historical Perspectives Inc. concerning the above-named project. In the opinion of the State Historic Preservation Office, the extensive archival research undertaken by the archaeological consultants is consistent with our *Environmental Review Primer for Connecticut's Archaeological Resources*.

The State Historic Preservation Office concurs with the consultant's assessment that the proposed project area possesses low sensitivity for *in situ* archaeological resources due to extensive alteration of former ground surfaces. This office believes that no further archaeological investigations are warranted regarding the proposed new construction. This comment is conditional upon the following:

- If plans for the proposed outfall location change to extend outside of previously dredged areas, then GEI Inc. shall consult with our office regarding further archaeological testing.
- GEI Inc. shall provide our office with one additional copy of each consultant's final archaeological report. Historical Perspectives Inc.'s report shall contain original photographs.

This office appreciates the opportunity to have reviewed and commented upon the proposed undertaking.

This comment updates and supersedes all prior correspondence for the proposed project.

TEL: (203) 566-3005 *FAX: (203)566-5078*
59 SOUTH PROSPECT ST. - HARTFORD, CONN. 06106 - 1901
AN EQUAL OPPORTUNITY EMPLOYER

For further information please contact Dr. David A. Poirier, Staff Archaeologist.

Sincerely,

Dawn Maddox
Deputy State Historic
Preservation Officer

cc: Dr. Nicholas Bellantoni/OSA
Ms. Kate Atwood/ACOE

ATTACHMENT - H

Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2007-ANE-1447-OE

Issued Date: 11/29/2007

Phil Klazynski
Bridgeport Energy II, LLC
400 Chesterfield Center, Suite 110
St. Louis, MO 63017

**** 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:	Chimney Stack for Unit 1
Location:	Bridgeport, CT
Latitude:	41-10-06.080N NAD 83
Longitude:	73-11-00.530W
Heights:	213 feet above ground level (AGL)
	224 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, a med-dual system - Chapters 4,8(M-Dual),&12.

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

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

See attachment for additional condition(s) or information.
This determination expires on 05/29/2009 unless:

(a) extended, revised or terminated by the issuing office.
(b) 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 POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before December 29, 2007. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted in triplicate to the Manager, Airspace and Rules Division - Room 423, Federal Aviation Administration, 800 Independence Ave., Washington, D.C. 20591.

This determination becomes final on January 08, 2008 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Office of Airspace and Rules via telephone -- 202-267-8783 - or facsimile 202-267-9328.

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 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 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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact Donna ONeill, at (816)329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-ANE-1447-OE.

Signature Control No: 530267-101040528 (DNH)
Kevin P. Haggerty
Manager, Obstruction Evaluation Service

Attachment(s)
Additional Information
Map(s)

7460-2 Attached

Additional information for ASN 2007-ANE-1447-OE

The proposed construction consists of two 213 ft. AGL/224 ft. AMSL chimney stacks. Each proposed stack was studied separately under Aeronautical Study Numbers 2007-ANE-1447-OE and 2007-ANE-1448-OE. These two proposed stacks would be located approximately 115 ft. apart and approximately 2.61 nautical miles (NM) west of the Igor I. Sikorsky Memorial Airport (BDR), Bridgeport, CT. To facilitate the public comment process both stacks were circularized under Aeronautical Study Number 2007-ANE-1447-OE. All comments received from this circularization have considered in completing the separate determinations for both of these structures

The structures are identified as an obstruction under the standards of 14 CFR, part 77, as applied to the Igor I. Sikorsky Memorial Airport as follows: Section 77.23(a)(2): A height AGL or airport elevation, whichever is higher, exceeding 200 ft. within 3 miles; would exceed by 13 ft.

The proposal was circularized on September 20, 2007, to all known aviation interests and to non-aeronautical interests that may be affected by the proposal. No letters of objection were received as a result of the circularization.

Aeronautical study disclosed that the proposed structure would have no effect on any existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations or procedures.

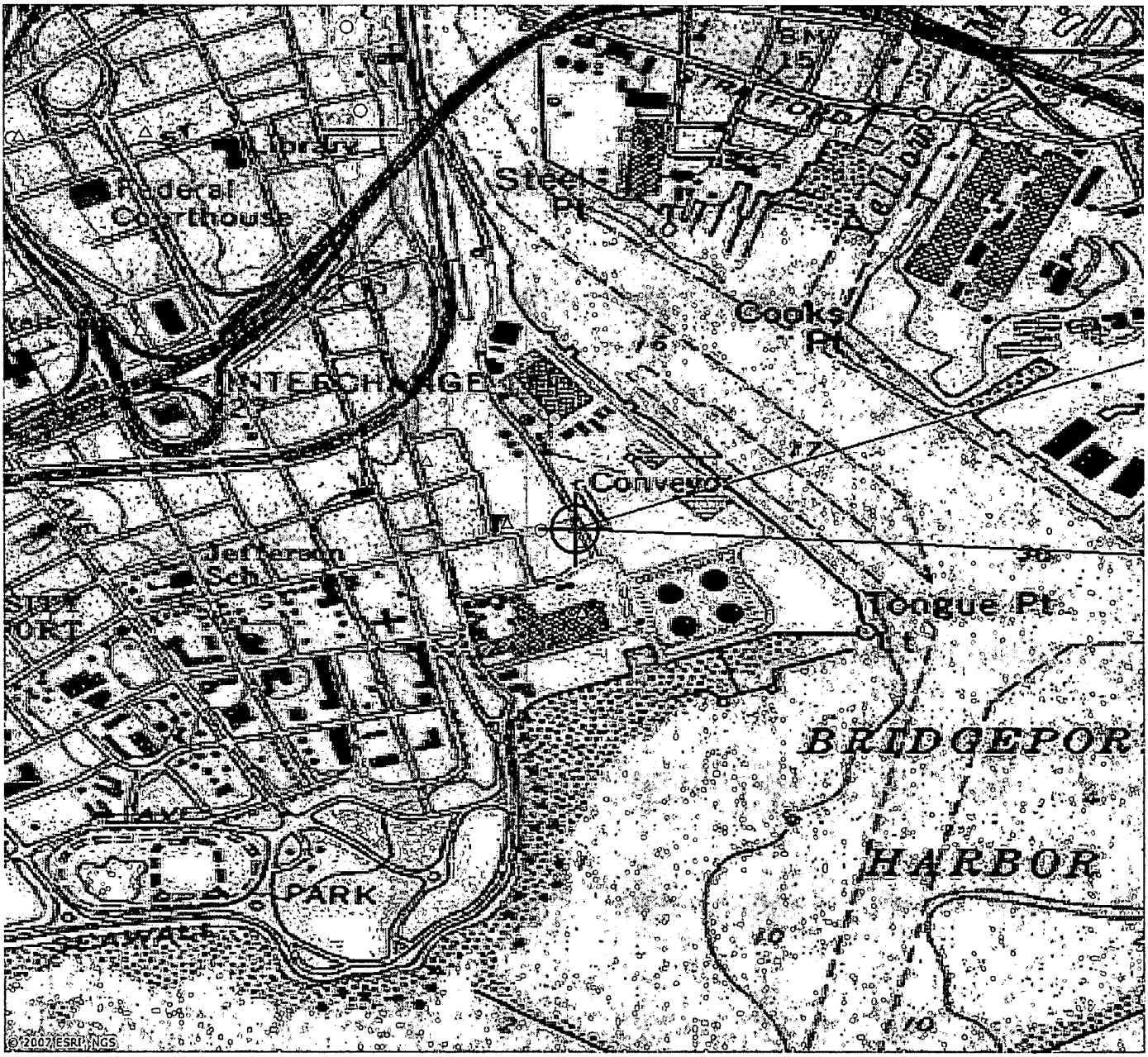
Study for possible visual flight rules (VFR) effect disclosed that the proposed structure would have no effect on any existing or proposed arrival or departure VFR operations or procedures. It would not conflict with airspace required to conduct normal VFR traffic pattern operations at BDR or any other known public use or military airports. At 213 ft. AGL, the proposed structure would not have a substantial adverse effect on VFR en route flight operations.

