



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

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

## II. Petitioner

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

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

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

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

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

## III. Project Description

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

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

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

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

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

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

#### IV. Project Benefits

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

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

#### V. Local Outreach and Public Notice

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

production for the IKEA facility.<sup>2</sup>

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

#### VI. No Substantial Adverse Environmental Effects

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

##### A. Natural Environment and Ecological Balance

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

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

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

B. Public Health and Safety

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

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

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

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

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

C. Noise

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

D. Air Quality

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

adverse effect on air quality is anticipated and no air permit will be required for operation of the Project. Moreover, the Project will have a net benefit effect on air quality, as over its anticipated 20 years of operation, the Facility will result in the offset/elimination of approximately 27,747 metric tons of CO<sub>2</sub> equivalent, which is equal to 6,034 passenger vehicles being taken off the road.<sup>4</sup>

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

E. Scenic Values

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

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<sup>4</sup> CO<sub>2</sub> off-set calculations were made using the US Environmental Protection Agency ("EPA") GHG Equivalencies Calculator: <https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator>



F. Historic and Archeological Resources

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

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

G. Habitat and Wildlife

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

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

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

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

#### H. Water Quality

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

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

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

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

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

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

I. Stormwater Management

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

J. FAA Determination

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

VII. Conclusion

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

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

Respectfully submitted,

DISTRIBUTED SOLAR OPERATIONS,  
LLC

By 

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

# **EXHIBIT 1**

# IKEA NEW HAVEN

## PHOTOVOLTAIC SYSTEM- CARPORT SHADE STRUCTURES

450 SARGENT DRIVE, NEW HAVEN, CT 06511



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



**SHEET INDEX:**

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

**PROJECT NAME:**  
IKEA NEW HAVEN  
PHOTOVOLTAIC SYSTEM

**PROJECT ADDRESS:**  
450 SARGENT DRIVE  
NEW HAVEN, CT  
06511

NO.	DATE	REVISION DESCRIPTION	DRAWN BY	CHECK BY
1	07-30-21	CT SITING COUNCIL REV 1	CC	AN

**SCALE:**

**SHEET TITLE:**  
TITLE SHEET

**SHEET NO.:**  
G-001

**TOTAL NUMBER OF SHEETS:**



**PROJECT TEAM**

**CLIENT:**  
IKEA PROPERTY, INC.  
420 ALAN WOOD RD.  
CONSHOHOCKEN, PA 19428

**GENERAL CONTRACTOR:**  
DISTRIBUTED SOLAR OPERATIONS, LLC  
DBA DSD CONSTRUCTION  
200 HARBORSIDE DRIVE  
SUITE 200  
SCHENECTADY, NY 12305

**ENVIRONMENTAL CONSULTANT:**  
ALL-POINTS TECHNOLOGY CORPORATION, P.C.  
587 VAUXHALL STREET EXTENSION - SUITE 511  
WATERFORD, CONNECTICUT 06385

**SURVEYOR:**  
LOUREIRO ENGINEERING ASSOCIATES, INC.  
100 FORT HILL RD., STE. 3  
GROTON, CT 06340

**DESIGN PROFESSIONAL IN CHARGE:**  
REX ARASHI, P.E.  
APPLIED ENGINEERING CONSULTANTS, INC  
10360 CAREY DR.  
GRASS VALLEY, CA 95945

**GEOTECHNICAL FIRM:**  
DOWN TO EARTH CONSULTING, LLC  
122 CHURCH STREET  
NAUGATUCK, CONNECTICUT 06770

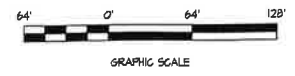
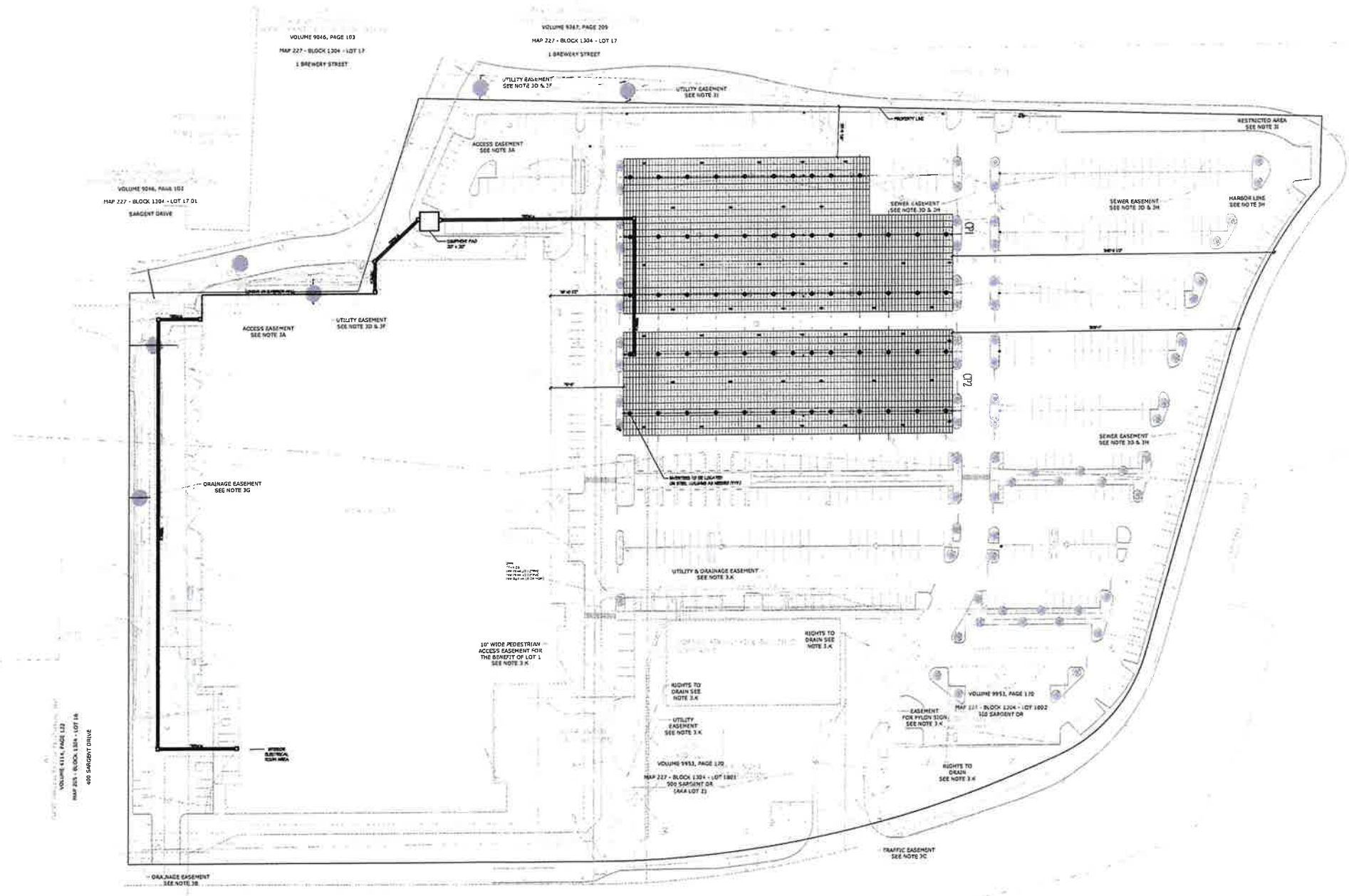
# CANOPY ARRAY CHART

HANNA Q CELLS, QPEAK DUO L-66 S 420 (420W)

CANOPY NUMBER	PANELS	COLUMNS	POWER (KWSTC)	ARRAY TILT (°)	AZIMUTH
GP1	2236	36	434.9	5°	124° / 304°
GP2	1648	26	642.1	5°	124° / 304°
TOTALS	3884	62	1077.0		

## LEGEND/ SYMBOLS

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



**DSD**  
 DISTRIBUTED SOLAR DEVELOPMENT, LLC  
 200 HARBORSIDE DRIVE, STE. 200  
 SCHEMECTADY, NY 12305



SEAL & SIGNATURE  
  
 8/2/2021, 10:40:34 AM  
 As design professional in responsible charge.

PROJECT NAME:  
**IKEA NEW HAVEN PHOTOVOLTAIC SYSTEM**

PROJECT ADDRESS:  
**450 SARGENT DRIVE  
 NEW HAVEN, CT  
 06511**

NO.	DATE	REVISION DESCRIPTION	DRAWN BY	CHECK BY
1	07-30-21	CT SITTING COUNCIL REV 1	CC	AN

SCALE: 1/8" = 1'-0"  
 SHEET TITLE

OVERALL SITE PLAN

SHEET NO.  
**A-100**

TOTAL NUMBER OF SHEETS



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



SEAL & SIGNATURE



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06511

NO.	DATE	REVISION DESCRIPTION	DRAWN BY:	CHECKED BY:
1	07-30-21	CT SITTING COUNCIL REV 1	CC	AN

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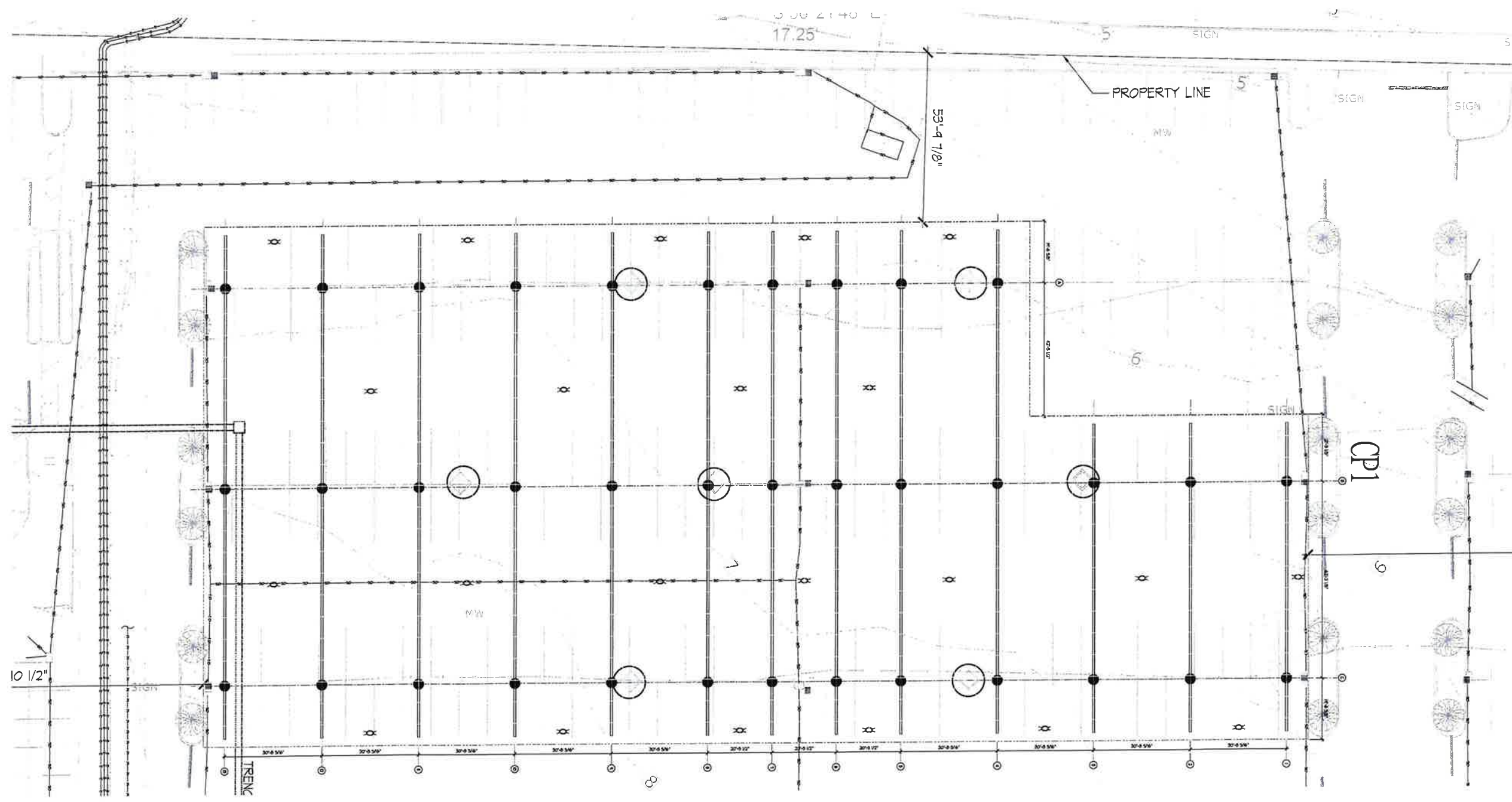
### CANOPY ARRAY CHART

HANWA Q CELLS, G-PEAK DUO L-663 420 (420W)

CANOPY NUMBER	PANELS	COLUMNS	POWER (KWDC)	ARRAY TILT (°)	AZIMUTH
CP1	2238	36	499.4	5°	124° / 304°
CP2	1640	26	642.1	5°	124° / 304°
TOTALS	3878	62	1632.0		

#### LEGEND/ SYMBOLS

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







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



SEAL & SIGNATURE



8/2/2021, 10:40:34 AM

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PROJECT NAME:  
IKEA NEW HAVEN  
PHOTOVOLTAIC SYSTEM

PROJECT ADDRESS:  
450 SARGENT DRIVE  
NEW HAVEN, CT  
06511

PROJECT NAME:

CHECKED BY:

AN

DESIGNED BY:

CC

REVISION DESCRIPTION:

CT SITTING COUNCIL REV 1

DATE:

07/30/21

NO.

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ENLARGED SITE PLAN

SHEET NO.:

A-102

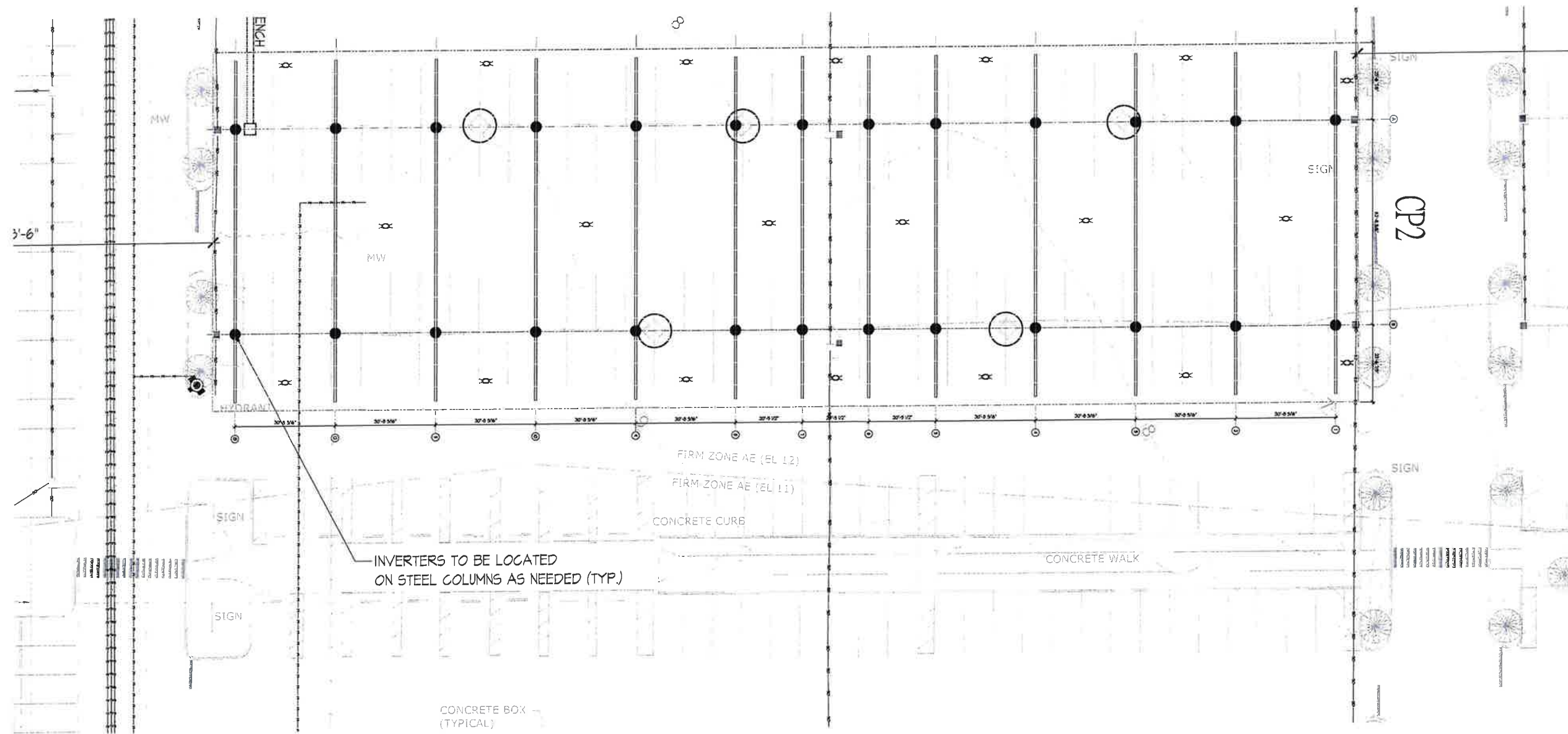
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	NEW TREE TO BE PLANTED		NEW CANOPY MODULES
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CANOPY ARRAY CHART

HANNA Q CELLS, QPEAK DXO L-663 420 (420W)					
CANOPY NUMBER	PANELS	COLUMNS	POWER (KW/STC)	ARRAY TILT (°)	AZIMUTH
CP1	2238	36	434.4	5°	124° / 304°
CP2	1648	26	642.1	5°	124° / 304°
TOTALS	3886	62	1076.5		



INVERTERS TO BE LOCATED ON STEEL COLUMNS AS NEEDED (TYP.)