The proposed structure would be appropriately obstruction marked and/or lighted to make it more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

Verified Map for ASN 2007-ANE-1447-OE



Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2007-ANE-1448-OE

Issued Date: 11/29/2007

Phil Klazynski
Bridgeport Energy II, LLC
400 Chesterfield Center, Suite 110
St. Louis, MO 63017

**** 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:	Chimney Stack for Unit 2
Location:	Bridgeport, CT
Latitude:	41-10-04.970N NAD 83
Longitude:	73-11-00.180W
Heights:	213 feet above ground level (AGL)
	224 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, a med-dual system - Chapters 4,8(M-Dual),&12.

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

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

See attachment for additional condition(s) or information.
This determination expires on 05/29/2009 unless:

(a) extended, revised or terminated by the issuing office.
(b) 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 POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before December 29, 2007. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted in triplicate to the Manager, Airspace and Rules Division - Room 423, Federal Aviation Administration, 800 Independence Ave., Washington, D.C. 20591.

This determination becomes final on January 08, 2008 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Office of Airspace and Rules via telephone -- 202-267-8783 - or facsimile 202-267-9328.

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 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 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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact Donna ONeill, at (816)329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-ANE-1448-OE.

Signature Control No: 530268-101040553 (DNH)
Kevin P. Haggerty
Manager, Obstruction Evaluation Service

Attachment(s)
Additional Information
Map(s)

7460-2 Attached

Additional information for ASN 2007-ANE-1448-OE

The proposed construction consists of two 213 ft. AGL/224 ft. AMSL chimney stacks. Each proposed stack was studied separately under Aeronautical Study Numbers 2007-ANE-1447-OE and 2007-ANE-1448-OE. These two proposed stacks would be located approximately 115 ft. apart and approximately 2.61 nautical miles (NM) west of the Igor I. Sikorsky Memorial Airport (BDR), Bridgeport, CT. To facilitate the public comment process both stacks were circularized under Aeronautical Study Number 2007-ANE-1447-OE. All comments received from this circularization have considered in completing the separate determinations for both of these structures

The structures are identified as an obstruction under the standards of 14 CFR, part 77, as applied to the Igor I. Sikorsky Memorial Airport as follows: Section 77.23(a)(2): A height AGL or airport elevation, whichever is higher, exceeding 200 ft. within 3 miles; would exceed by 13 ft.

The proposal was circularized on September 20, 2007, to all known aviation interests and to non-aeronautical interests that may be affected by the proposal. No letters of objection were received as a result of the circularization.

Aeronautical study disclosed that the proposed structure would have no effect on any existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations or procedures.

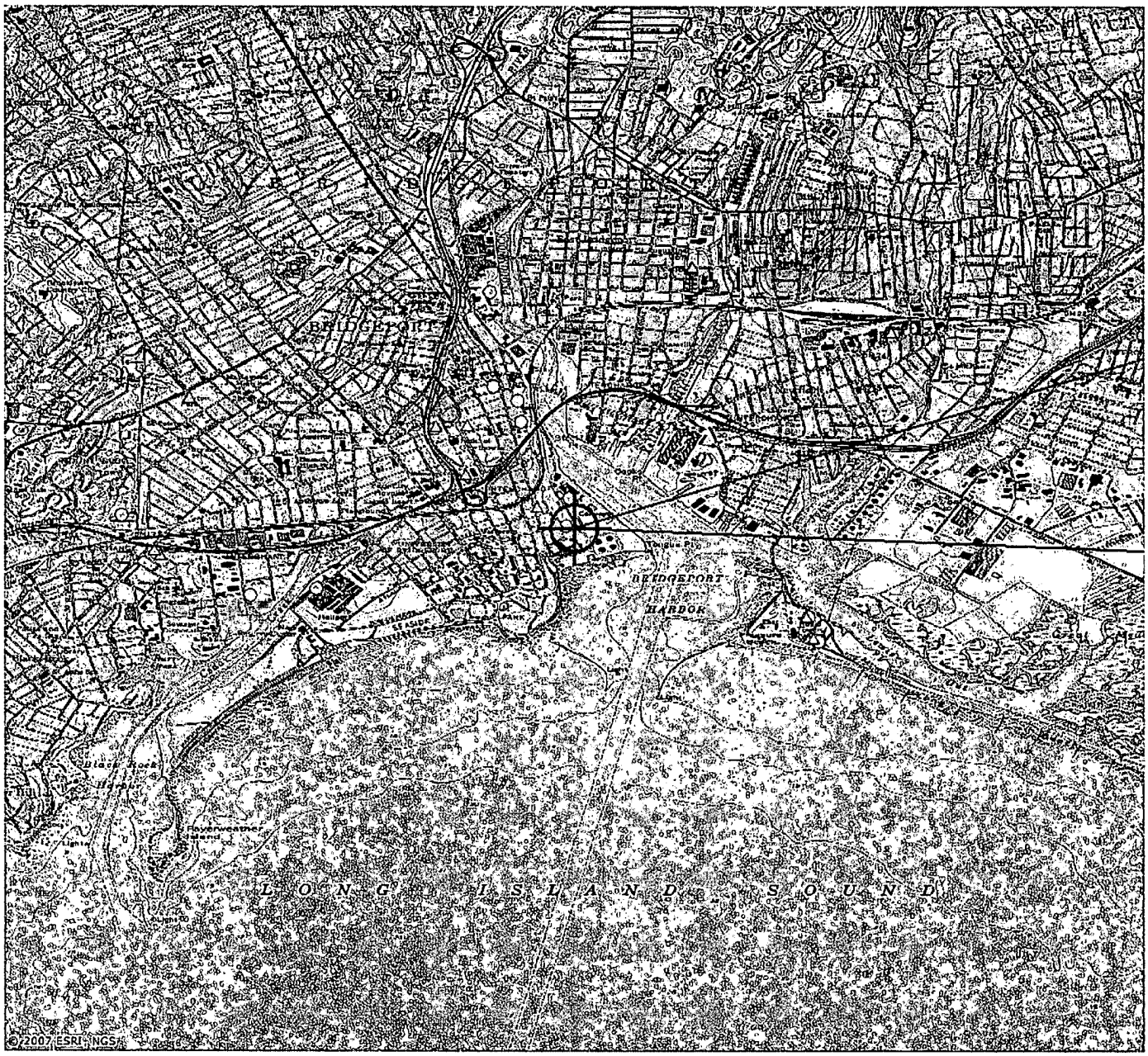
Study for possible visual flight rules (VFR) effect disclosed that the proposed structure would have no effect on any existing or proposed arrival or departure VFR operations or procedures. It would not conflict with airspace required to conduct normal VFR traffic pattern operations at BDR or any other known public use or military airports. At 213 ft. AGL, the proposed structure would not have a substantial adverse effect on VFR en route flight operations.

The proposed structure would be appropriately obstruction marked and/or lighted to make it more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

Verified Map for ASN 2007-ANE-1448-OE



Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2007-ANE-1449-OE

Issued Date: 10/24/2007

Phil Klazynski
Bridgeport Energy II, LLC
400 Chesterfield Center, Suite 110
St. Louis, MO 63017

****TEMPORARY 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 4478 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Crane Crane
Location:	Bridgeport, CT
Latitude:	41-10-6.08 N NAD 83
Longitude:	73-11-.53 W
Heights:	263 feet above ground level (AGL)
	274 feet above mean sea level (AMSL)

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

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, flags/red lights - Chapters 3(Marked),4,5(Red),&12.

It is required that the manager of Igor I. Sikorsky Memorial Airport, (203) 576-7201, be notified **at least 5 business days** prior to the temporary structure being erected and again when the structure is removed from the site.

It is required that the manager of Bridgeport Air Traffic Control Tower, (203) 378-4106, be notified **at least 5 business days** prior to the temporary structure being erected and again when the structure is removed from the site. **Additionally, please provide contact information for the crane operator on site in the event that Air Traffic Control requires the crane to be lowered immediately.**

This determination expires on 04/24/2009 unless extended, revised or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes in coordinates and/or heights will void this determination. Any future construction or alteration, including increase to heights, requires separate notice to the FAA.

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 did not include an evaluation of the permanent structure associated with the use of this temporary structure. If the permanent structure will exceed Title 14 of the Code of Federal Regulations, part 77.13, a separate aeronautical study and FAA determination is required.

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 (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-ANE-1449-OE

Signature Control No: 530269-100770281 (TMP)
Donna ONeill
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2007-ANE-1449-OE

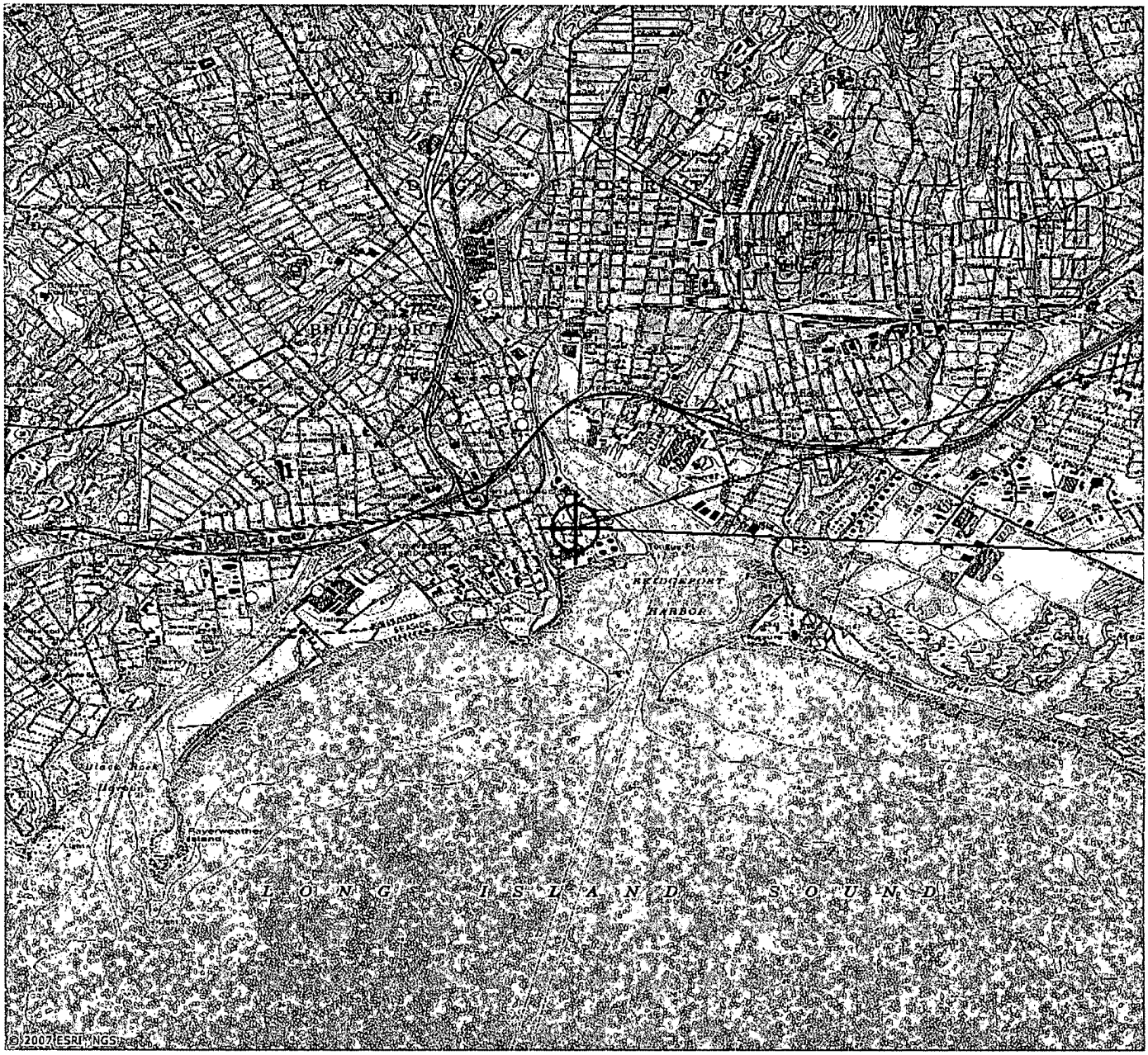
The temporary crane would be located approximately 2.61 nautical miles (NM) west of the Igor I. Sikorsky Memorial Airport (BDR), Bridgeport, CT. It is identified as an obstruction under the standards of 14 CFR, part 77, as follows as applied to the Igor I. Sikorsky Memorial Airport:

Section 77.23(a)(2): A height AGL (Above Ground Level) or airport elevation, whichever is higher, exceeding 200 ft. within 3 nautical miles; would exceed by 63 ft.

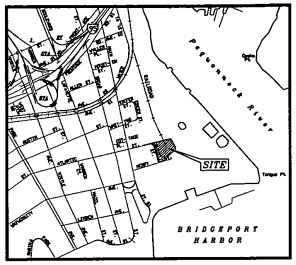
The proposed crane does not constitute substantial adverse effect because the structure is temporary. The crane would not be a hazard to air navigation provided the conditions noted below and on Page 1 of this determination are strictly met.

1) The temporary crane shall be lowered to the maximum extent possible, preferably to the ground, at night and when not in use.

Verified Map for ASN 2007-ANE-1449-OE



ATTACHMENT I



LOCATION MAP
NOT TO SCALE

GENERAL NOTES

1. BASED ON FEMA FLOOD INSURANCE RATE MAP 090002-0006-D, DATED JUNE 16, 1992, THE SITE IS LOCATED WITHIN FLOOD ZONE A-4 WITH A BASE FLOOD ELEVATION OF 11 RELATIVE TO NGVD-1929.
2. ELEVATIONS AND CONTOURS REFER TO BRIDGEPORT CITY DATUM. THE CITY DATUM IS APPROXIMATELY 13.51 FEET BELOW NGVD-1929.