CONCRETE BOX (TYPICAL)



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

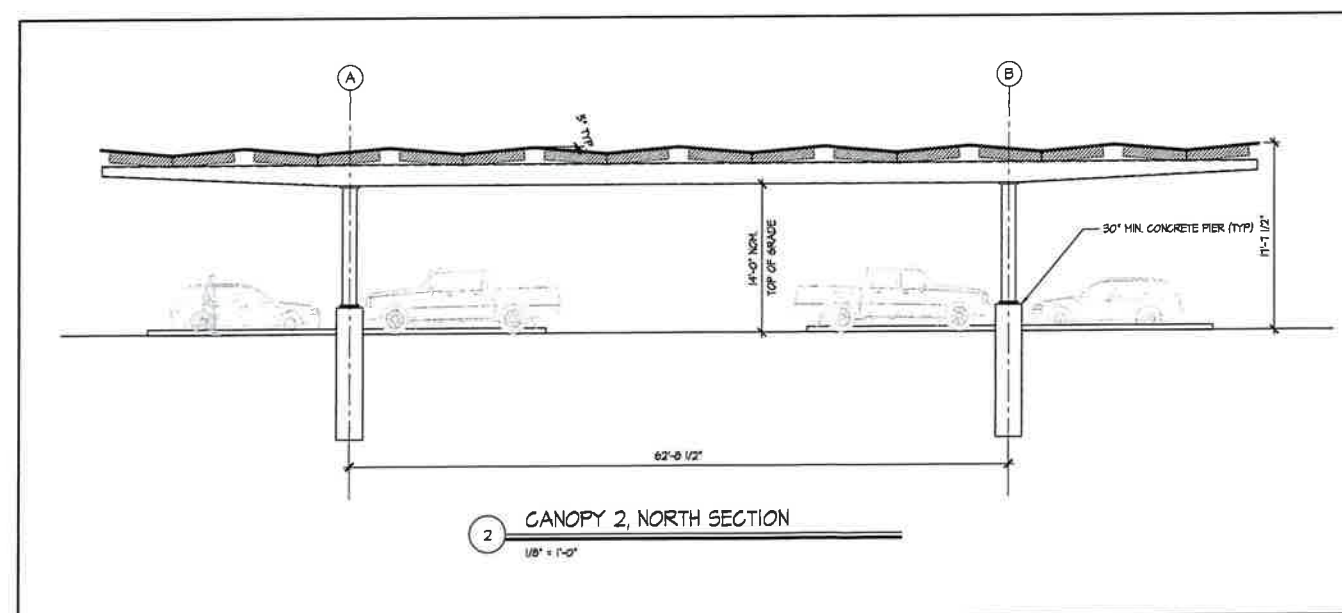
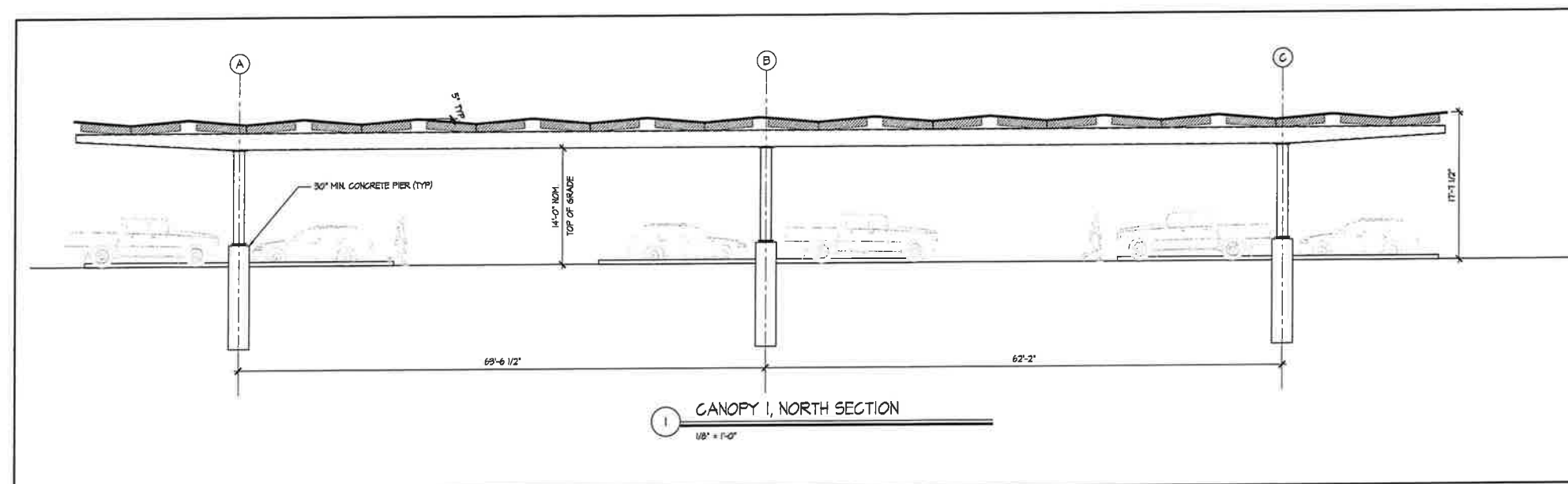


SEAL & SIGNATURE



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As design professional in responsible charge



PROJECT NAME  
IKEA NEW HAVEN  
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SCALE 1/8" = 1'-0"

SHEET TITLE

TYPICAL SECTIONS

SHEET NO.

A-200

TOTAL NUMBER OF SHEETS



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

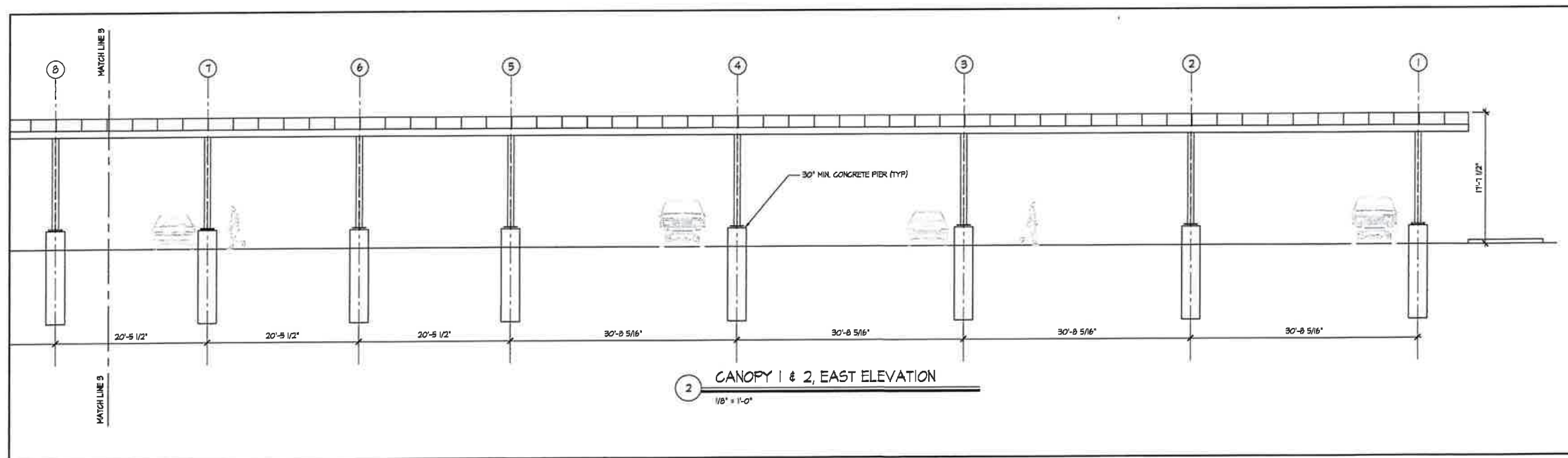
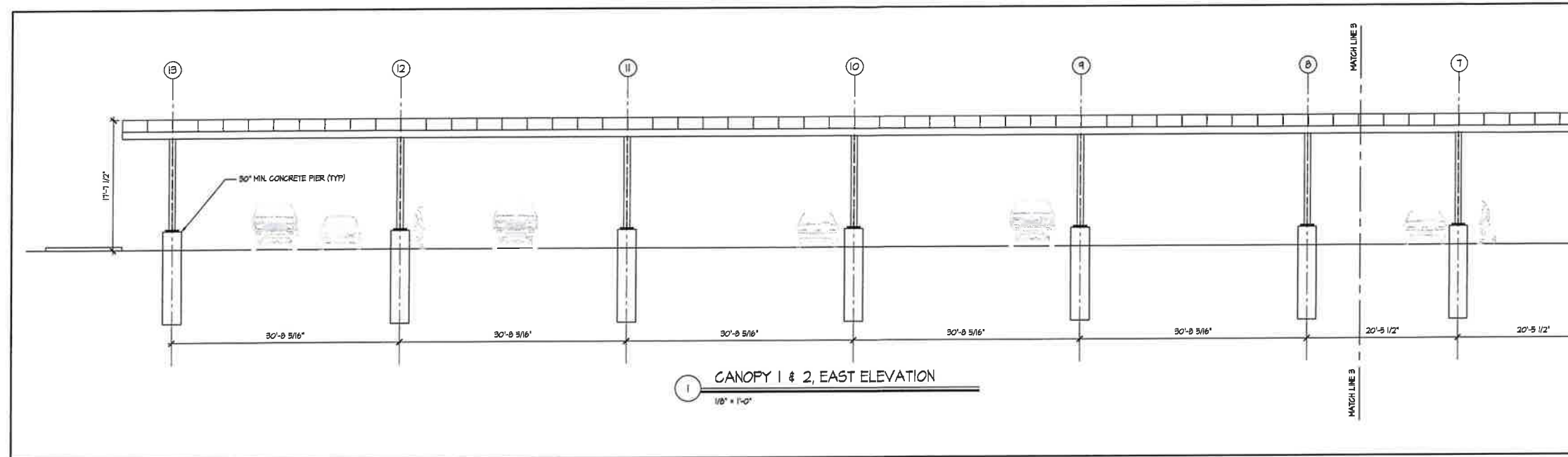


SEAL & SIGNATURE



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SCALE: 1/8" = 1'-0"

SHEET TITLE:  
TYPICAL  
ELEVATIONS

SHEET NO.:  
A-300

TOTAL NUMBER OF SHEETS:

# **EXHIBIT 2**

**ADJACENT PROPERTY OWNERS**

PETITIONER: Distributed Solar Operations, LLC

PROPERTY OWNER: IKEA Property Inc.

PROPERTY ADDRESS: 450 Sargent Drive

MAP/BLOCK/LOT: 205/1304/01800

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

**CERTIFICATION OF SERVICE**

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

August 20, 2021

A handwritten signature in black ink, appearing to read "Kenneth C. Baldwin". The signature is fluid and cursive, with a long horizontal stroke at the end.

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

Attorneys for Distributed Solar Operations, LLC

KENNETH C. BALDWIN

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

Also admitted in Massachusetts  
and New York

August 20, 2021

*Via Certified Mail Return Receipt Requested*

«Name\_and\_Address»

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

Dear «Salutation»:

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

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

August 20, 2021  
Page 2

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

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

Respectfully,

A handwritten signature in black ink, appearing to read "Kenneth C. Baldwin". The signature is fluid and cursive, with a long horizontal stroke at the end.

Kenneth C. Baldwin, Esq.

KCB/kmd  
Attachment



# IKEA NEW HAVEN PHOTOVOLTAIC SYSTEM- CARPORT SHADE STRUCTURES

450 SARGENT DRIVE, NEW HAVEN, CT 06511



SYSTEM SPECIFICATIONS	
PANEL MODEL	Q PEAK DUO LG6L3 420
NUMBER OF MODULES	3,886
SYSTEM POWER, KW/STC	1,632.12
TILT	5°
AZIMUTH	124° / 304°
CANOPY ARRAY SQUARE FOOTAGE	98,598
UTILITY	UNITED ILLUMINATING CORP.
PERMITTING AUTHORITY	CT STRING COUNCIL
ZONING	PDD 100



**SHEET INDEX:**

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



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

DATE	08/13/2024
REVISION NO.	01
REVISION DESCRIPTION	CT STRING COUNCIL REV 1
DESIGNED BY	AM
CHECKED BY	CC
APPROVED BY	

TITLE SHEET
G-001

**PROJECT TEAM**

<b>CLIENT:</b> IKEA STORES, INC. 450 SARGENT DR. NEW HAVEN, CT 06511	<b>GENERAL CONTRACTOR:</b> NEW HAVEN PHOTOVOLTAIC SYSTEMS LLC 1000 SARGENT DR. NEW HAVEN, CT 06511	<b>SURVEYOR:</b> LOWRISO ENGINEERING ASSOCIATES INC 122 CHURCH STREET NEW HAVEN, CT 06510	<b>GEOTECHNICAL FIRM:</b> HOWE TO ARMIT CONSULTING LLC 122 CHURCH STREET NEW HAVEN, CT 06510
<b>ENVIRONMENTAL CONSULTANT:</b> ALPONSIE TECHNOLOGY 507 WALTON STREET EXTENSION WATERBURY, CONNECTICUT 06705	<b>DESIGN PROFESSIONAL IN CHARGE:</b> RICK HARRIS, P.E. APPLIED ENGINEERING CONSULTANTS, INC. BRIDGE VALLEY, CA 95945		



**APPLIED**  
 CONSULTING ENGINEERS, INC.  
 200 HARBOR DRIVE, 3RD FLOOR  
 SCHEMATA, IN 46205

**PROJECT NAME:**  
 IKEA NEW HAVEN  
 PHOTOVOLTAIC SYSTEM

**PROJECT ADDRESS:**  
 450 SARGENT DRIVE  
 NEW HAVEN, CT 06511

NO.	DATE	REVISION DESCRIPTION	ISSUED BY	CHECKED BY
1	07/20/11	CT SITTING CONVOUL REV 1	CE	AM

**OVERALL SITE PLAN**

**A-100**

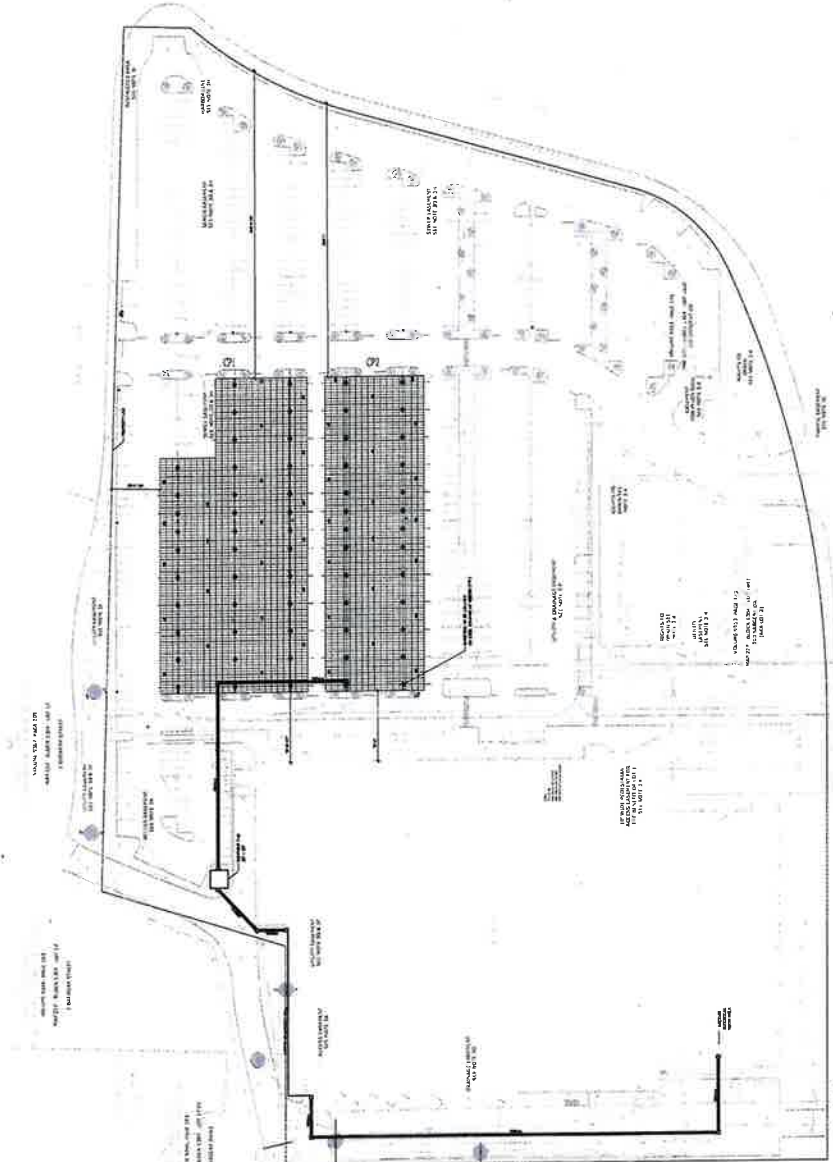
### CANOPY ARRAY CHART

NUMBER OF CELLS PER ROW: 40x 6-60.3 x 20 (1000W)

CANOPY NUMBER	PANELS	COLUMNS	POWER (KW/ROW)	ARRAY TILT (°)	AC/ROW
OP1	2206	36	929.4	5°	24V / 150A
OP2	1946	26	842.1	5°	24V / 150A
TOTALS	4152	62	1771.5		

#### LEGEND/ SYMBOLS

	EXISTING TREE TO REMAIN		NEW STEEL SUPPORT PILE
	NEW TREE TO BE PLANTED		NEW STEEL SUPPORT PILE
	EXISTING TREE TO BE REMOVED		UNDERGROUND GAS UTILITY
	NEW LIGHT FIXTURE TO BE INSTALLED		UNDERGROUND SANITARY UTILITY
	EXISTING LIGHT FIXTURE TO BE REMOVED		UNDERGROUND IRRIGATION UTILITY
	EXISTING FIRE HYDRANT TO BE RELOCATED		UNDERGROUND INTERSTITIAL UTILITY
	EXISTING FIRE HYDRANT TO BE RELOCATED		UNDERGROUND STORM DRAIN LINE
	EXISTING FIRE HYDRANT TO BE RELOCATED		UNDERGROUND TELECOMMUNICATION LINE
	EXISTING FIRE HYDRANT TO BE RELOCATED		UNDERGROUND WATER MAIN LINE
	EXISTING FIRE HYDRANT TO BE RELOCATED		CAN LINE FENCE
	EXISTING FIRE HYDRANT TO BE RELOCATED		OUTLINE OF POLES
	EXISTING FIRE HYDRANT TO BE RELOCATED		REFLECTOR POLE ELECTRICAL TOWER ELEVATION





450 SARGENT DRIVE  
NEW HAVEN, CT 06511

PROJECT ADDRESS

PROJECT NAME  
IKEA NEW HAVEN  
PHOTOVOLTAIC SYSTEM

NO.	DATE	REVISION DESCRIPTION	DESIGNED BY	CHECKED BY
1	07/26/11	CT TITING CONSOLE REV 1	GC	AN

ENLARGED SITE PLAN

A-101

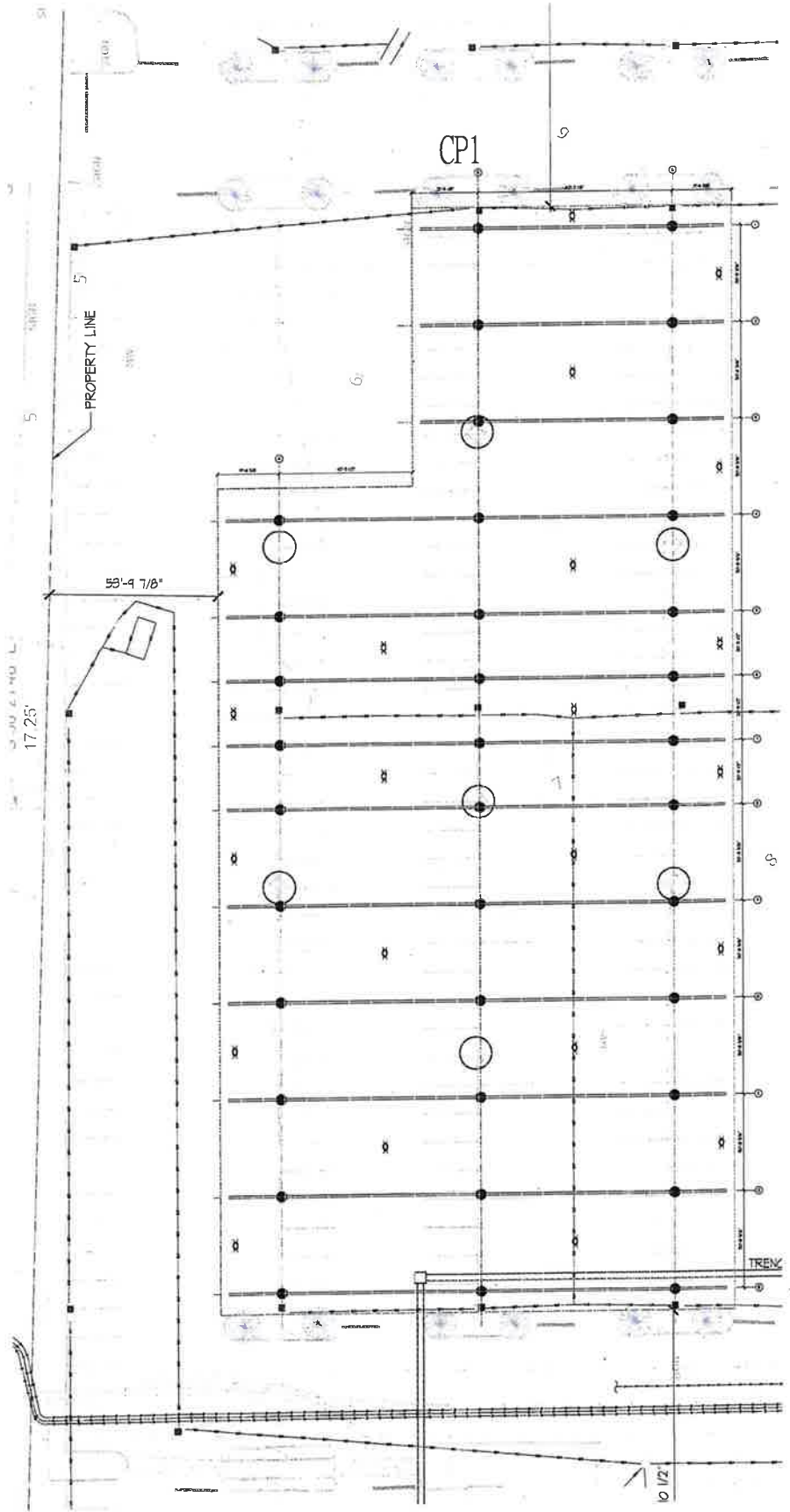
### CANOPY ARRAY CHART

MANNA O ZELLS, GERALD, 2001-603-420-6300

CANOPY NUMBER	PANELS	COLUMNS	POWER (KW/DC)	ARRAY TILT (°)	AZIMUTH
CP1	7200	36	636K	5°	047 / 304°
CP2	480	24	431K	5°	047 / 304°
TOTALS	3000	63	1072.0		