SCALE: 1" = 20'

REVISION: NO.	DATE	REMARKS

DESIGNER: D.A.S.
DRAFTER: D.A.S.
CHECKER:
SCALE: 1"=20'
DATE: 11/19/07
TPA PROJ. NO.: 07-019

BRIDGEPORT ENERGY II, LLC
10 ATLANTIC STREET
BRIDGEPORT, CONNECTICUT

PRELIMINARY GRADING AND DRAINAGE PLAN

DRAWING NUMBER
GD-1
OF 1

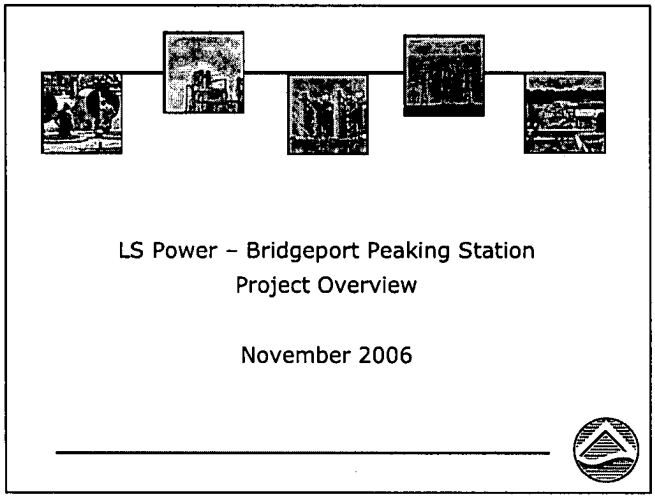
TPA DESIGN GROUP
Planning
Engineering
Landscape
Architecture
81 Wren Street
Hartford, CT 06103
Tel 860.289.1555
Fax 860.289.1553
www.tpadesigngroup.com

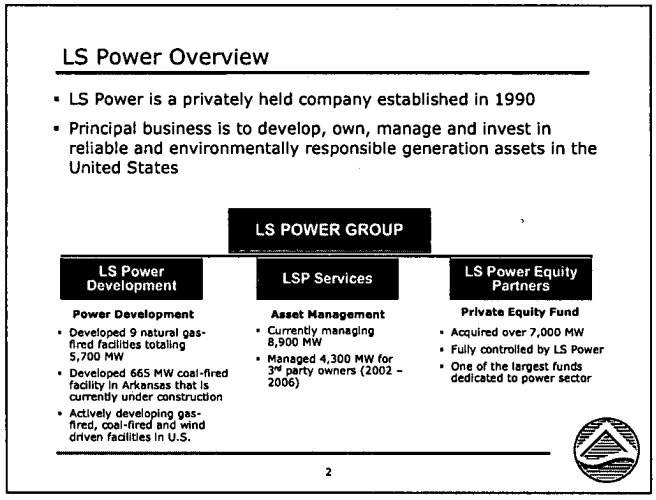
G:\Acad\bos\07-019 Bridgeport Peaking Station\07-019 Peaking Station.dwg, 11/19/2007 8:45:23 AM

Attachment J
Community Consultation

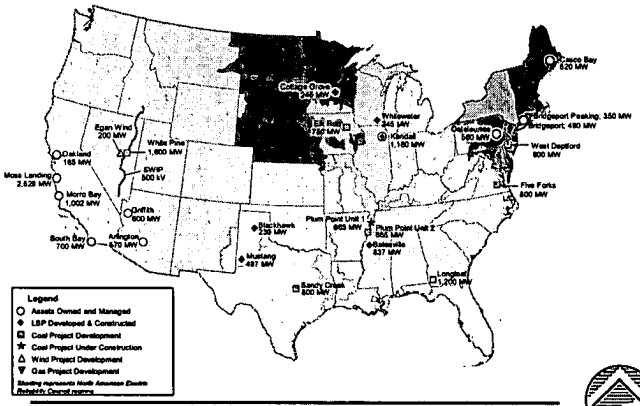
Meetings with City of Bridgeport

Bridgeport Energy II, LLC's initial meeting with the City of Bridgeport occurred on November 16, 2006 with representatives of the City's Office of Planning and Economic Development and Land Use and Construction. Below are the slides from a Power Point presentation used at the meeting:





LS Power Project Portfolio



3

LS Power Experience

Projects Developed & Constructed by LS Power

	Type	Capacity (MW)	Commercial Operations Date
Whitewater, WI	Natural Gas - Cogeneration	245	Sep. 1997
Cottage Grove, MN	Natural Gas - Cogeneration	245	Oct. 1997
Denver City, TX	Natural Gas	488	Apr. 2000
Borger, TX	Natural Gas - Cogeneration	230	Jun. 1999
Batesville, MS	Natural Gas	837	Aug. 2000
Kendall County, IL	Natural Gas	1,160	Apr. 2002
Plum Point, AR	Coal	665	Summer 2010
Total		3,870	

Projects Currently Owned and Managed by LS Power[1]

	Type	Capacity (MW)	Commercial Operations Date
Kendall County, IL	Natural Gas	1,160	Apr. 2002
Ontelaunee, PA	Natural Gas	540	Dec. 2002
Moss Landing (1&2), CA	Natural Gas	1,020	2002
Moss Landing (6&7), CA	Natural Gas	1,509	1967-68
Morro Bay, CA	Natural Gas	1,002	1956-63
South Bay, CA	Natural Gas	700	1960-71
Oakland, CA	Fuel Oil	165	1978
Arlington Valley, AZ	Natural Gas	570	2002
Griffith, AZ	Natural Gas	600	2002
Bridgeport Energy, CT	Natural Gas	490	1999
Casco Bay, ME	Natural Gas	520	2000
Plum Point, AR[2]	Coal	665	Summer 2010
Total		8,941	

[1] LS Power and Dynegy have announced an agreement to combine generation facilities into a new "Dynegy" (see LS Power News)
[2] LS Power has a 40% ownership stake

4

LS Power Recent News

August 2005 - LS Power closed on a $1.2 billion private equity fund focused on acquiring electric generation assets in the U.S.

October 2005 - LS Power purchases Calpine's Ontelaunee 550 MW combined - cycle plant located in Pennsylvania.

March 2006 - LS Power announces financial closing and start of construction of 665 MW coal-fired power plant in Arkansas.

May 2006 - LS Power closes financing on and acquires 6,200 MW of Duke Energy North America assets located in CA, AZ, CT and ME.

June 2006 - LS Power purchases PPL's 50% ownership in the 600 MW Griffith power plant located in Arizona.

September 2006 - LS Power and Dynegy announce an agreement to combine the companies' operating power plants to form a new company that will retain the Dynegy name. Under the proposed transaction LS Power would own 40% of the new Dynegy and have three seats on the board of directors. LS Power will remain a separate company and lead development of new power plants in a 50/50 joint venture with Dynegy.

5

Bridgeport Peaking Station – Overview

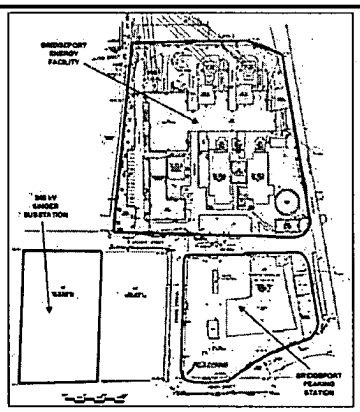
- Sited next to Bridgeport Energy Facility and Bridgeport Harbor Station
- Shared operations and maintenance personnel
- Two high efficiency F-Class combustion turbines designed for peaking duty
- Electric capacity of up to 350 MW
- Connect to UI's new Singer Substation ~200 feet away
- Proven technology equipped with advanced emissions controls
  - Dry low NOx combustion
  - Selective catalytic reduction
- Natural gas with No. 2 fuel oil backup
- Use existing Southern CT Gas line
- Low noise design
- Low water usage

6

Bridgeport Peaking Station – Location

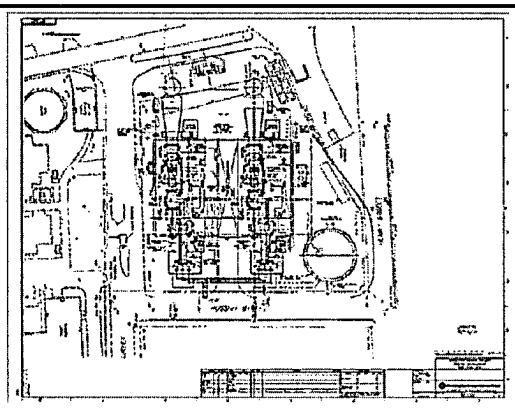
7

Bridgeport Peaking Station – Location



8

Bridgeport Peaking Station – Layout



9

Bridgeport Peaking Station – Benefits

- New Generating Capacity in Southwest Connecticut
- Assisting Connecticut in reduction of federally mandated electrical congestion charges
- Over $100 million investment in Bridgeport
- Expansion of existing generating complex
- No additional electric transmission or gas lines (short electric tie-line)

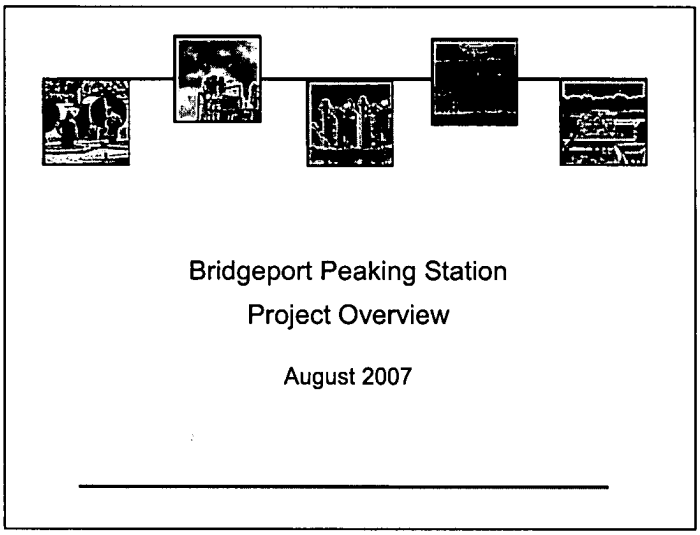
10

Bridgeport Peaking Station – Schedule

- File Air Permit Application – December, 2006
- Request for Declaratory Order from Siting Council – January, 2007
- Secure Air Permit/Declaratory Order - Spring, 2007
- Power Sales Agreements with DPUC – Summer, 2007
- Receive EPC Bids – Summer, 2007
- Commencement of Construction – Fall, 2007
- UI Completes Singer Substation – 2008/2009
- Commercial Operation – 2008/2009

11

After submitting preliminary site plans to the City's Department of Zoning on August 1, 2007, Bridgeport Energy II met with representatives of the City's Design Review Committee on August 23, 2007. Below are the slides from a Power Point presentation used at that meeting:



Bridgeport Peaking Station

Project Overview

August 2007

ABOUT LS POWER

- LS Power has been developing, owning and managing power generation assets for 17 years
- Principal mission remains the same: to develop, own, manage and invest in reliable and environmentally responsible generation assets of diverse fuel types throughout the USA
- Owned and managed 12,000+ MWs of generation capacity in the USA; 3,600 MWs currently

LS POWER GROUP

LS Power Development

- Developed 9 natural gas facilities totaling 5,700 MWs
- Developed a 665 MW coal plant now under construction in Arkansas
- Actively developing power generation facilities utilizing coal, gas, wind and solar

LSP Services

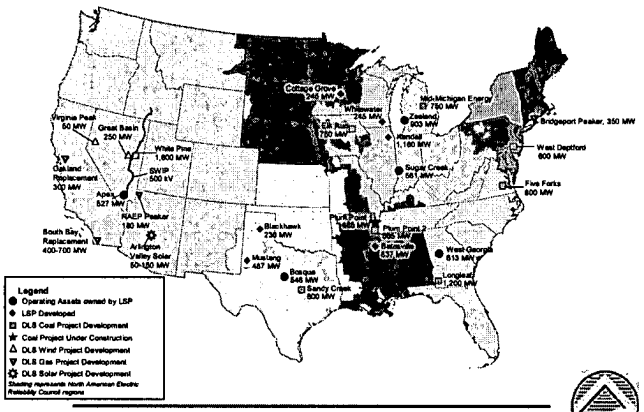
- 3,150 MWs currently under management
- Managed additional 9,000 MWs of owned assets
- Managed 4,300 MWs for 3rd party owners (2002–2005)

LS Power Equity Partners

- Approximately $4 billion under management
- Acquisitions to date totaling an estimated 11,000 MWs
- Fully controlled by LS Power
- Dedicated to power sector

2

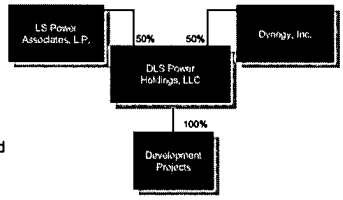
LS POWER PROJECT PORTFOLIO



3

ABOUT DLS POWER DEVELOPMENT

- **Joint venture between LS Power Group and Dynegy Inc.**
  - 50-50 ownership of projects in the Joint Venture
  - LS Power responsible for development
  - Dynegy responsible for construction and asset management
  - Formed in April 2007



- **Diverse portfolio**
  - Focus on developing, owning and operating power generation facilities
  - Pursuing brown and green field opportunities
  - A variety of technologies, including coal, natural gas and renewables
  - Currently developing approximately 10,000 MWs in various U.S. markets

4

DLS POWER - Development Principles

- **CRITERIA:** Cost effective, reliable and environmentally responsible power generation
- **SAFETY:** Develop, construct, own and operate safe and environmentally compliant facilities
- **COMMUNITY:** Build and maintain strong relationships
- **COLLABORATION:** Work with customers, regulators and the community on important development decisions
  - Location
  - Technology selection / timing
- **TECHNOLOGY:** Utilize latest proven generation technology and emission controls

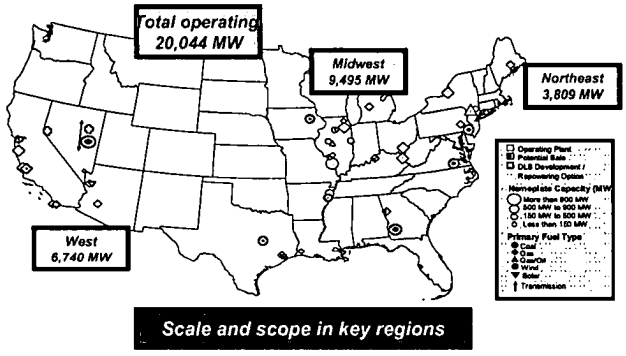
5

ABOUT DYNEGY

- **Energy Wholesaler**
  - Provides capacity, energy and ancillary services
  - Serves utilities, cooperatives, municipalities and other energy companies
  - In 15 states – concentrated in key regions of the Midwest, Northeast and West
- **Generation Portfolio**
  - 20,000 MWs nationwide
  - Baseload, intermediate and peaking facilities
  - A variety of fuels, including natural gas, fuel oil and coal
- **Public Company**
  - Listed on NYSE (DYN)
  - Fortune 500 list of largest U.S. companies
  - 28th top performer on the S&P 500 based on 50% increase in share price in 2006

DYNEGY

DYNEGY PORTFOLIO



Scale and scope in key regions

Note: Plum Point 1 currently under construction. Dynegy has entered into an agreement to sell the 351-MW Calcasieu peaking facility in Louisiana, the closing of which is expected in early 2008. Other possible divestitures include the Bluegrass (Ky), Cogen Lyondell (Tx), and Heard County (Ga) generation facilities.