### LEGEND / SYMBOLS

	EXISTING TREE TO REMAIN		STEEL CANOPY COLUMN
	NEW TREE TO BE PLANTED		NEW CANOPY MODULE
	EXISTING TREE TO BE REMOVED		NEW STEEL CANOPY COLUMN
	EXISTING LIGHT FIXTURE TO REMAIN		NEW CANOPY STRUCTURE
	EXISTING LIGHT FIXTURE TO BE REMOVED		NEW CANOPY STRUCTURE WITH TILT
	EXISTING LIGHT FIXTURE TO BE REPLACED		NEW CANOPY STRUCTURE WITH TILT AND TRACKING
	EXISTING LIGHT FIXTURE TO BE REPLACED WITH NEW TYPE		NEW CANOPY STRUCTURE WITH TILT AND TRACKING AND ELECTRICAL THROUGH GROUND





IKEA NEW HAVEN  
PHOTOVOLTAIC SYSTEM  
450 SARGENT DRIVE  
NEW HAVEN, CT  
06611

NO.	DATE	REVISION DESCRIPTION	DESIGNED BY	CHECKED BY	DATE
1	07-20-21	CT SITTING COUNCIL REV 1			

ENLARGED SITE  
PLAN

A-102

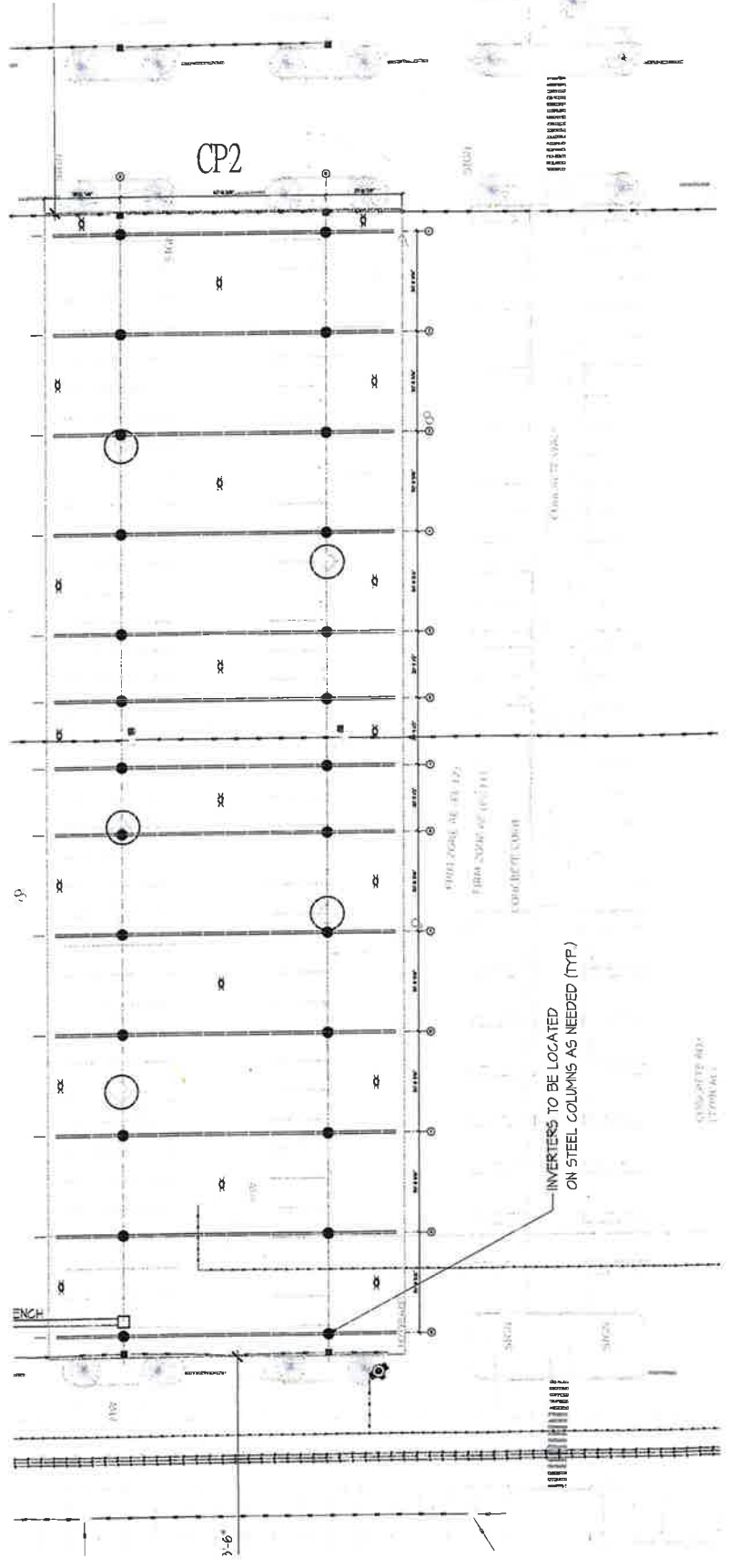
### CANOPY ARRAY CHART

NUMBER OF CELLS SURFACE 200' x 400' x 400' (3000)

CANOPY NUMBER	PANELS	COLUMNS	POWER (KW/STC)	ARRAY TILT (°)	AZIMUTH
CP1	2250	36	2514	5°	D4 / S04
CP2	346	26	691	5°	D4 / S04
TOTALS	5006	62	3205		

### LEGEND/ SYMBOLS

	EXISTING SITE TO REMAIN		INVERTER LOCATION WITH STEEL COLUMN
	SITE TO BE PLANTED		STEEL COLUMN
	EXISTING SITE TO BE REMOVED		UNDERGROUND ELECTRICAL UTILITY
	NEW LIGHT FEATURE		UNDERGROUND GAS UTILITY
	EXISTING LIGHT FEATURE TO BE REMOVED		UNDERGROUND SANITARY UTILITY
	EXISTING SITE TO BE REMOVED		UNDERGROUND STORM DRAIN LINE
	EXISTING SITE TO BE REMOVED		UNDERGROUND TELECOMMUNICATIONS LINE
	EXISTING SITE TO BE REMOVED		CABLE LINE TRENCH
	EXISTING SITE TO BE REMOVED		CENTER OF POLES
	EXISTING SITE TO BE REMOVED		SITE UTILITY LINE ELECTRICAL TRENCH LOCATION







STATE OF CONNECTICUT  
CONNECTICUT SITING COUNCIL

IN RE: :  
: :  
A PETITION FOR A DECLARATORY : PETITION NO. \_\_\_\_  
RULING THAT A CERTIFICATE OF :  
ENVIRONMENTAL COMPATIBILITY AND :  
PUBLIC NEED IS NOT REQUIRED FOR :  
THE CONSTRUCTION, OPERATION AND :  
MAINTENANCE OF A 0.900 MWAC :  
PARKING LOT CANOPY SOLAR :  
PHOTOVOLTAIC ELECTRIC :  
GENERATING FACILITY AT 450 :  
SARGENT DRIVE, NEW HAVEN, : AUGUST 20, 2021  
CONNECTICUT :

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

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

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

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

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

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

Respectfully submitted,

DISTRIBUTED SOLAR OPERATIONS,  
LLC

By 

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



# **EXHIBIT 3**

**CERTIFICATION OF SERVICE**

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

**STATE OFFICIALS:**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Honorable Toni Walker  
Representative – 93<sup>rd</sup> District  
Legislative Office Building  
300 Capitol Avenue

Room 2702  
Hartford, CT 06106

**NEW HAVEN CITY OFFICIALS:**

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

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

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

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

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

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

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



---

Kenneth C. Baldwin, Esq.  
Robinson & Cole LLP  
280 Trumbull Street  
Hartford, CT 06103  
Telephone: (860) 275-8200  
Attorneys for Distributed Solar Operations, LLC

KENNETH C. BALDWIN

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

Also admitted in Massachusetts  
and New York

August 20, 2021

«Name\_and\_Address»

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

Dear «Salutation»:

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

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

Sincerely,



Kenneth C. Baldwin

KCB/kmd  
Enclosure

# **EXHIBIT 4**





# SUNNY TRIPOWER CORE1 33-US / 50-US / 62-US



**UP TO 60% FASTER  
INSTALLATION FOR  
COMMERCIAL PV SYSTEMS**

**inter  
solar  
award**  
  
**2017  
WINNER**



### Fully integrated

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

### Increased power, flexibility

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

### Enhanced safety, reliability

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

### Smart monitoring, control, service

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

## SUNNY TRIPOWER CORE1 33-US / 50-US / 62-US

It stands on its own

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

Technical data	Sunny Tripower CORE1 33-US	Sunny Tripower CORE1 50-US	Sunny Tripower CORE1 62-US
<b>Input (DC)</b>			
Maximum array power	50000 Wp STC	75000 Wp STC	93750 Wp STC
Maximum system voltage		1000 V	
Rated MPP voltage range	330 V ... 800 V	500 V ... 800 V	550 V ... 800 V
MPPT operating voltage range		150 V ... 1000 V	
Minimum DC voltage / start voltage		150 V / 188 V	
MPP trackers / strings per MPP input		6 / 2	
Maximum operating input current / per MPP tracker		120 A / 20 A	
Maximum short circuit current per MPPT / per string input		30 A / 30 A	
<b>Output (AC)</b>			
AC nominal power	33300 W	50000 W	62500 W
Maximum apparent power	33300 VA	53000 VA	66000 VA
Output phases / line connections		3 / 3-(N)-PE	
Nominal AC voltage		480 V / 277 V WYE	
AC voltage range		244 V ... 305 V	
Maximum output current	40 A	64 A	80 A
Rated grid frequency		60 Hz	
Grid frequency / range		50 Hz, 60 Hz / -6 Hz ... +6 Hz	
Power factor at rated power / adjustable displacement		1 / 0,0 leading ... 0,0 lagging	
Harmonics THD		<3 %	
<b>Efficiency</b>			
CEC efficiency	97.5%	97.5%	97.5%
<b>Protection and safety features</b>			
Load rated DC disconnect		●	
Load rated AC disconnect		●	
Ground fault monitoring: Riso / Differential current		● / ●	
DC AFCI arc-fault protection		●	
SunSpec PLC signal for rapid shutdown		●	
DC reverse polarity protection		●	
AC short circuit protection		●	
DC surge protection: Type 2 / Type 1+2		○ / ○	
AC surge protection: Type 2 / Type 1+2		○ / ○	
Protection class / overvoltage category (as per UL 840)		1 / IV	
<b>General data</b>			
Device dimensions (W/H/D)		621 mm / 733 mm / 569 mm [24.4 in x 28.8 in x 22.4 in]	
Device weight		84 kg (185 lbs)	
Operating temperature range		-25 °C ... +60 °C (-13 °F ... +140 °F)	
Storage temperature range		-40 °C ... +70 °C (-40 °F ... +158 °F)	
Audible noise emissions (full power @ 1m and 25 °C)		65 dB (A)	
Internal consumption at night		5 W	
Topology		Transformerless	
Cooling concept		OptiCool (forced convection, variable speed fans)	
Enclosure protection rating		Type 4X, 3SX (as per UL 50E)	
Maximum permissible relative humidity (non-condensing)		100 %	
<b>Additional information</b>			
Mounting		Free-standing with included mounting feet	
DC connection		Amphenol UTX PV connectors	
AC connection		Screw terminals - 4 AWG to 4/0 AWG CU/AL	
LED indicators (Status / Fault / Communication)		● (2 ports) / ● / ○	
Network interfaces: Ethernet / WLAN / RS485		● / ● / ●	
Data protocols: SMA Modbus / SunSpec Modbus / Webconnect		●	
Multifunction relay		●	
OptiTrac Global Peak (shade-tolerant MPP tracking)		● / ●	
Integrated Plant Control / Q on Demand 24/7		● / ●	
Off-Grid capable / SMA Fuel Save Controller compatible		● / ●	
SMA Smart Connected (proactive monitoring and service support)		●	
<b>Certifications</b>			
Certifications and approvals		UL 1741, UL 1699B Ed. 1, UL 1998, CSA 22.2 107-1, PV Rapid Shutdown System Equipment	
FCC compliance		FCC Part 15 Class A	
Grid interconnection standards		IEEE 1547, UL 1741 SA - CA Rule 21, HECO Rule 14H	
Advanced grid support capabilities		L/HVRT, L/HVRT, Volt-VAr, Volt-Watt, Frequency-Watt, Ramp Rate Control, Fixed Power Factor	
<b>Warranty</b>			
Standard		10 years	
Optional extensions		15 / 20 years	
○ Optional features   ● Standard features   - Not available			
Type designation	STP 33-US-41	STP 50-US-41	STP 62-US-41



SMA Data Manager M  
EDMM-US-10



SMA Sensor Module  
MD.SEN-US-40

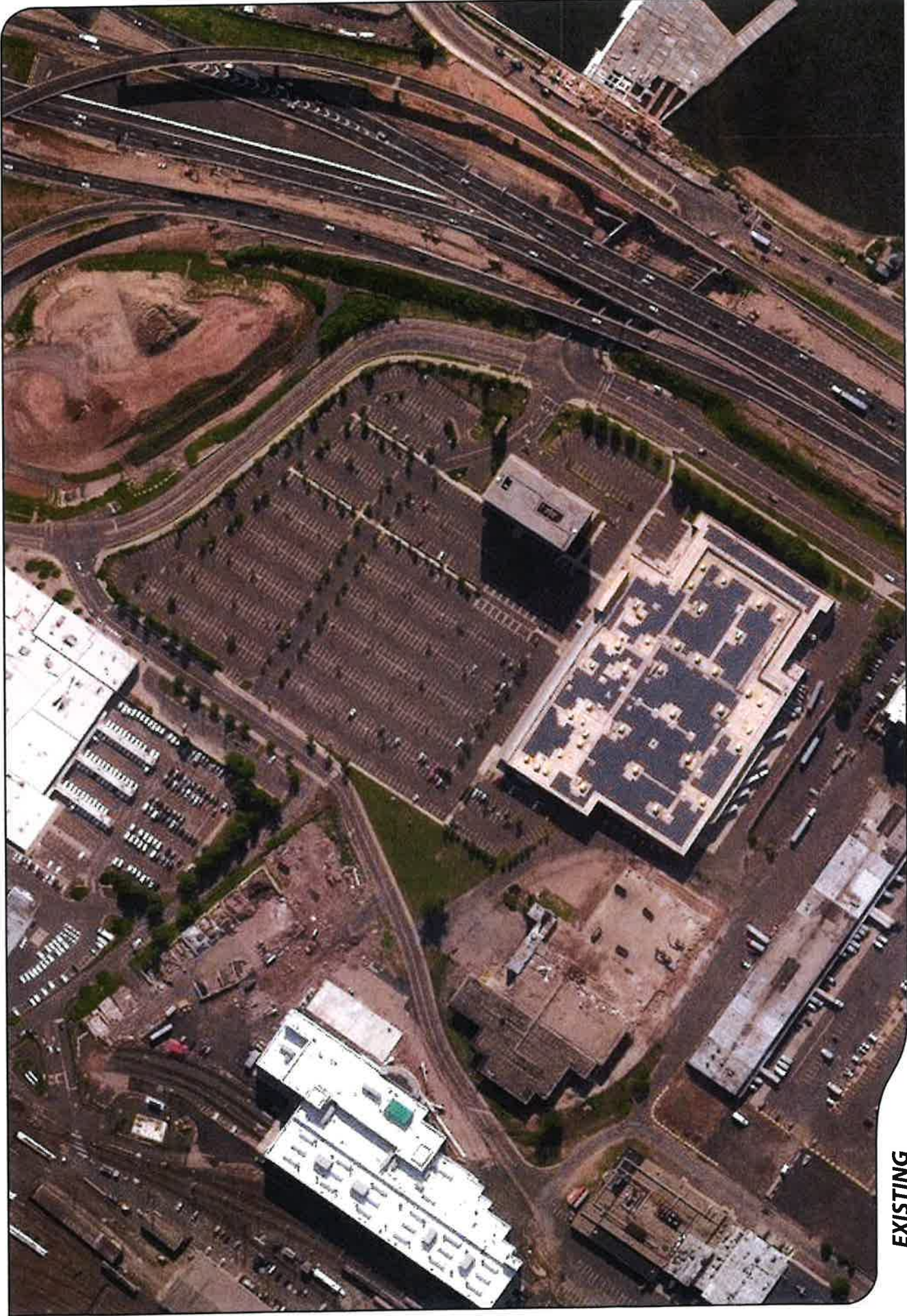


Universal Mounting System  
UMS\_KIT-10



AC Surge Protection Module Kit  
AC\_SPD\_KIT1-10, AC\_SPD\_KIT2\_T1T2  
DC Surge Protection Module Kit  
DC\_SPD\_KIT4-10, DC\_SPD\_KIT5\_T1T2