DYNEGY

Bridgeport Peaking Station

Bridgeport Peaking Station – Overview

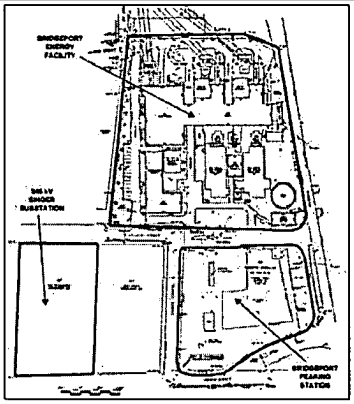
- Located adjacent to Bridgeport Energy Station - shared operating personnel
- Two high efficiency F-Class combustion turbines designed for peaking duty
- Electric capacity of up to 350 MW
- Connect to UI's new Singer Substation
- Proven technology equipped with advanced emissions controls
  - Dry low NOx combustion
  - Selective catalytic reduction
- Natural gas with No. 2 fuel oil backup
- Use existing Southern CT Gas line
- Low noise design
- Low water usage

9

Bridgeport Peaking Station – Location

10

Bridgeport Peaking Station – Location



11

Bridgeport Peaking Station – Benefits

- New Generating Capacity in Southwest Connecticut
- $100 million investment in Bridgeport
- Expansion of existing generating complex
- No additional transmission or gas lines

12

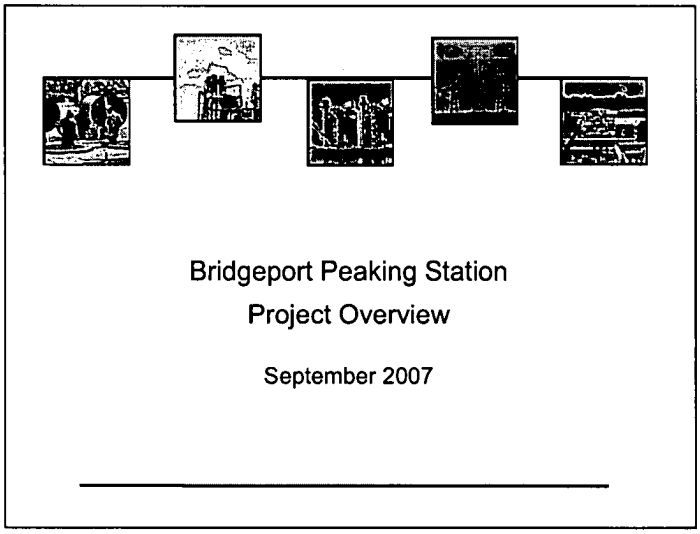
Bridgeport Peaking Station – Schedule

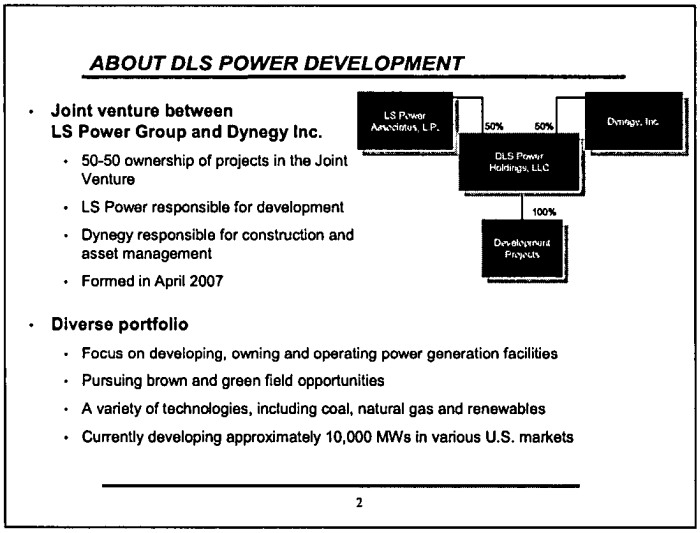
- File Air Permit Application – December, 2006
- Request for Declaratory Order from Siting Council – September, 2007
- Secure Air Permit/Declaratory Order - October, 2007
- Receive EPC Bids – November, 2007
- Commencement of Construction – January, 2008
- UI Completes Singer Substation – August, 2009
- Commercial Operation – December, 2009

13

South End NRZ

Bridgeport Energy II presented the project to the South End Neighborhood Revitalization Zone on September 18, 2007 at the University of Bridgeport. The meeting was attended by approximately 20 people from the community including a reporter from the Connecticut Post. Following are the slides from a Power Point presentation used at the meeting. Also included is the article from the Connecticut Post.





ABOUT LS POWER

- LS Power has been developing, owning and managing power generation assets for 17 years
- Principal mission remains the same: to develop, own, manage and invest in reliable and environmentally responsible generation assets of diverse fuel types throughout the USA
- Owned and managed 12,000+ MWs of generation capacity in the USA; 3,150 MWs currently

LS POWER GROUP

LS Power Development

- Developed 9 natural gas facilities totaling 5,700 MWs
- Developed a 665 MW coal plant now under construction in Arkansas
- Actively developing power generation facilities utilizing coal, gas, wind and solar

LSP Services

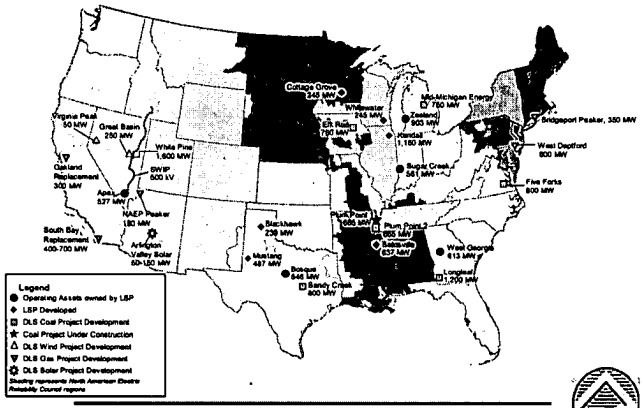
- 3,150 MWs currently under management
- Managed additional 9,000 MWs of owned assets
- Managed 4,300 MWs for 3rd party owners (2002–2005)

LS Power Equity Partners

- Approximately $4 billion under management
- Acquisitions to date totaling an estimated 11,000 MWs
- Fully controlled by LS Power
- Dedicated to power sector

3

LS POWER PROJECT PORTFOLIO



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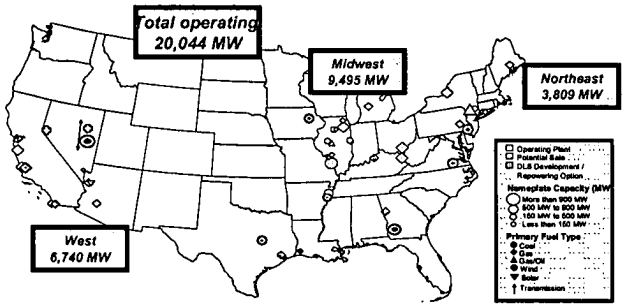
ABOUT DYNEGY

- **Energy Wholesaler**
  - Provides capacity, energy and ancillary services
  - Serves utilities, cooperatives, municipalities and other energy companies
  - In 15 states – concentrated in key regions of the Midwest, Northeast and West
- **Generation Portfolio**
  - 20,000 MWs nationwide
  - Baseload, intermediate and peaking facilities
  - A variety of fuels, including natural gas, fuel oil and coal
- **Public Company**
  - Listed on NYSE (DYN)
  - Fortune 500 list of largest U.S. companies
  - 28th top performer on the S&P 500 based on 50% increase in share price in 2006

DYNEGY

DYNEGY PORTFOLIO



Scale and scope in key regions

Note: Plum Point 1 currently under construction. Dynegy has entered into an agreement to sell the 351-MW Calcasieu peaking facility in Louisiana, the closing of which is expected in early 2008. Other possible divestitures include the Bluegrass (Ky), Cogen Lyondell (Tx), and Heard County (Ga) generation facilities.