# **EXHIBIT 5**

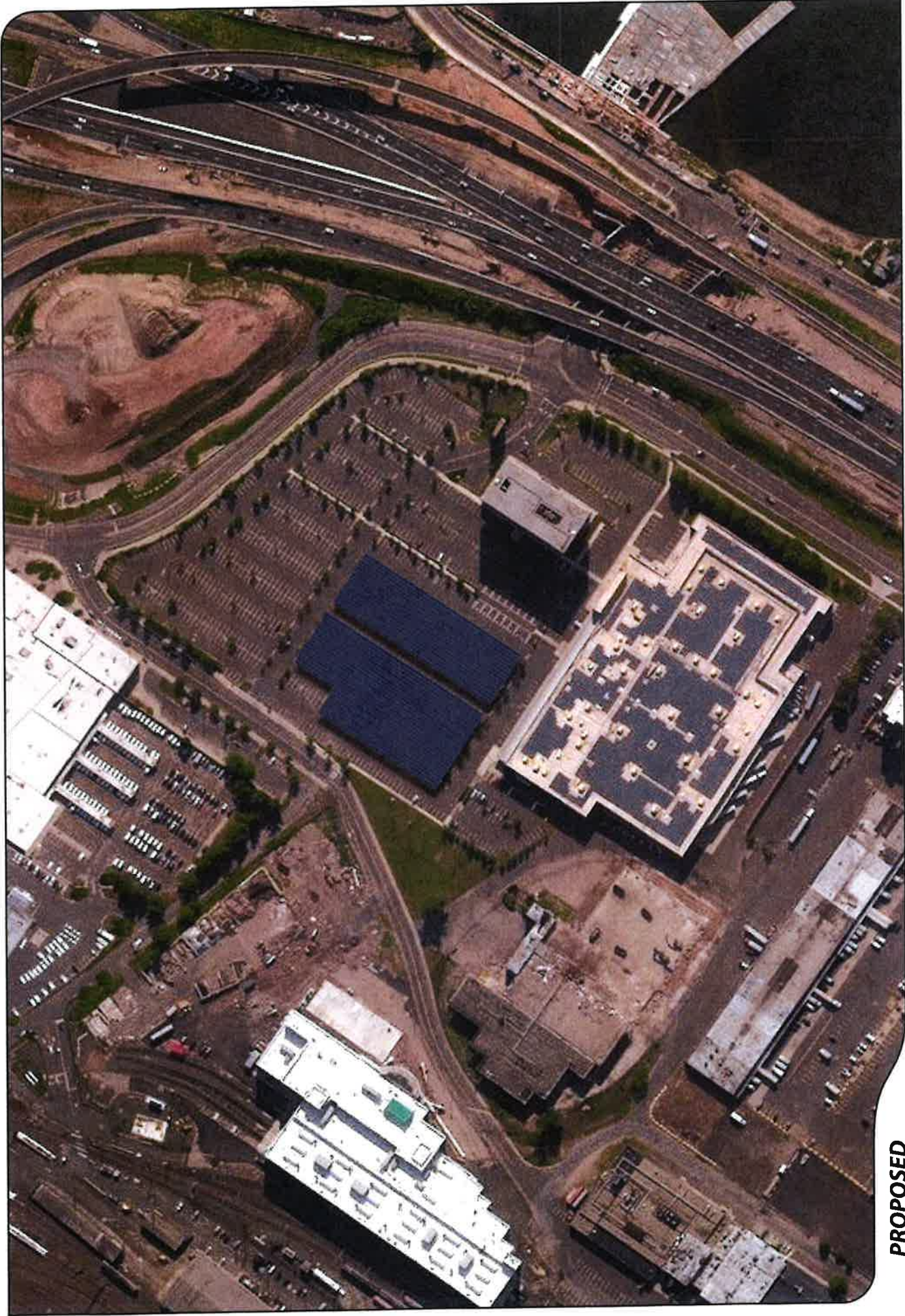


PROGRAMMED ON 5/27/2021

**EXISTING**

**AERIAL POTOGRAPH  
SOURCE: PICTOMETRY 2020**

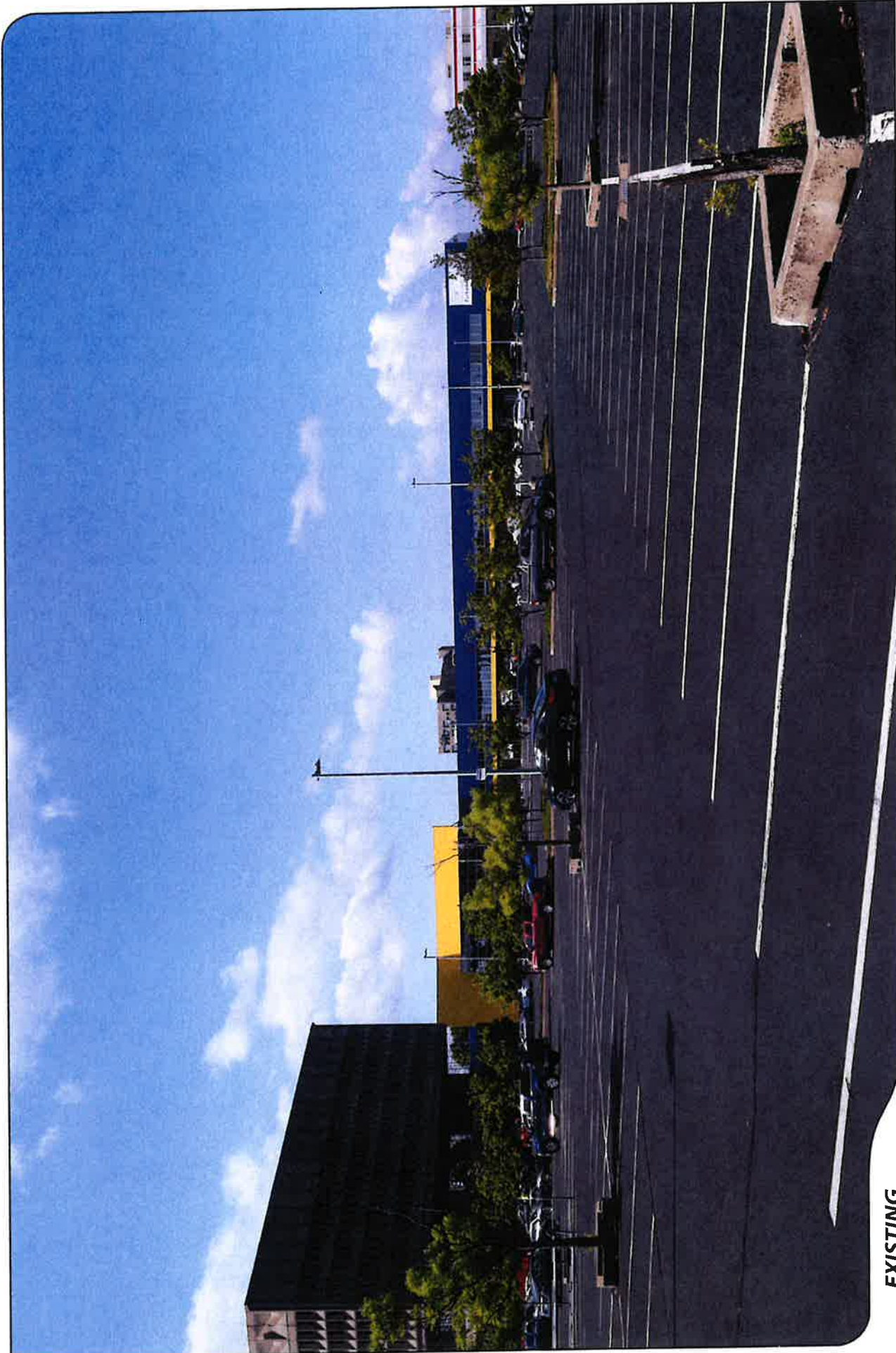




**PROPOSED**

**AERIAL PHOTOGRAPH  
SOURCE: PICTOMETRY 2020**





PHOTOGRAPHED ON 5/27/2021

**EXISTING**

PHOTO

1

LOCATION

HOST PROPERTY

ORIENTATION

SOUTHWEST





**PROPOSED**

PHOTO

1

LOCATION

HOST PROPERTY

ORIENTATION

SOUTHWEST





PHOTOGRAPHED ON 5/27/2021

**EXISTING**

PHOTO

2

LOCATION

**BREWERY STREET**

ORIENTATION

**EAST**







**PROPOSED**

PHOTO

2

LOCATION

**BREWERY STREET**

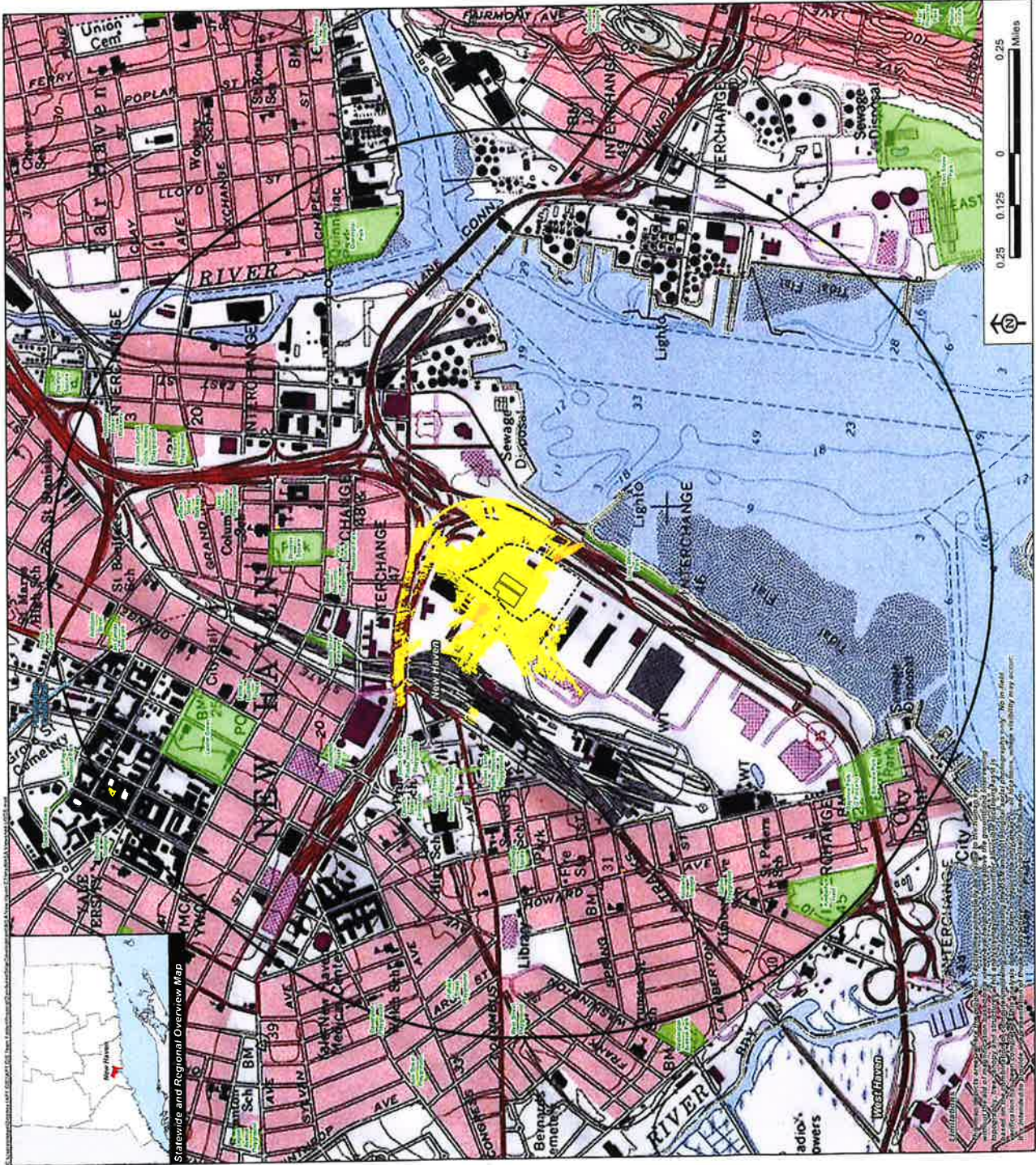
ORIENTATION

**EAST**



ALL-POINTS  
ENGINEERING





## Viewshed Analysis Map

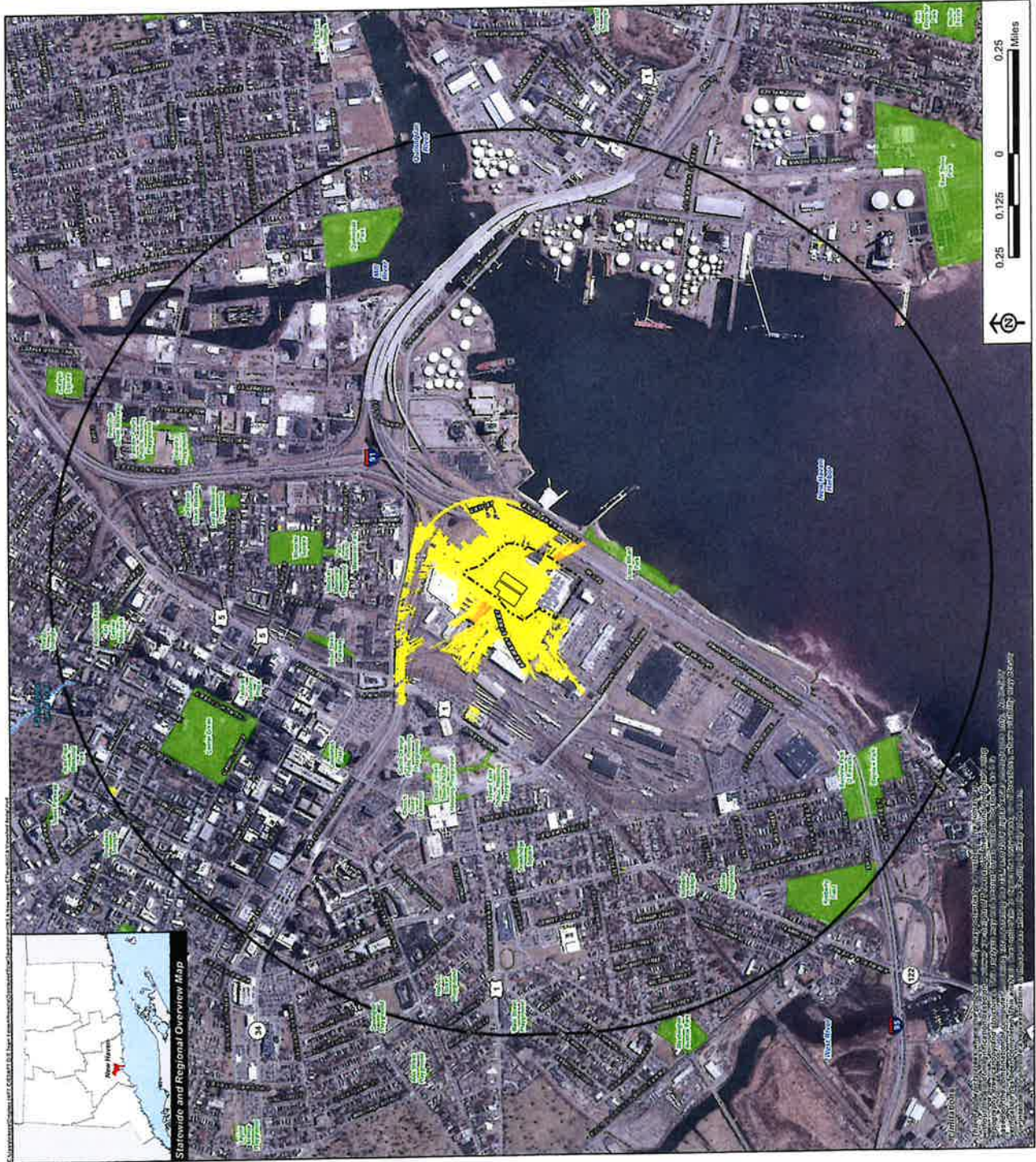
### Proposed Solar Energy Facility IKEA 2020 Upgrade New Haven 450 Sargent Drive New Haven, Connecticut

Proposed solar modules to be mounted on an approximate 17' AGL parking canopy. Forest canopy height and topographic contours are derived from LIDAR data. Study area assesses a 1-mile radius and includes 2,484 acres. Information provided on this map has not been field verified.  
Base Map Source: USGS 7.5 Minute Topographic Quadrangle Map, New Haven, CT (1984)  
Map Date: June 2021

- Legend**
- Trail
  - Scenic Highway
  - Proposed Solar Parking Canopy
  - DEEP Boat Launches
  - Study Area (1-Mile Radius)
  - Municipal and Private Open Space Property
  - Predicted Year-Rounded Visibility (5% Acres)
  - State Forest/Park
  - Areas of Potential Seasonal Visibility (2 Acres)
  - Municipal Boundary
  - Predicted Open Space Property
    - Federal
    - Land Trust
    - Municipal
    - Private
    - State
    - DEEP\_Property

**Data Sources:**  
**Physical Geography Background Data**  
 A digital surface model (DSM) was created from the State of Connecticut 2018 LIDAR LAS data points. The first return LIDAR LAS values, associated with the highest feature in the landscape (such as a rooftop or top of building), were used to create the DSM. The DSM was then processed to create the 'bare earth' return values which were used to calculate predicted visibility where vegetative clearing associated with the proposed solar facility would occur.  
 Municipal Open Space, State Recreation Areas, Trails, County Recreation Areas, and Town Boundary data obtained from CT DEEP, Scenic Roads CTDOT State Scenic Highway (2015), Municipal Scenic Roads (Compiled by AP1).  
**Designated Open Space & Recreation Areas**  
 Connecticut Department of Energy and Environmental Protection (DEEP) DEEP Property (May 2007, Federal Open Space (1997), Municipal and Private Open Space (1997), DEEP Boat Launches (1991), Connecticut Forest & Parks Association, Connecticut Walk, Brook East & West  
**Other:**  
 CTDOT Scenic Signs (based on Department of Transportation data)  
**Notes:**  
 Field and line sources shall not appear on the Viewshed Maps. Only those features within the scale of the graphic are shown.





Proposed solar modules to be mounted on an approximate 17' AGL parking canopy. Forest canopy height and topographic contours are derived from LIDAR data. Study area encompasses a 1-mile radius and includes 2,164 acres. Information provided on this map has not been field verified.  
 Base Map Source: 2019 Aerial Photograph (CTECO)  
 Map Date: June 2021



# **EXHIBIT 6**



June 10, 2021

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

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

Ms. Gaudet:

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

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

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

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

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

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

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

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

#### Trowbridge Square Historic District

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

#### Ninth Square Historic District

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

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

#### Wooster Square Historic District

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

#### The New Haven Railroad Station

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



### Pirelli Tire Building

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

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

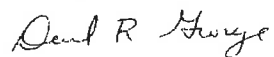
Based on the above referenced background research, the extensive changes to the project area and landscape over time, the filling in of the historical harbor, the demolition of the low-rise wing of the Pirelli Tire Building, and the current asphalt parking lot in the project area, it is the professional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

Jennifer Gaudet  
June 10, 2021  
Page 6

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

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

Sincerely,



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

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

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

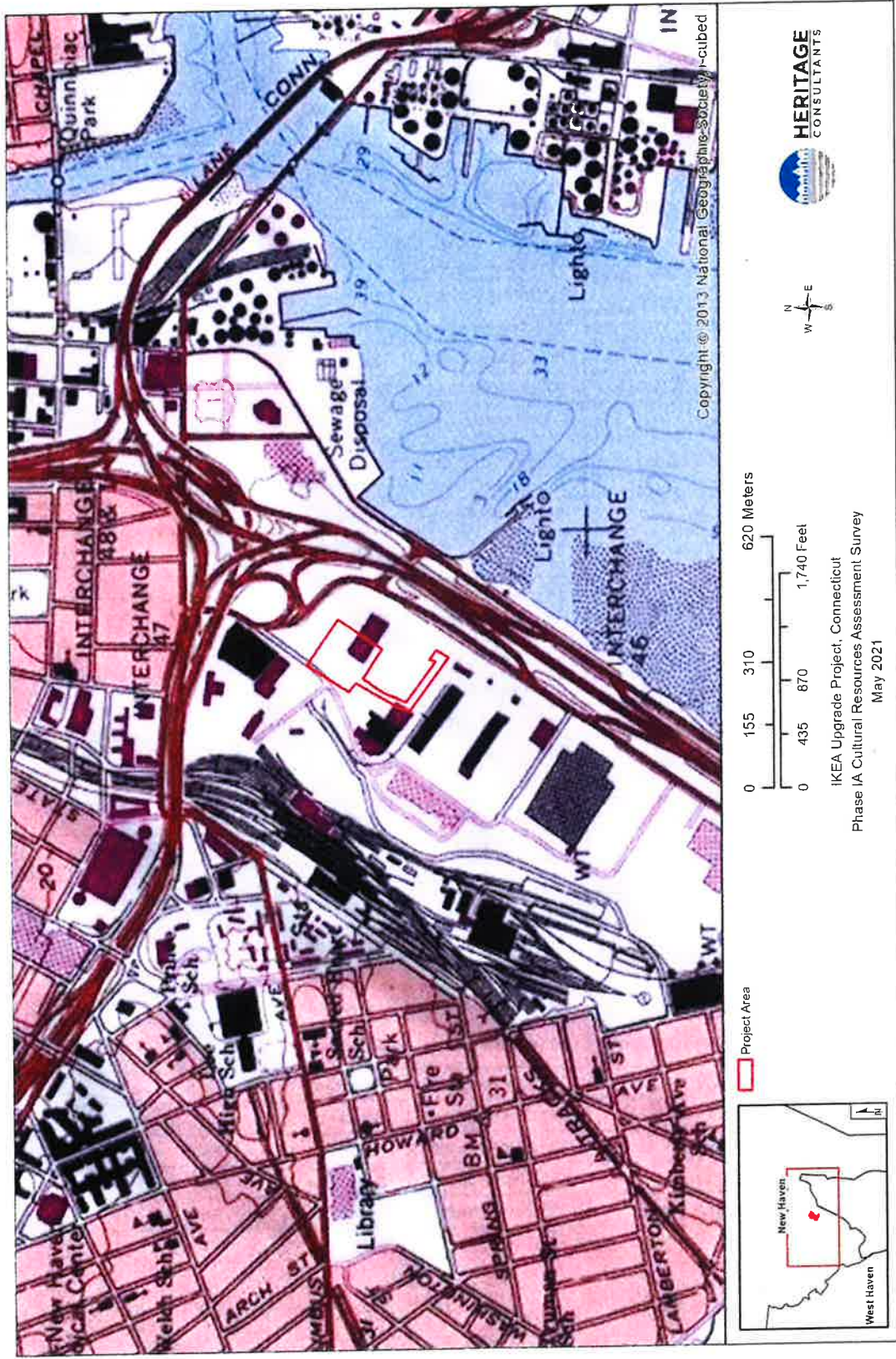


Figure 1. Excerpt from a USGS 7.5' series topographic quadrangle image showing the project area in New Haven, Connecticut.