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DYNEGY

Bridgeport Peaking Station – Overview

- Located adjacent to Bridgeport Energy Station - shared operating personnel
- Two high efficiency F-Class combustion turbines designed for peaking duty
- Electric capacity of up to 350 MW
- Connect to UI's new Singer Substation
- Proven technology equipped with advanced emissions controls
  - Dry low NOx combustion
  - Selective catalytic reduction
- Natural gas with No. 2 fuel oil backup
- Use existing Southern CT Gas line
- Low noise design
- Low water usage

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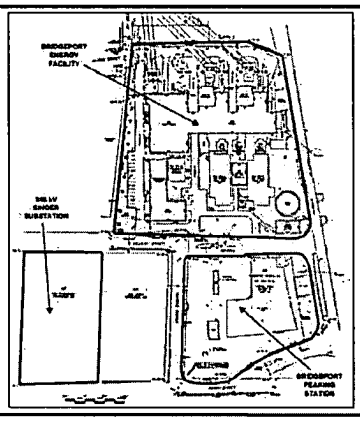
Bridgeport Peaking Station – Location



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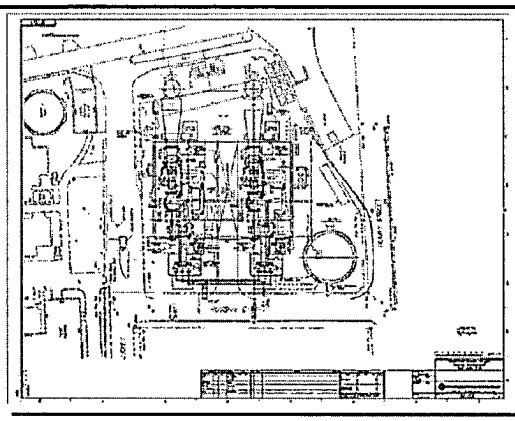
Bridgeport Peaking Station – Layout



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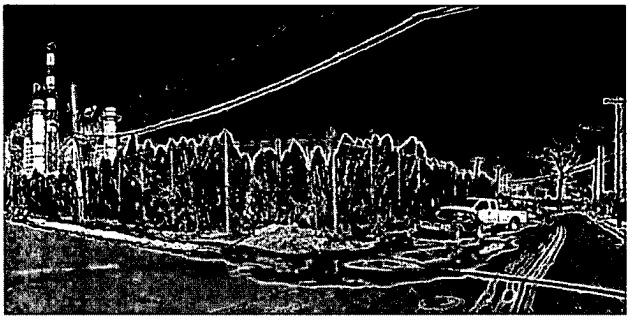
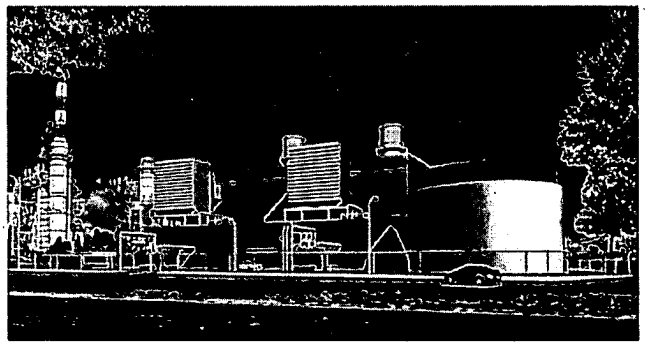
Project Site – Henry and Russell Street



Bridgeport Peaking Station



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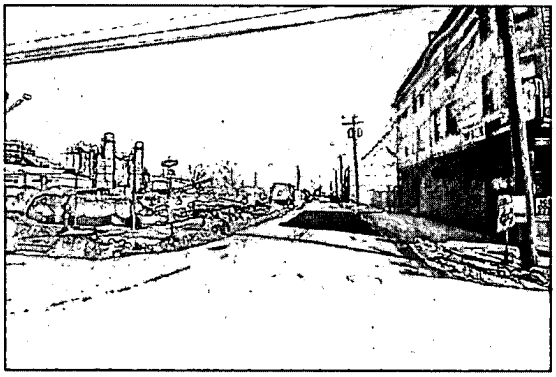
View from Main Street and Henry Street



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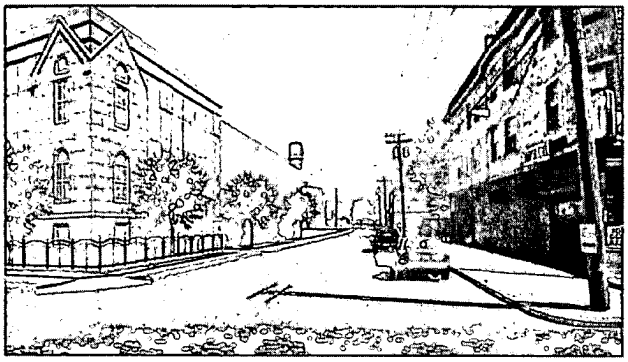
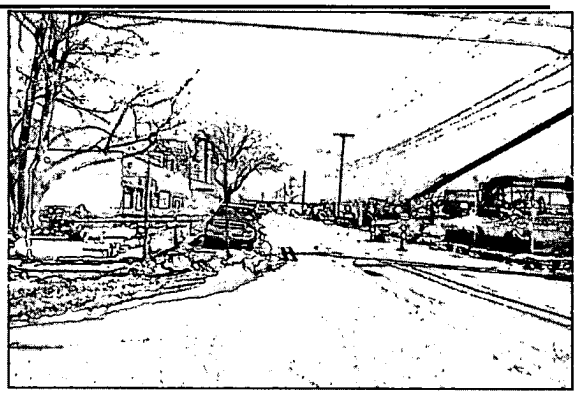
Bridgeport Peaking Station



View from Main Street and Henry Street

13

View from Main Street and Atlantic Street



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Bridgeport Peaking Station

View from Main Street and Atlantic Street

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Bridgeport Peaking Station – Schedule

- File Air Permit Application – December, 2006
- Request for Declaratory Order from Siting Council – October, 2007
- Secure Air Permit - October, 2007
- Secure Declaratory Order – December, 2007
- Commencement of Construction – January, 2008
- UI Completes Singer Substation – August, 2009
- Commercial Operation – December, 2009

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Bridgeport Peaking Station – Benefits

- New Generating Capacity in Southwest Connecticut
- $160 million investment in Bridgeport
- Expansion of existing generating complex
- No additional transmission or gas lines

17

Turbine builders ask for neighbors' patience

AARON LEO aleo@ctpost.com
Connecticut Post Online

Article Last Updated:09/19/2007 12:25:26 AM EDT

BRIDGEPORT — Because of the United Illuminating Co.'s rising substation on Main Street in the South End, Effie Riddick and other neighbors have sustained damage to their homes, yards and sidewalks from the blasting and construction.

Riddick said she hasn't been able to get UI to fix the damage yet. The substation remains under construction.

So with a natural gas-powered, two-turbine plant proposed on a site nearby, she's not happy, even though company officials assured her Tuesday night the plant would lower her electric rates and keep the neighborhood's power supply steady. "We're going to have to go through the same thing" as with UI, she said at a question-and-answer forum at the University of Bridgeport Tuesday night, attended by about 20 people, many of them city residents.

"It's causing our houses to shake," she added.

Other neighbors like Emma Jean Mercer and her husband, Eddie, said there is construction noise at all hours.

But the proposed "Bridgeport Peaking Station," of privately owned LS Power Development, LLC, of St. Louis, Mo., will be worth the inconvenience, said D. Blake Wheatley, the company's general manager.