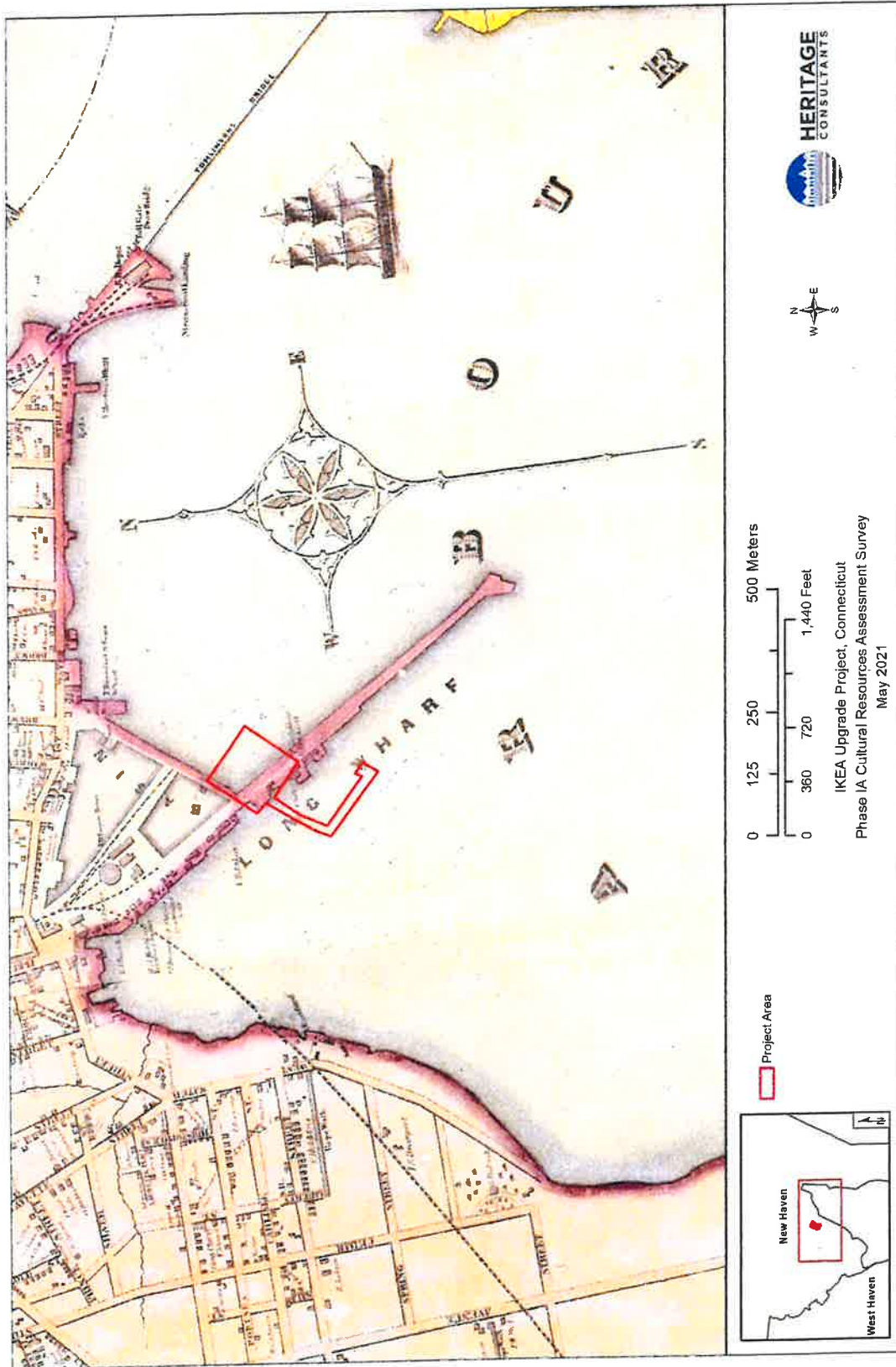


Figure 2. Excerpt from an 1851 historical map showing the location of the project area in New Haven, Connecticut.

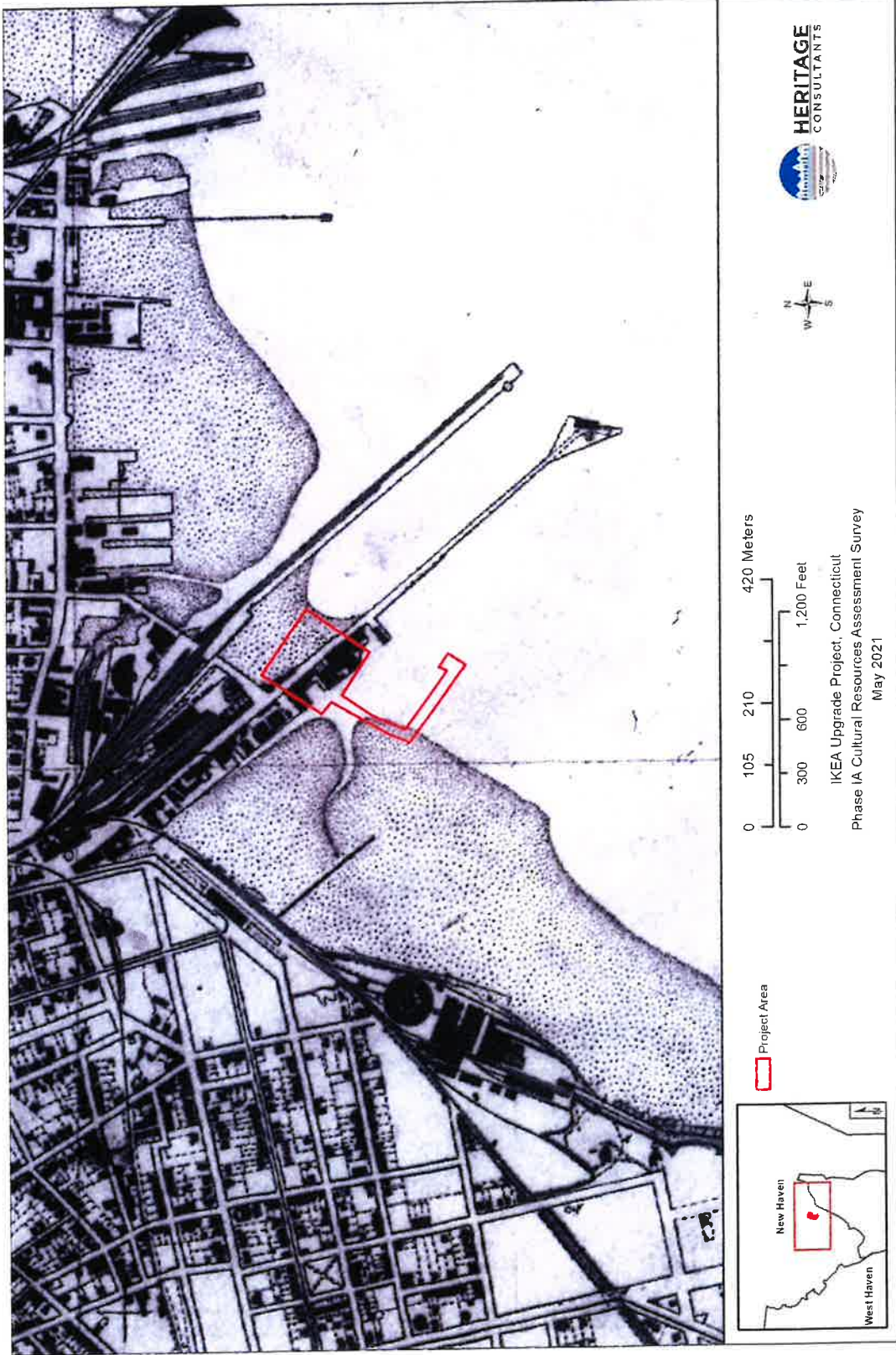


Figure 3. Excerpt from an 1877 historical map showing the location of the project area in New Haven, Connecticut.

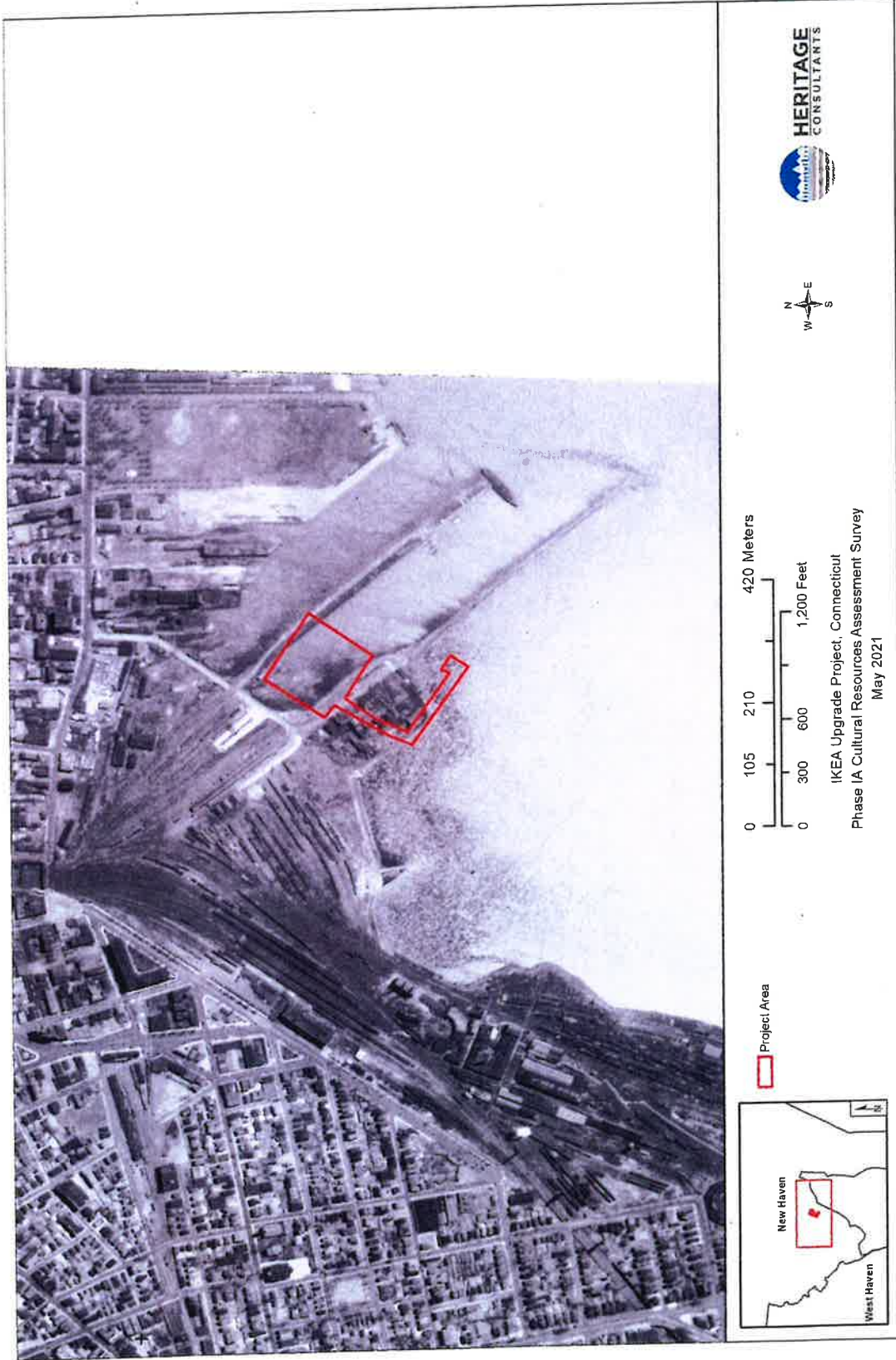


Figure 4. Excerpt from a 1934 aerial photograph showing the location of the project area in New Haven, Connecticut.

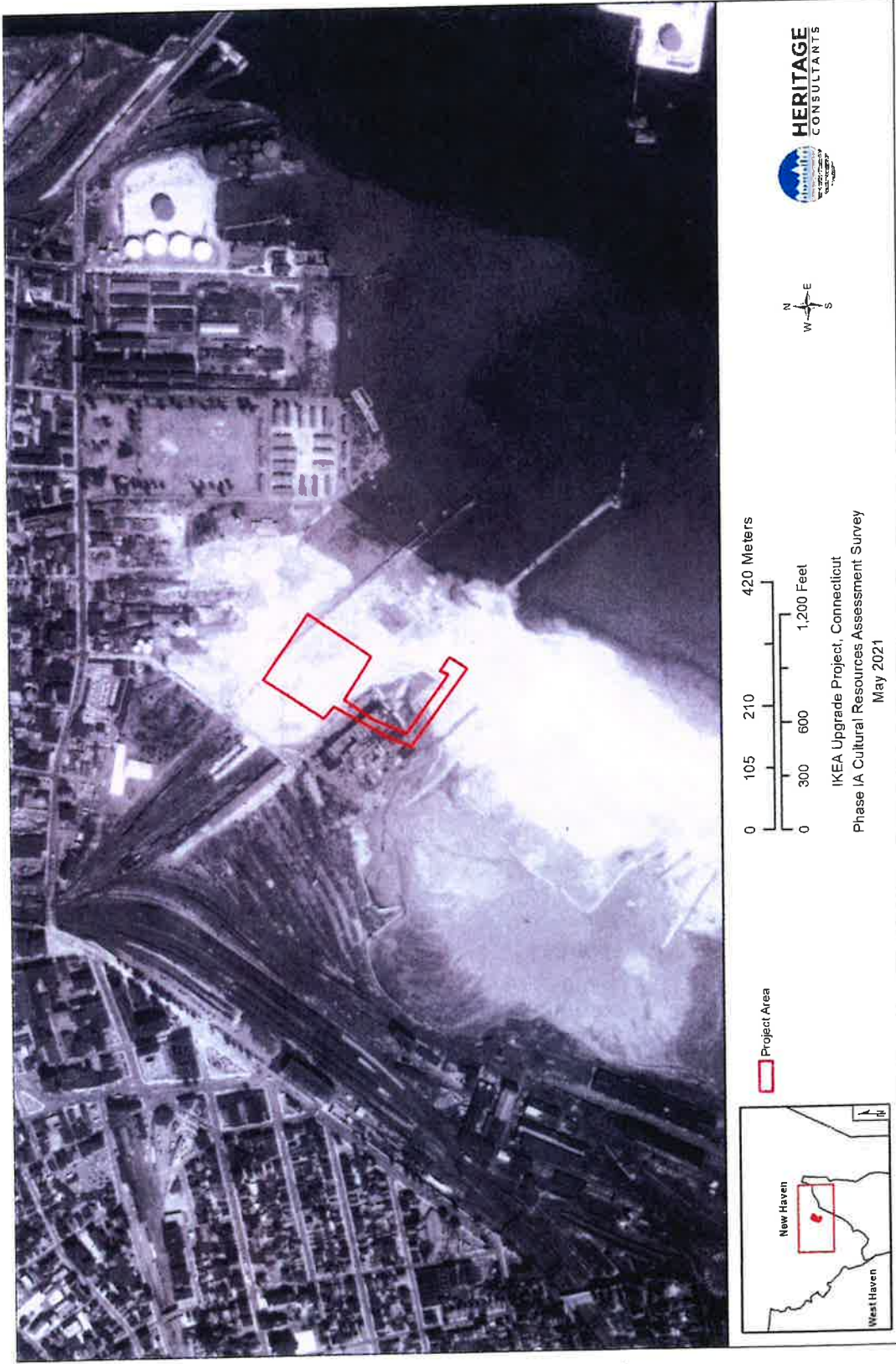


Figure 5. Excerpt from a 1951 aerial photograph showing the location of the project area in New Haven, Connecticut.





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

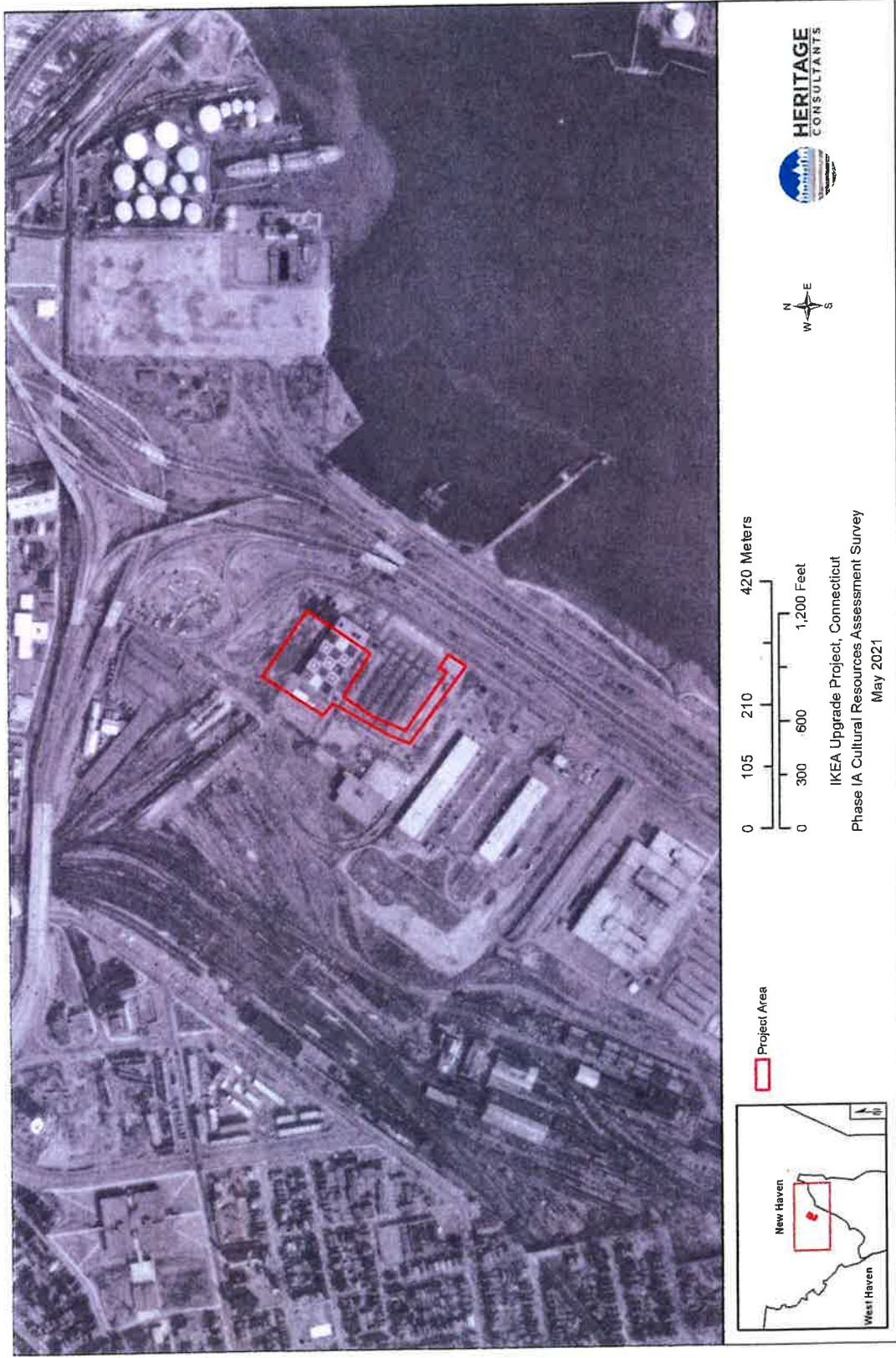


Figure 7. Excerpt from a 1970 aerial photograph showing the location of the project area in New Haven, Connecticut.

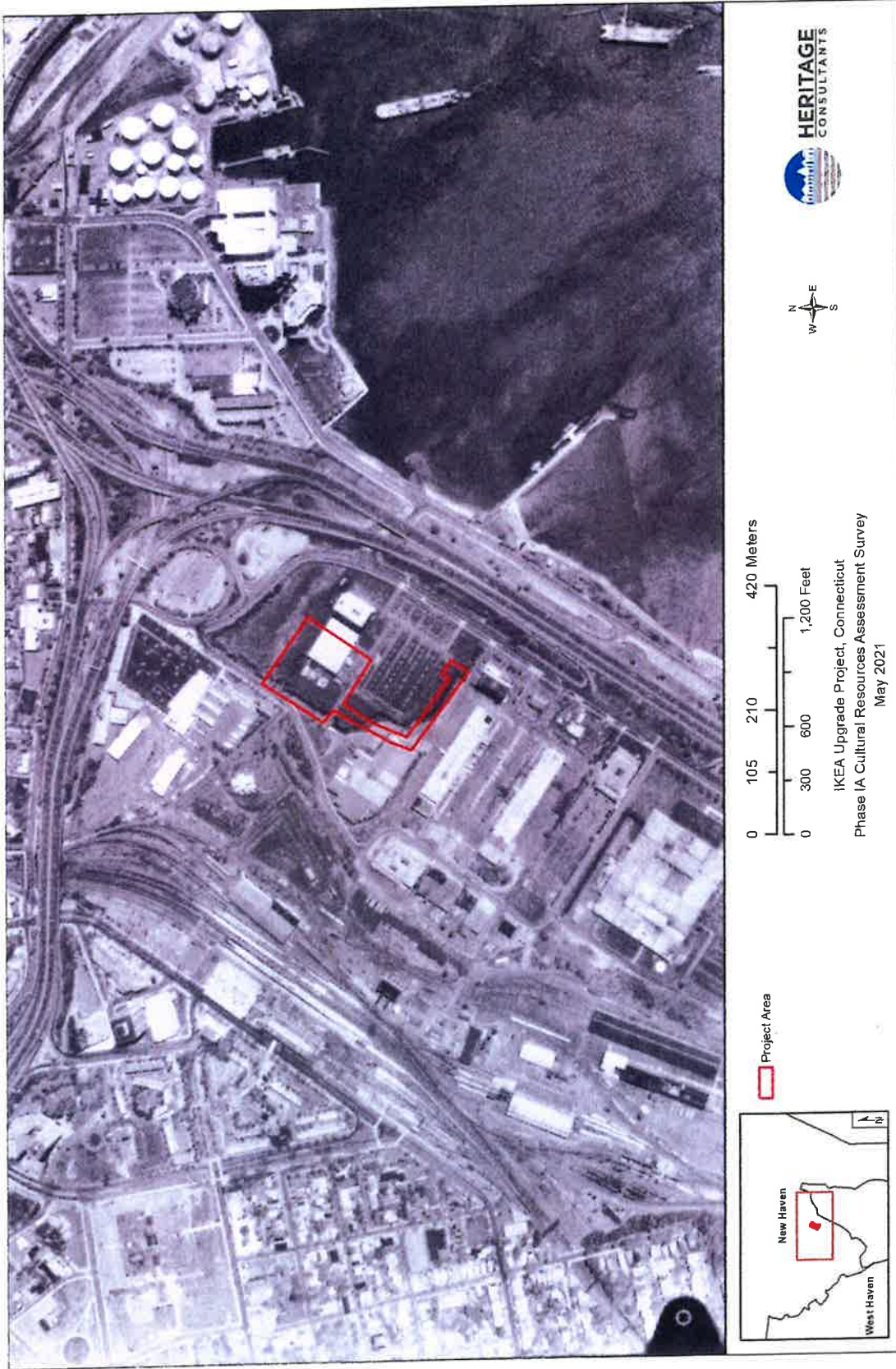


Figure 8. Excerpt from a 1995 aerial photograph showing the location of the project area in New Haven, Connecticut.

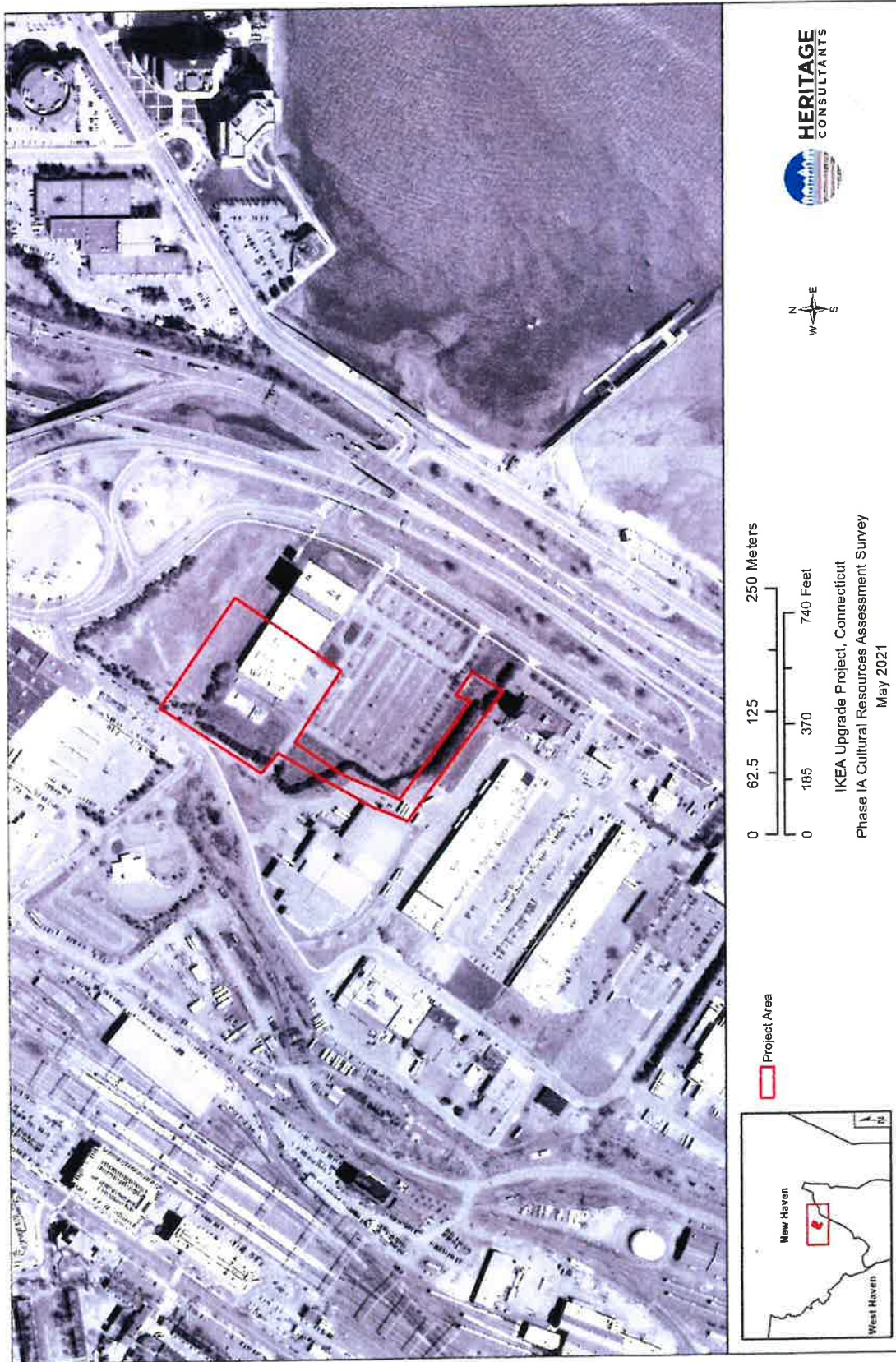






Figure 9. Excerpt from a 2004 aerial photograph showing the location of the project area in New Haven, Connecticut.





 Project Area



 200 Meters

 580 Feet



 **HERITAGE**  
CONSULTANTS

IKEA Upgrade Project, Connecticut  
Phase IA Cultural Resources Assessment Survey  
May 2021

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



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

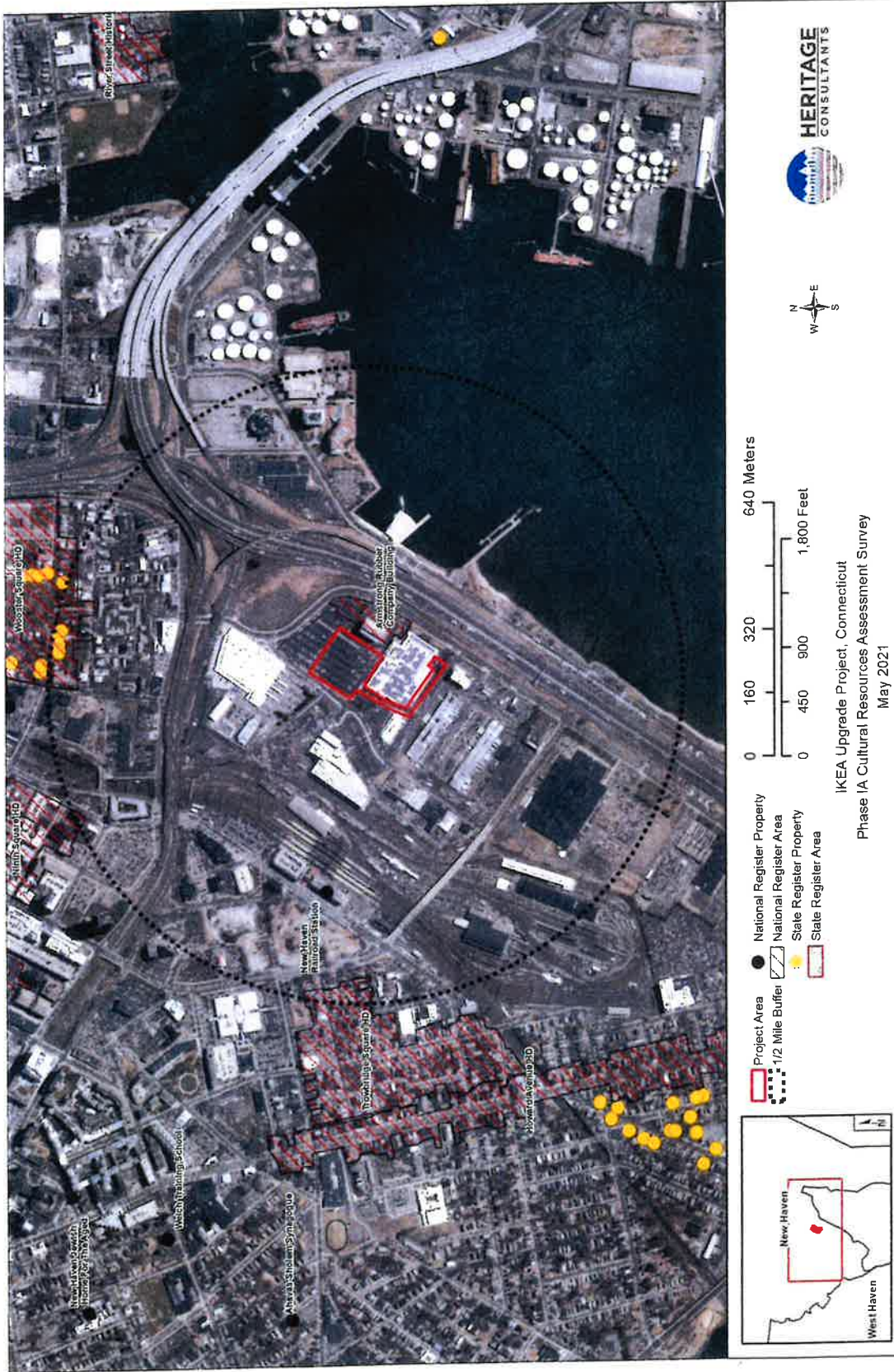


Figure 12. Excerpt from a 2019 aerial photograph showing the location of previously identified National Register of Historic Places properties in the vicinity of the project area in New Haven, Connecticut.

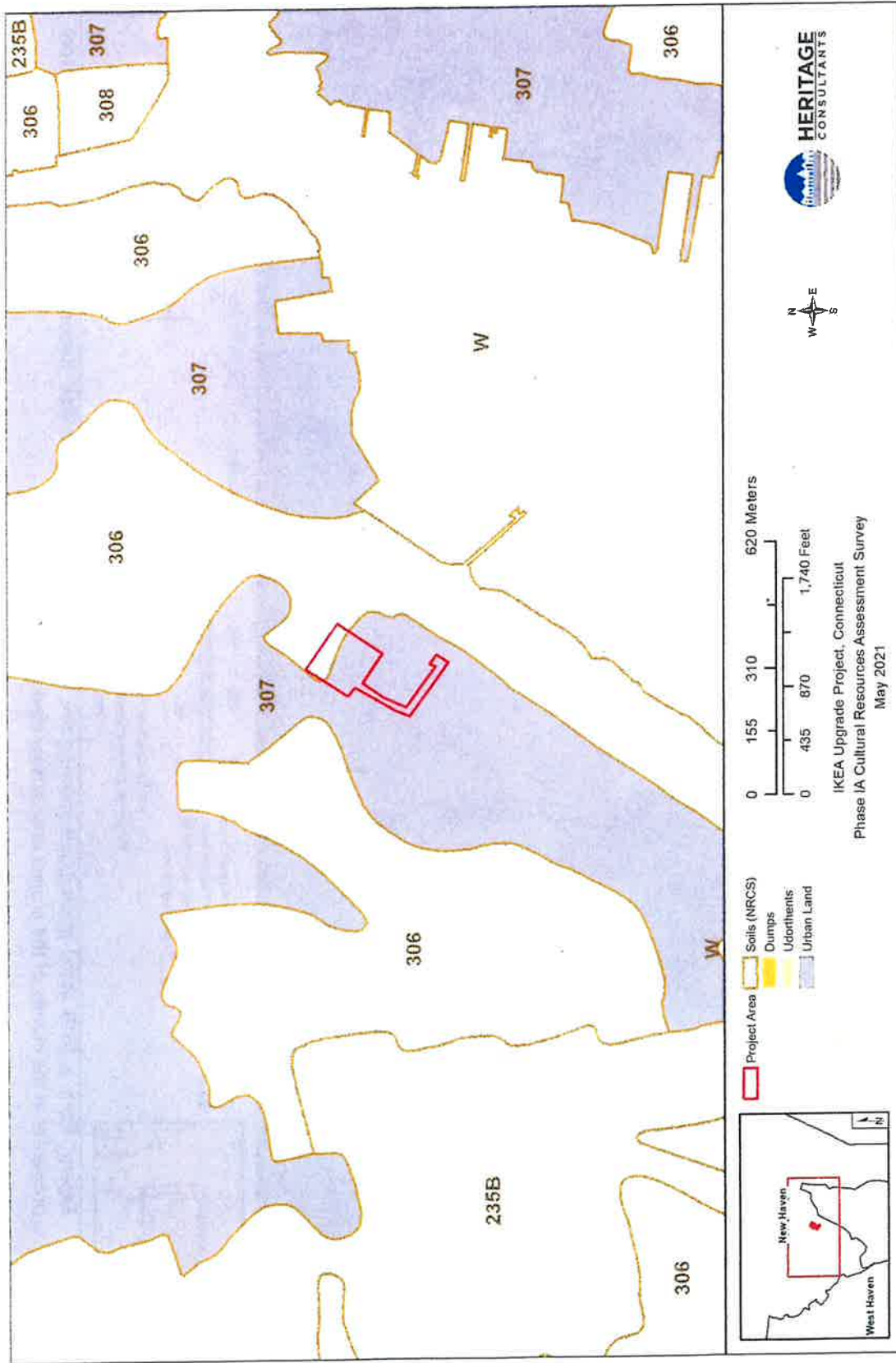


Figure 13.. Digital map depicting the soil types present in the vicinity of the project area in New Haven, Connecticut.



# **EXHIBIT 7**



## USFWS & NDDDB COMPLIANCE

July 1, 2021

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

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

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

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

### **USFWS**

The federal consultation was completed in accordance with Federal Communications Commission ("FCC") rules implementing the National Environmental Policy Act ("NEPA") and Section 7 of the Endangered Species Act through the U.S. Fish and Wildlife Service's ("USFWS") Information, Planning, and Conservation System ("IPaC"). Based on the results of the IPaC review, one federally-listed<sup>1</sup> threatened species is known to occur in the vicinity of the Subject Property documented as the Red Knot (*Calidris canutus rufa*). As a result of this preliminary finding, APT performed an evaluation to determine if the proposed referenced Facility would result in a likely adverse effect to Red Knot.

A Biological Assessment was performed for Red Knot through the IPaC system. The red knot is a shorebird typically found along the Connecticut coastline during northbound and southbound migration. These birds spend most of their time foraging along the waterline within the intertidal zone. Not known to occur at inland locations, red knots can be found on Connecticut's barrier beaches from mid-April to the end of May, and then again from July through mid-September<sup>2</sup>. Sometimes non-breeding individuals may linger along Connecticut barrier beaches between migratory periods, and late individuals may pass through on southbound migration well into November.

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

<sup>1</sup> Listing under the federal Endangered Species Act

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

with large areas of exposed intertidal sediments<sup>3</sup>. Migration and wintering habitats include both high-energy ocean- or bay-front areas, as well as tidal flats in more sheltered bays and lagoons. Preferred wintering and migration microhabitats are muddy or sandy coastal areas, specifically, the mouths of bays and estuaries, unimproved tidal inlets, and tidal flats. In many wintering and stopover areas, quality high-tide roosting habitat (i.e., close to feeding areas, protected from predators, with sufficient space during the highest tides, free from excessive human disturbance) is limited.

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

### **NDDB**

No known areas of state-listed species are currently depicted on the most recent CTDEEP NDDB Maps in the location of the proposed Project or adjacent areas. Please refer to the enclosed NDDB Map which depicts the nearest NDDB buffer  $\pm .33$ -mile north of the Subject Property. Since the proposed Project and Subject Property are not located within a NDDB buffer area, consultation with DEEP is not required in accordance with their review policy<sup>4</sup> or the Connecticut Siting Council's review policy.

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

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



Dean Gustafson  
Senior Biologist

Enclosures

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

<sup>4</sup> DEEP Requests for NDDB State Listed Species Reviews.