It would be smaller, quieter and cleaner, and would run only during peak power draws, mostly in extreme heat or cold. The company would also fix anyone's property damaged during construction, Wheatley said.

The proposed plant, linked to the UI substation, would provide 350 megawatts of electricity. An average household consumes about 0.005 megawatts on a hot day with air conditioners running, the company estimated. Wheatley urged the residents to be patient because the proposal would pay off in the long run.

"It will help to keep your lights on," he said.

Another concern was traffic, but Wheatley said the plant's infrequent use would not require many employees.

He said the plant would run 500 to 1,000 hours in a year — a year being about 8,760 hours. Other power plants in the South End run longer, according to Wheatley.

A supply of diesel fuel would be stored there as backup, he added.

The manager assured the listeners that the plant would remain a peak-usage plant.

But that led to a question of how the company would profit if the plant ran sparsely.

Wheatley said the profit would come from "the capability to handle the very, very high load." The $160 million plant would add more than $2 million in taxes to the city's coffers, he added.

Construction would not begin until at least 2008.

The company applied for an air permit with the state Department of Environmental Protection in December 2006 and the plan must be reviewed by the Connecticut Siting Council, Wheatley said. Assuming fast approval, he hopes for the plant to start running by August 2009.

Wheatley said he will meet tonight with the developer of the Remington Shaver property, 60 Main St., which is near the proposed plant's site.

A $600 million waterfront residential complex is planned on the 12.2-acre Main Street site. The PZC will start reviewing that proposal today at 6 p.m. in City Hall.

***Aaron Leo**, who covers regional issues, can be reached at 330-6222.*

Bridgeport Port Authority

On November 16, 2007, Bridgeport Energy II submitted the attached letter requesting to be placed on the agenda of Bridgeport Port Authority's November 28, 2007 regular meeting. The Port Authority subsequently canceled their meeting of November 28; however Bridgeport Energy II representatives plan to attend the next meeting early in 2008.

Bridgeport Energy II, LLC

c/o LS Power Development, LLC
400 Chesterfield Center, Suite 110
St. Louis, Missouir 63017
(636) 532-2200 Tel.
(636) 532-2250 Fax.

By US Mail and E-Mail

November 16, 2007

Mr. Joseph Riccio
Executive Director
Bridgeport Port Authority
33 Water Street
Bridgeport CT 06604-4920

Subject: Bridgeport Peaking Facility

Dear Mr. Riccio:

Bridgeport Energy II, LLC is developing a new peaking electric generation facility, the Bridgeport Peaking Facility, to be constructed adjacent to the existing Bridgeport Energy Facility, between Atlantic and Henry Streets in Bridgeport, Connecticut. The Bridgeport Peaking Facility will provide approximately 350 MW of much needed electrical capacity to Southwest Connecticut. The proposed facility will consist of two so called "F-Class" combustion turbine generators that will use natural gas as the primary fuel with ultra low sulfur distillate fuel oil as a backup fuel. Natural gas will be obtained from the existing Southern Connecticut Gas Line and the facility's electricity will be delivered to ISO-NE's electric system at United Illuminating Company's new Singer Substation being constructed along Main Street.

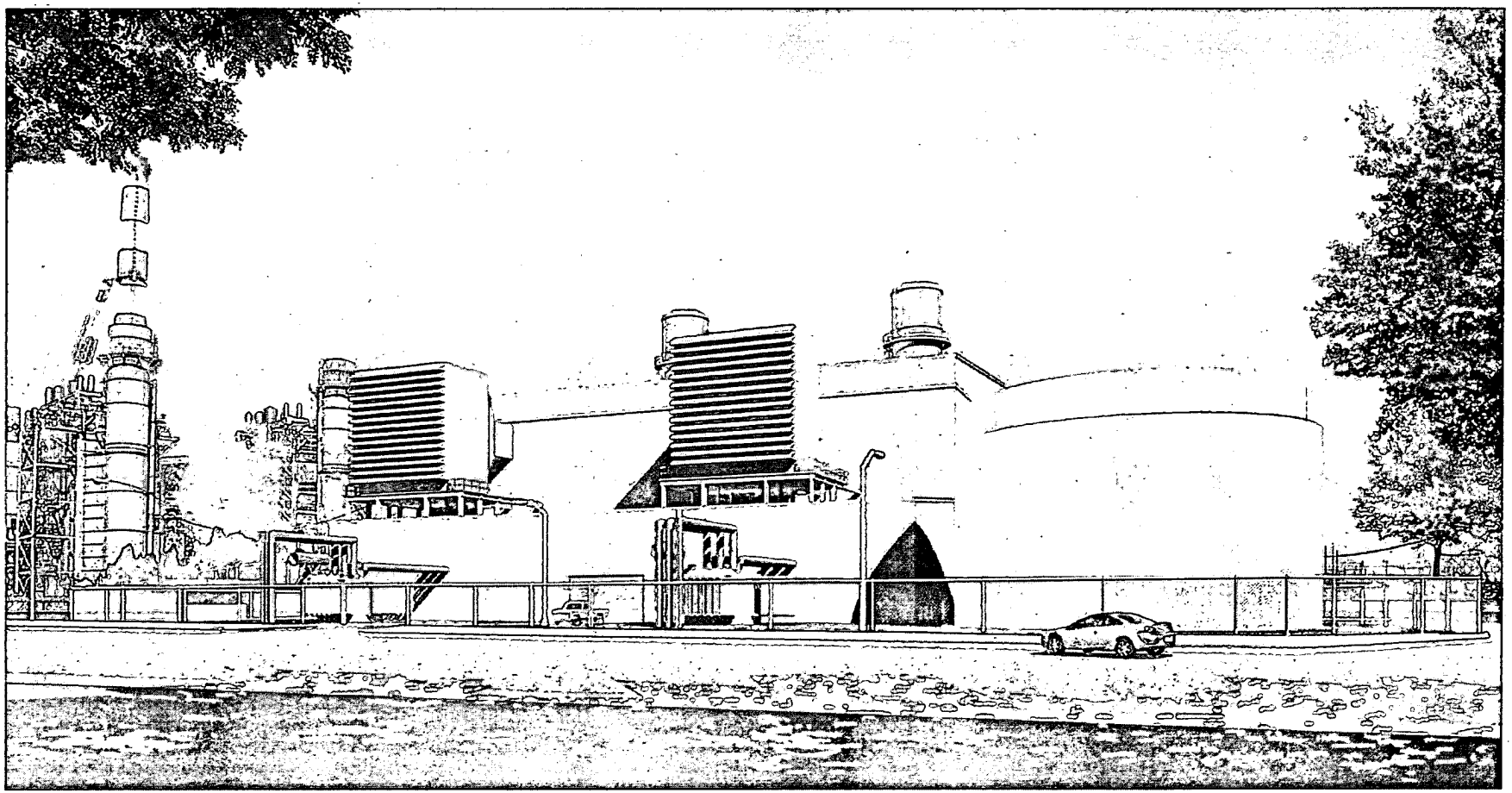
We would appreciate the opportunity to present our new project to the Bridgeport Port Authority at your November 28, 2007 meeting. For your reference, I have included copies of an artist's rendering of the proposed facility and a location drawing showing the site of the proposed facility.

Please let me know if our presentation can be accommodated on November 28. If there are any questions, please do not hesitate to contact me at (636) 532-2200.

Sincerely,

D. Blake Wheatley
General Manager

Cc: Mark Sussman, Murtha Cullina



BRIDGEPORT PEAKING STATION
Bridgeport, Connecticut

VIEW FROM RUSSELL STREET

Bridgeport Peaking Station – Location