[http://www.ct.gov/deep/cwp/view.asp?a=2702&q=323466&deepNav\\_GID=1628%20](http://www.ct.gov/deep/cwp/view.asp?a=2702&q=323466&deepNav_GID=1628%20)

# USFWS Red Knot Biological Assessment

# Distributed Solar Ikea New Haven

## Biological Assessment

Prepared using IPaC

Generated by Deborah Gustafson (dleonardo@allpointstech.com)

July 1, 2021

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

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

Prepared using IPaC version 5.61.0

# Distributed Solar Ikea New Haven Biological Assessment

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# 1 Description Of The Action

## 1.1 Project Name

Distributed Solar Ikea New Haven

## 1.2 Executive Summary

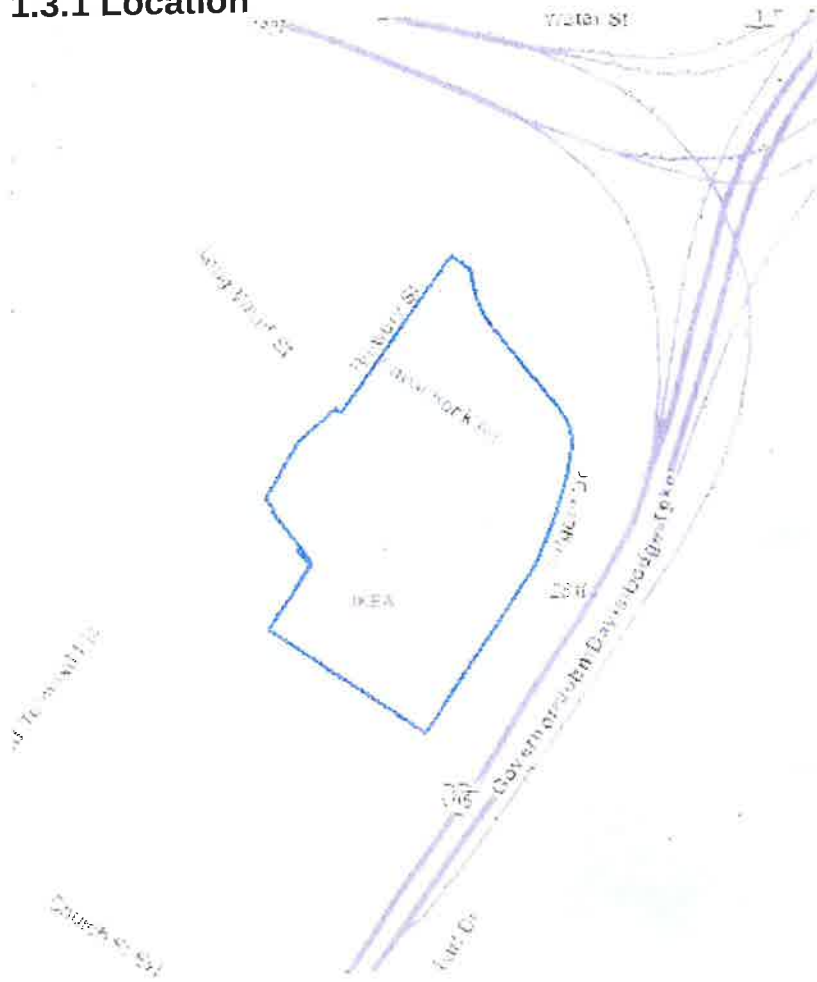
The proposed solar carport will be installed within an existing developed commercial facility consisting of the New Haven IKEA facility, within a paved parking lot. No wildlife habitat existing within the project area, which is characterized by urbanized development and surrounded by urbanized development.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

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

Effect determination summary

## 1.3 Project Description

### 1.3.1 Location



**LOCATION**

New Haven County, Connecticut

**1.3.2 Description of project habitat**

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

**1.3.3 Project proponent information**

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

***Requesting Agency***

All-Points Technology Corporation, P.C.

**FULL NAME**

Deborah Gustafson

**STREET ADDRESS**

567 Vauxhall Street Extension

Suite 311

**CITY**

Waterford

**STATE**

CT

**ZIP**

06235

**PHONE NUMBER**

(860) 984-9514

**E-MAIL ADDRESS**

dleonardo@allpointstech.com

***Lead agency***

CT Siting Council

**1.3.4 Project purpose**

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

### 1.3.5 Project type and deconstruction

This project is a solar power plant construction project.

#### 1.3.5.1 Project map



LEGEND



Project footprint



Solar PV Carport: Install photovoltaic panels



Utility Interconnection: Photovoltaic solar power plant (structure)

### **1.3.5.2 photovoltaic solar power plant**

***Structure completion date***

August 31, 2021

***Removal/decommission date (if applicable)***

*Not applicable*

***Stressors***

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

***Description***

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

### **1.3.5.3 install photovoltaic panels**

***Activity start date***

August 31, 2021

***Activity end date***

*Unspecified*

***Stressors***

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

***Description***

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

### **1.3.6 Anticipated environmental stressors**

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

## 1.4 Action Area



## **1.5 Conservation Measures**

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

*No conservation measures have been selected for this project.*

## **1.6 Prior Consultation History**

No previous consultations have occurred on this project with USFWS.

## **1.7 Other Agency Partners And Interested Parties**

Connecticut Siting Council

Ten Franklin Square

New Britain, CT 06051

(860) 827-2935

Executive Director: Melanie Bachman

Role: Petition for Declaratory Ruling

## **1.8 Other Reports And Helpful Information**

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



## 2 Species Effects Analysis

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

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

### 2.1 Red Knot

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

#### **Relevant documentation**

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

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

#### **Justification for exclusion**

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

### **3 Critical Habitat Effects Analysis**

*No critical habitats intersect with the project action area.*

## 4 Summary Discussion, Conclusion, And Effect Determinations

### 4.1 Effect Determination Summary

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

### 4.2 Summary Discussion

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

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

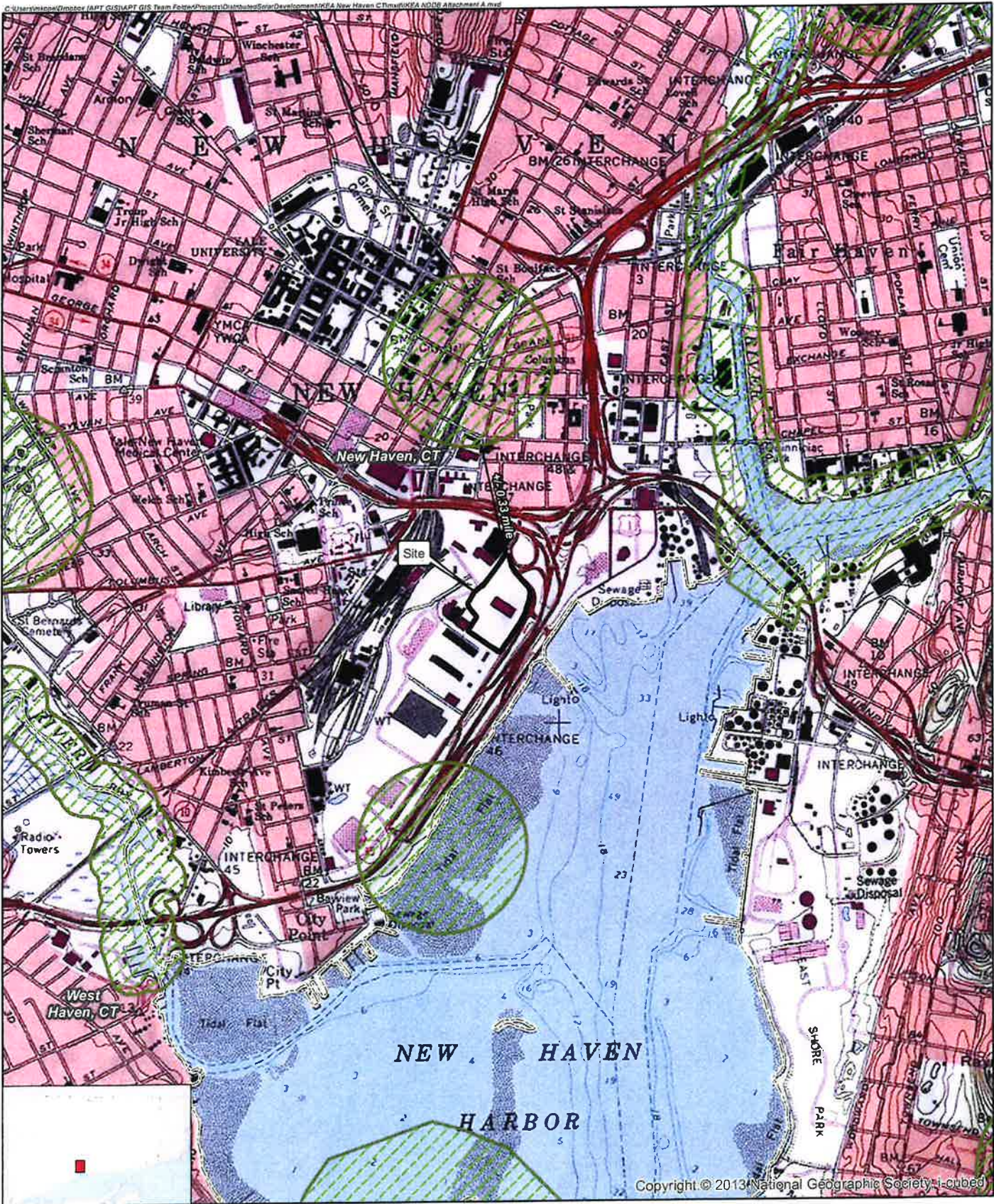
### 4.3 Conclusion

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




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

# NDDDB Map

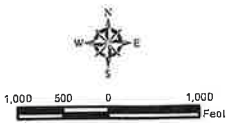
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**Legend**

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

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



**Attachment A:  
Overview Map**

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



# **EXHIBIT 8**

# National Flood Hazard Layer FIRMette



72°55'30"W 41°17'57"N



Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

## Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

**SPECIAL FLOOD HAZARD AREAS**

- Without Base Flood Elevation (BFE) Zone A, V, A99
- With BFE or Depth Zone AE, AO, AH, VE, AR
- Regulatory Floodway

0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X

Future Conditions 1% Annual Chance Flood Hazard Zone X

**OTHER AREAS OF FLOOD HAZARD**

- Area with Reduced Flood Risk due to Levee, See Notes, Zone X
- Area with Flood Risk due to Levee Zone D

**OTHER AREAS**

- NO SCREEN Area of Minimal Flood Hazard Zone X
- Effective LOMRs
- Area of Undetermined Flood Hazard Zone D

**GENERAL STRUCTURES**

- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

**OTHER FEATURES**

- Cross Sections with 1% Annual Chance Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

**MAP PANELS**

- Digital Data Available
- No Digital Data Available
- Unmapped



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 6/29/2021 at 9:13 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

# **EXHIBIT 9**





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

Aeronautical Study No.  
2021-ANE-4287-OE

Issued Date: 07/02/2021

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

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

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

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

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

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

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

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

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

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

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

**Signature Control No: 485193444-486873247**  
Stephanie Kimmel  
Specialist

( TMP )

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

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

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

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

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

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

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

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

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

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

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





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

Aeronautical Study No.  
2021-ANE-4288-OE

Issued Date: 07/02/2021

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

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

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

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

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

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

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

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

**Signature Control No: 485193445-486873245**  
Stephanie Kimmel  
Specialist

( TMP )

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

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

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

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

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

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

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

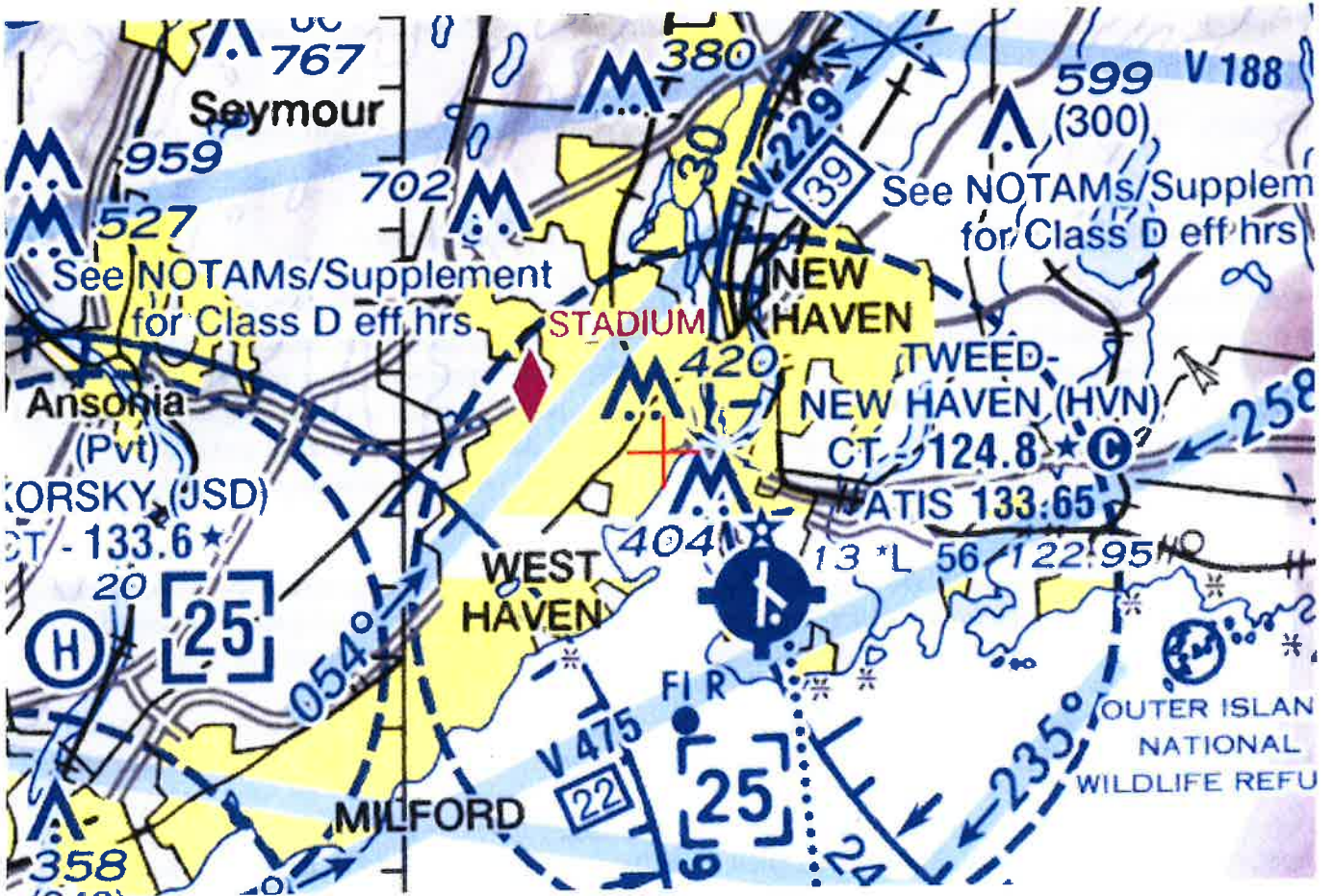
Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the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

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

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

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

Sectional Map for ASN 2021-ANE-4288-OE







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

Aeronautical Study No.  
2021-ANE-4289-OE

Issued Date: 07/02/2021

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

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

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

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

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

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

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

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

**Signature Control No: 485193446-486873243**  
Stephanie Kimmel  
Specialist

(TMP)

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

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

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

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

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

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

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

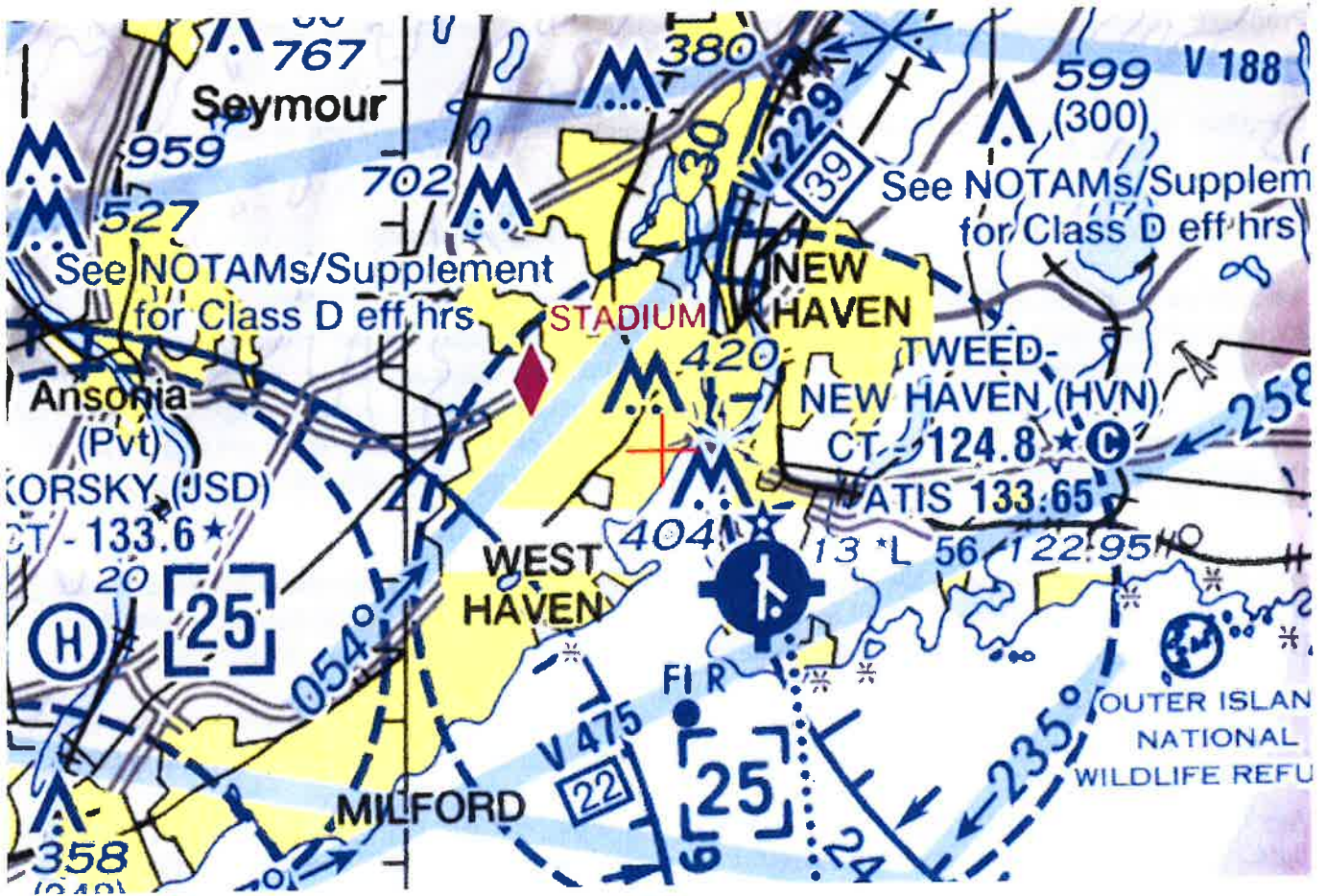
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It is required that the manager of YALE NEW HAVEN HOSPITAL, (203) 688-1810 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

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

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

Sectional Map for ASN 2021-ANE-4289-OE





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

Aeronautical Study No.  
2021-ANE-4290-OE

Issued Date: 07/02/2021

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

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

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

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

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

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

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

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

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

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

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

**Signature Control No: 485193447-486873244**  
Stephanie Kimmel  
Specialist

( TMP )

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

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

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

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

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

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

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

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

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

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

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

Sectional Map for ASN 2021-ANE-4290-OE







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

Aeronautical Study No.  
2021-ANE-4291-OE

Issued Date: 07/02/2021

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

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

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

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

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

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

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

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

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

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

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

**Signature Control No: 485193448-486873242**  
Stephanie Kimmel  
Specialist

( TMP )

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

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

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

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

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

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

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

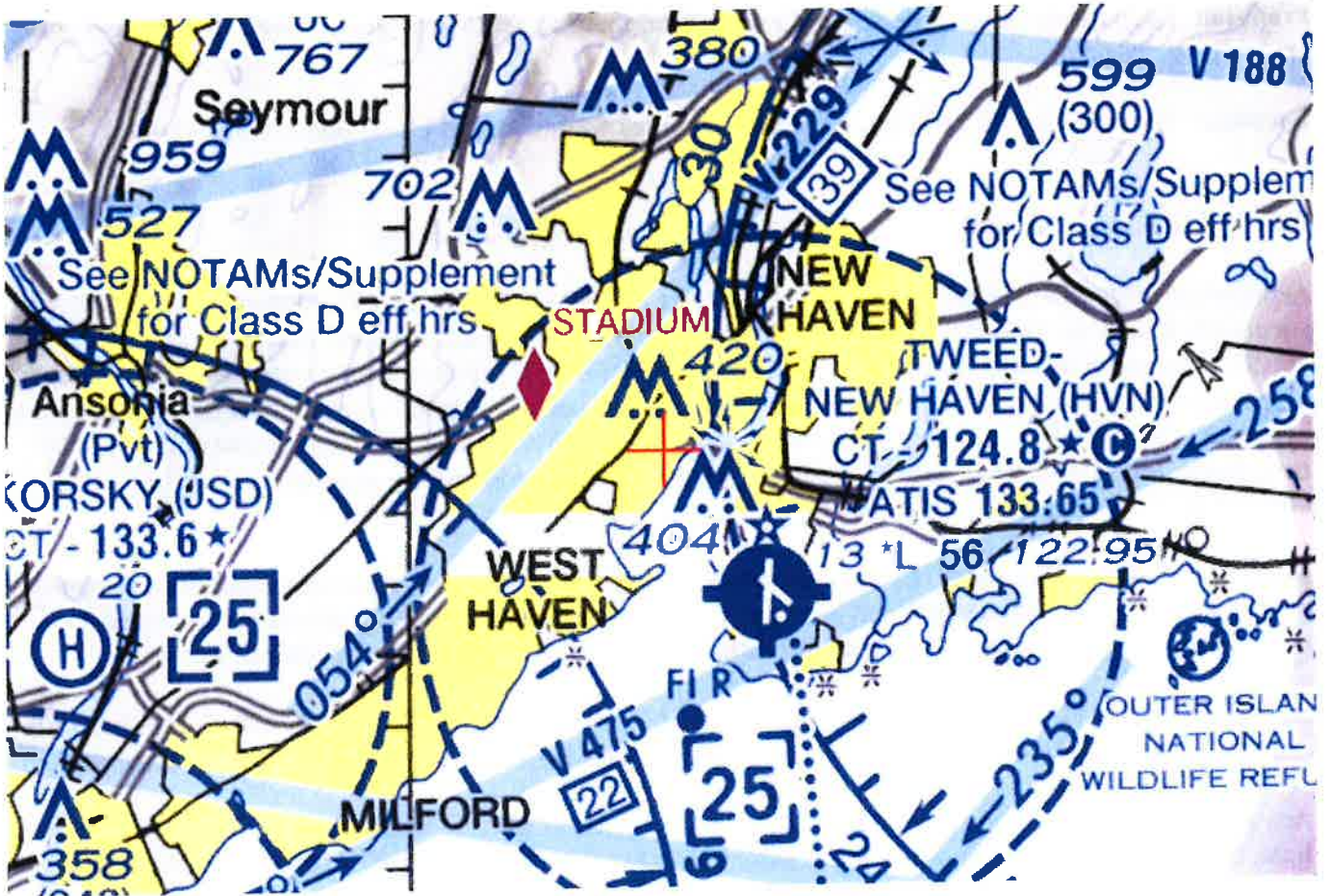
Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the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

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

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

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

Sectional Map for ASN 2021-ANE-4291-OE





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

Aeronautical Study No.  
2021-ANE-4292-OE

Issued Date: 07/02/2021

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

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

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

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

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

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

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

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

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

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

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

**Signature Control No: 485193449-486873246**  
Stephanie Kimmel  
Specialist

( TMP )

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

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

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

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

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

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

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

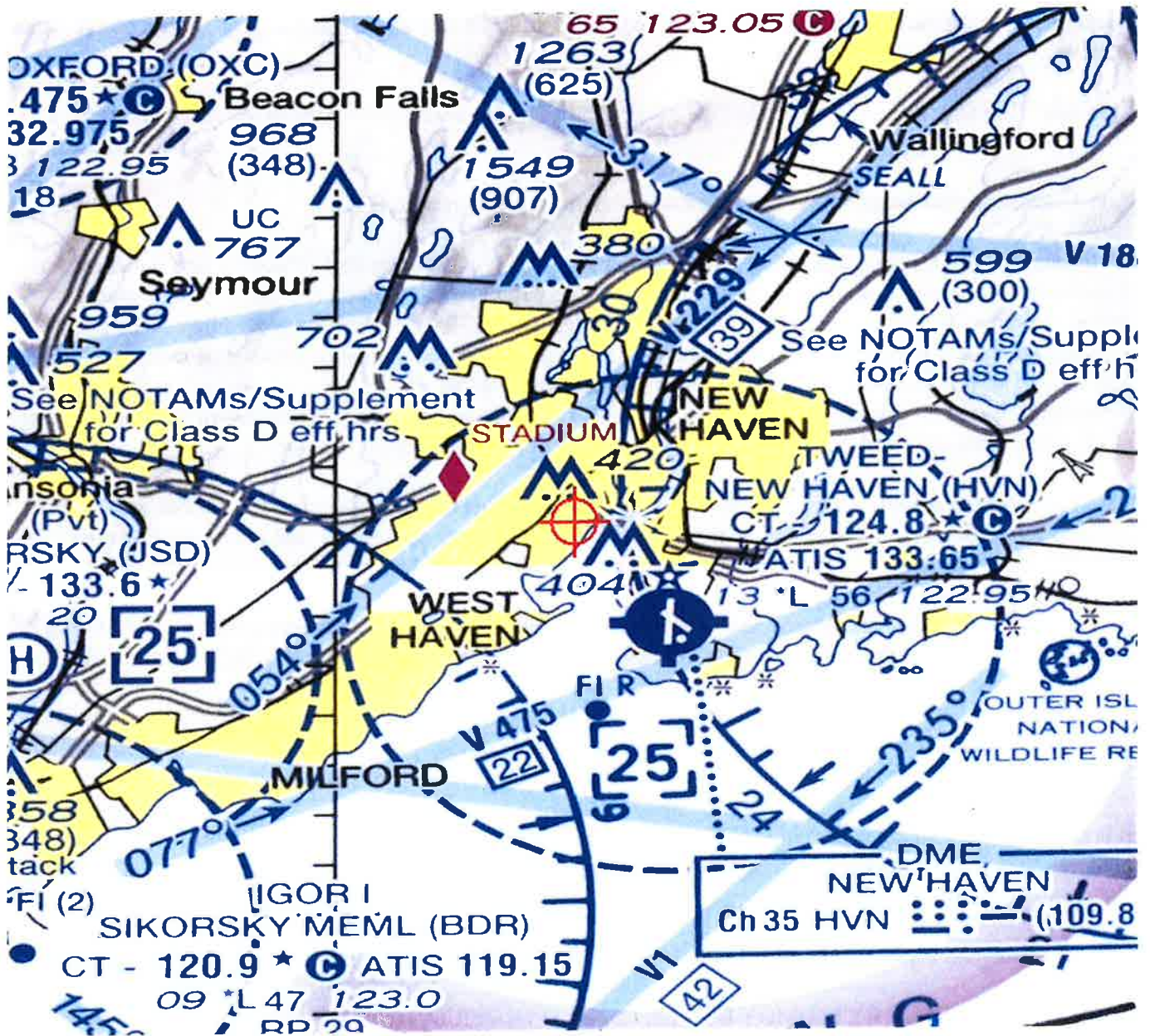
Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the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

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

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

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

Sectional Map for ASN 2021-ANE-4292-OE







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

Aeronautical Study No.  
 2021-ANE-4293-OE

Issued Date: 07/02/2021

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

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

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

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

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

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

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

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

This determination expires on 01/02/2023 unless:

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

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

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

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

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

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

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

**Signature Control No: 485193719-486872456**  
Stephanie Kimmel  
Specialist

( DNE )

Attachment(s)  
Map(s)

Sectional Map for ASN 2021-ANE-4293-OE





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

Aeronautical Study No.  
 2021-ANE-4294-OE

Issued Date: 07/02/2021

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

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

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

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

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

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

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

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

This determination expires on 01/02/2023 unless:

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

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

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

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

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

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

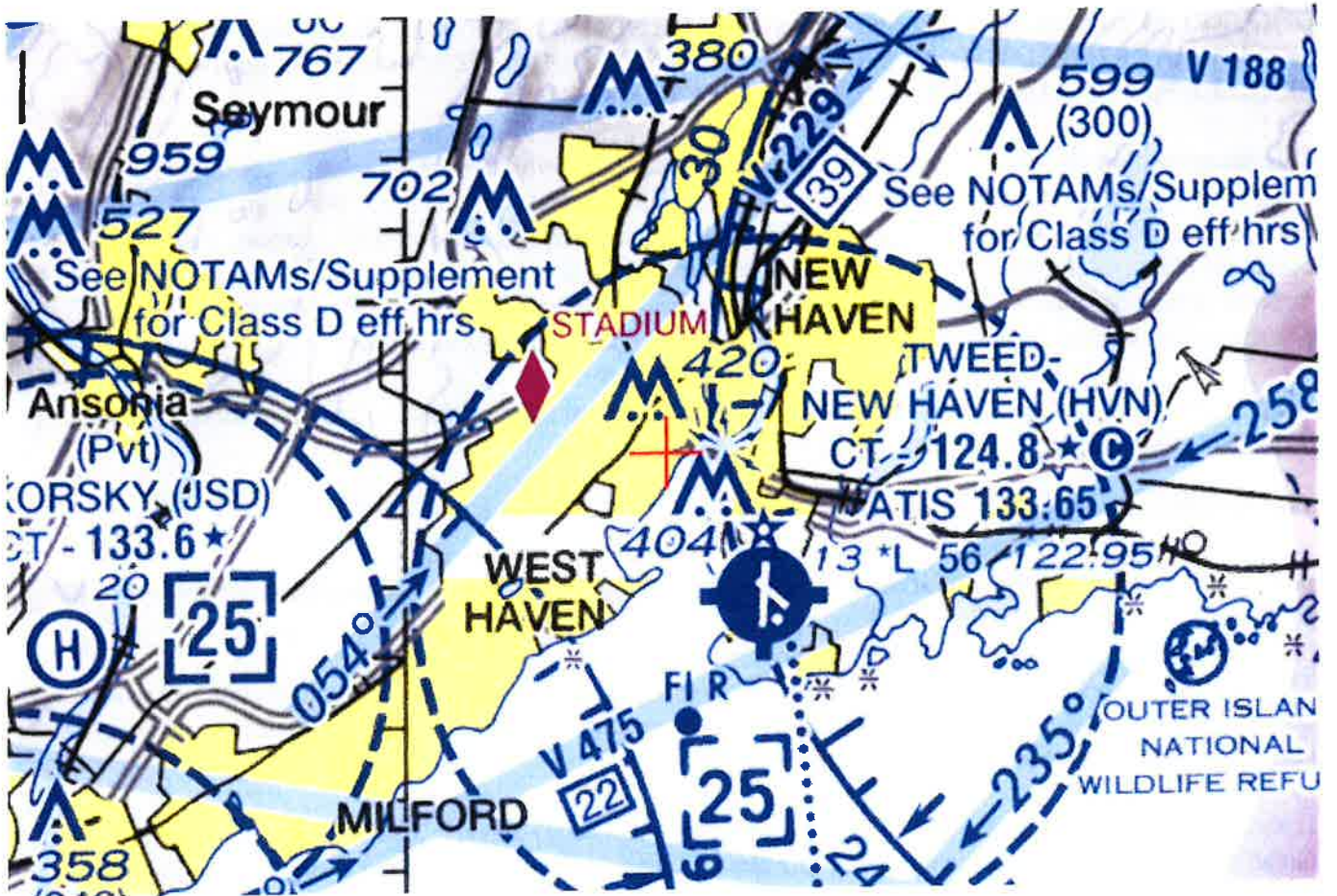
If we can be of further assistance, please contact our office at (404) 305-6582, or [Stephanie.Kimmel@faa.gov](mailto:Stephanie.Kimmel@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-ANE-4294-OE.

**Signature Control No: 485193720-486872458**  
Stephanie Kimmel  
Specialist

( DNE )

Attachment(s)  
Map(s)

Sectional Map for ASN 2021-ANE-4294-OE





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

Aeronautical Study No.  
 2021-ANE-4295-OE

Issued Date: 07/02/2021

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

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

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

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

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

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

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

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

This determination expires on 01/02/2023 unless:

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

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

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

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

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

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

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

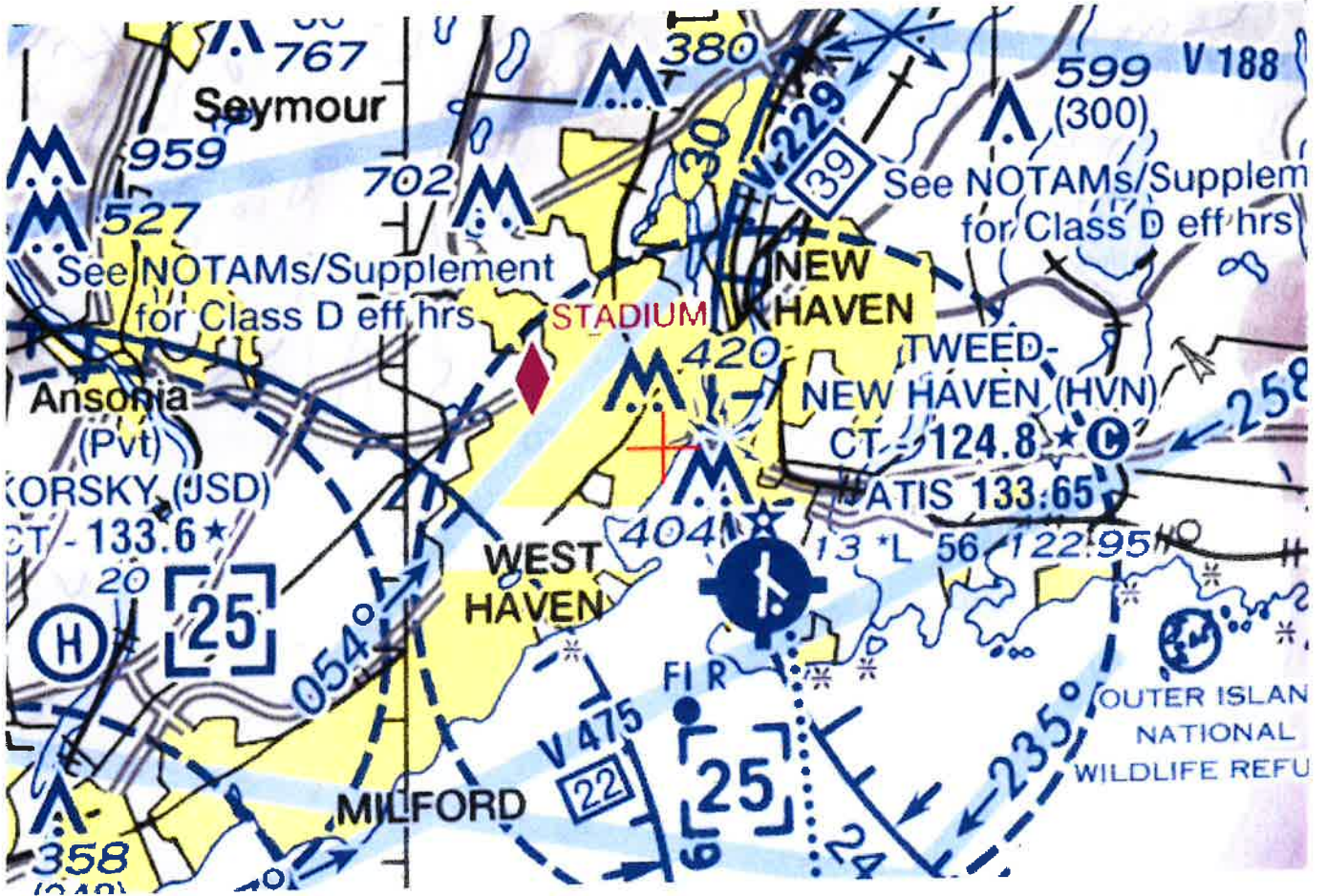
**Signature Control No: 485193722-486872455**  
Stephanie Kimmel  
Specialist

( DNE )

Attachment(s)  
Map(s)



Sectional Map for ASN 2021-ANE-4295-OE





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

Aeronautical Study No.  
 2021-ANE-4296-OE

Issued Date: 07/02/2021

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

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

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

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

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

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

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

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

This determination expires on 01/02/2023 unless:

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

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

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

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

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

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

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

**Signature Control No: 485193723-486872459**

Stephanie Kimmel  
Specialist

( DNE )

Attachment(s)  
Map(s)

Sectional Map for ASN 2021-ANE-4296-OE





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

Aeronautical Study No.  
 2021-ANE-4297-OE

Issued Date: 07/02/2021

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

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

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

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

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

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

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

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

This determination expires on 01/02/2023 unless:

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

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

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

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

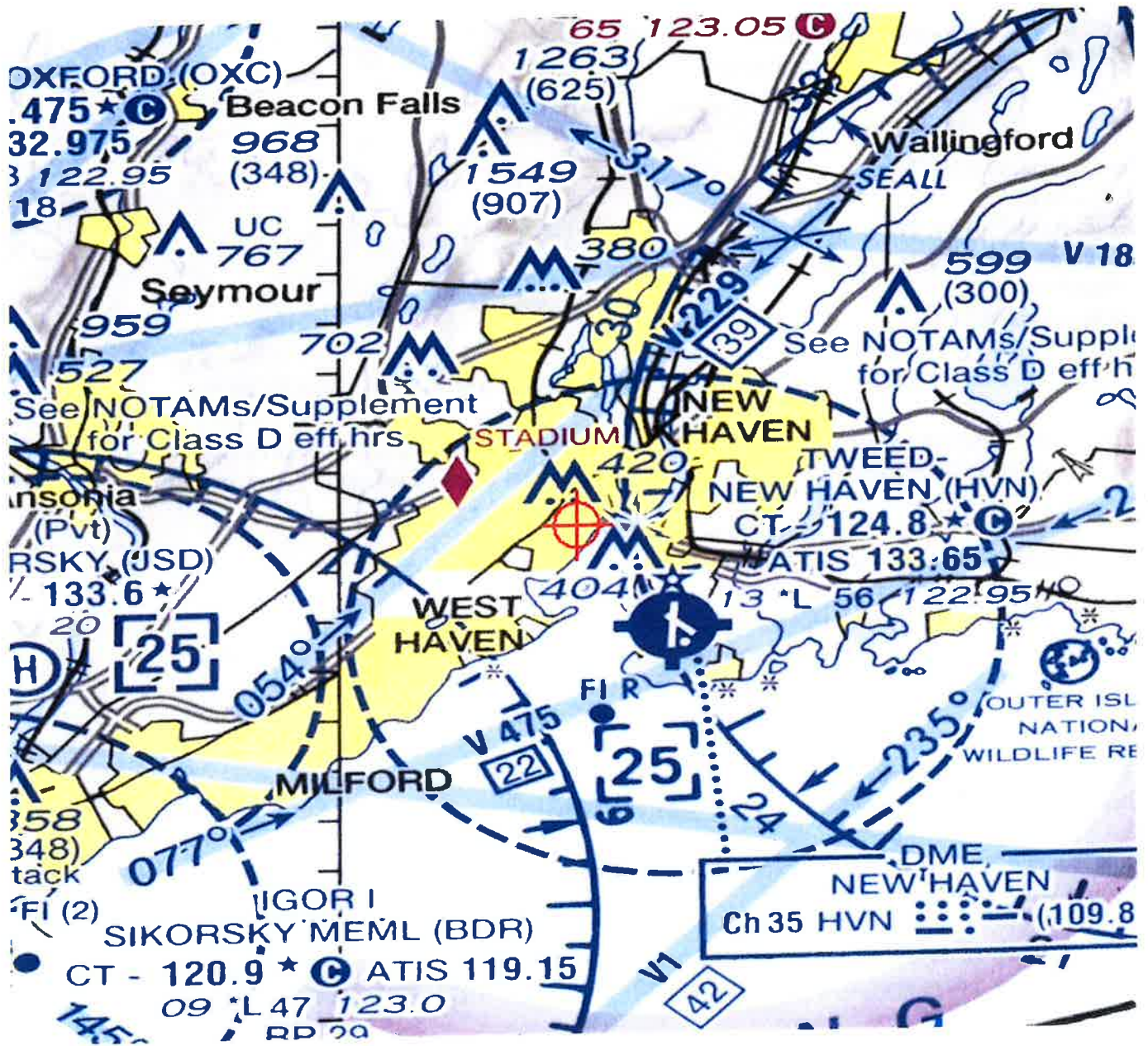
If we can be of further assistance, please contact our office at (404) 305-6582, or [Stephanie.Kimmel@faa.gov](mailto:Stephanie.Kimmel@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-ANE-4297-OE.

**Signature Control No: 485193724-486872454**  
Stephanie Kimmel  
Specialist

( DNE )

Attachment(s)  
Map(s)

Sectional Map for ASN 2021-ANE-4297-OE





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

Aeronautical Study No.  
 2021-ANE-4298-OE

Issued Date: 07/02/2021

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

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

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

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

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

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

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

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

This determination expires on 01/02/2023 unless:

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



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

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

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

**Signature Control No: 485193725-486872457**  
Stephanie Kimmel  
Specialist

( DNE )

Attachment(s)  
Map(s)

Sectional Map for ASN 2021-ANE-4298-OE

