

June 5<sup>th</sup>, 2023

Melanie Bachman, Esq. Executive Director Connecticut Siting Council 10 Franklin Square New Britain, CT 06051

RE: **PETITION NO. 1497A -** Bloom Energy Corporation amended petition for a declaratory ruling, pursuant to Connecticut General Statutes §4-176 and §16-50k, for the proposed construction, maintenance and operation of a customer-side 2-megawatt fuel cell facility and associated

Dear Ms. Bachman:

Please see the attached responses to interrogatories provided to Bloom Energy on May 16<sup>th</sup>, 2023.

Respectfully,

Kristen Grillo Senior Permitting Specialist | East Coast Field Office Customer Installations Group | North America (917) 803-4511 Kristen.Grillo@bloomenergy.com



# What Powers You

### Petition No. 1497A Bloom Energy Corporation Bridgeport Hospital 267 Grant Street, Bridgeport

### Interrogatories May 16, 2023

### Notice

1. Referring to Petition, p. 10, has the City of Bridgeport (City) and/or any abutting property owners provided comments to Bloom since the amended Petition filing? If yes, summarize the comments.

Response: Since the amended Petition filing, Bloom has not received any comments from any of the abutting property owners.

### **Project Development**

2. Referencing Amended Petition p. 3, the facility was selected as part of the LREC program under Connecticut General Statutes \$16-244t. Was the facility selected as part of the Non-Residential Renewable Energy Solutions (NRES) Program, which is the successor to the LREC program as of June 30, 2021? If so, what are the differences in program administration and/or requirements for the facility?

Response: The facility is still selected as part of the LREC program, with a contract length of 15 years. It is not a part of the NRES program.

3. What was the result of the concept review meeting with City representatives held on April 27, 2023?

Response: A representative of Bloom met with Lynn Haig, City Planner; Jackson Strong, Design Review Coordinator; and Nick Sampieri from the Zoning Office on April 27, 2023, presented information on the project and the Council's process, and responded to questions.

The City representatives informed Bloom that the City has established urban design standards that lead to a focus on the pedestrian experience of the project, particularly with respect to the immediate sidewalk area at the corner of Central Avenue and Ford Place. The City asked whether the site layout could be turned 90° so that the long line of equipment would run along the property boundary between 1524-26 Central Ave and the 267 Grant Street parking lot (thus minimizing the immediate street-side visual impact); and/or whether plantings (shrubs) could be inserted between the equipment and the existing wrought iron fence on the south and west sides of the 1524-26 Central Ave parcel.





## No correspondence or communication has followed the meeting. Bloom's response to comparable inquiries by the Council is found in these interrogatory responses.

4. What is the estimated cost of the proposed amended project? Response: The estimated cost of the proposed amended project is \$2,030,115.

### Proposed Site

5. Amended Petition Site Plan G1.1 shows the layout of the fuel cell and cabinet/meter pad arranged in a north-south orientation. Could rearrangement of the proposed facility in an east-west configuration provide a buffer to Central Avenue and Ford Place and preserve the two parking spaces? Explain.
Response: The proposed installation was originally contemplated with an east-west configuration. However, in order to minimize the sound barrier requirements due to proximity to the adjacent eastern residential property, the site was re-oriented as currently shown to pull it away from that property line to the greatest extent practicable. Additionally, regardless of orientation, at least one parking spot will still need to be removed in order to provide service access to the site.

### Public Safety

6. What is the height of the existing wrought iron fence referenced on Amended Petition pages 8-9? What is the height of the existing chain link fence adjacent to Central Avenue at the northwest end of the fuel cell and in the gas meter area? Would the wrought iron fence be extended in this area to "soften views" of the facility?

Response: The height of the existing wrought iron fence is  $\sim$ 6.5' and the height of the existing chain link fence is  $\sim$ 5'. There is no plan to extend the wrought iron fence along the existing parking lot.

7. Amended Petition Site Plan C1.1 Note 21 references "congested underground area. Contractor shall use extreme caution while crossing." Could the construction or operation of the proposed facility impact or interfere with any existing utilities or infrastructure within the project area? If so, identify any measures that would be employed to protect existing utilities or infrastructure from impact or interference.

Response: The noted language is intended to ensure that there is no interference or damage to existing utilities or infrastructure during construction by alerting the contractor. We are updating note 21 on sheet C1.1 to require hand digging as necessary.



# What Powers You

- 8. Amended Petition Site Plan C1.1 shows the location of the 14-foot sound barrier, as recommended in the Amended Petition Acoustical Analysis report.
  - a. What would the sound barrier be composed of and what veneer is proposed?
     Response: The sound barrier will be composed of a chain link fence with
     Acoustiblok Acoustifence black vertical curtains pinned to the fuel cell side of the fence.
  - b. Provide a photograph of a similar sound barrier of the same proposed materials, if available.

Response: Please see below example photos from the Acoustiblok website for reference.



- Provide construction detail of the proposed sound barrier.
   Response: Please see attached sheet C3.1, detail 4 for fence detail and sheet S1.0 for fence footing details. Because the sound barrier is a material that hangs on the fence, there is no construction detail associated with the sound barrier itself.
- d. The sound barrier includes an 8-foot wide gate to access the meter/cabinet pad; however, the Acoustical Analysis report recommended that the sound barrier be solid, with no gaps or openings. How will the gate affect the sound dampening characteristics of the barrier?
   Response: The gaps in the gate will be minimal and will have minimal impacts to the sound dampening characteristics of the barrier.
- e. Can the sound barrier be relocated to the east side of the meter/cabinet pad, while maintaining the exact 6.5 foot distance away from the face of the nearest fuel cells as recommended in the Amended Petition Acoustical Analysis report?





Response: The proposed location of the sound barrier complies with the recommendation in the acoustical analysis report. There are no fuel cells on the meter/cabinet pad, which supports only ancillary equipment that generates only negligible noise.

- f. Would a facility orientation in an east-west configuration instead of a north-south configuration reduce operational facility noise at 25 Ford Place, potentially requiring no sound barrier or a barrier of reduced height?
   Response: Orientation in an east-west configuration would increase operational facility noise at 25 Ford Place. As noted above in response to Interrogatory No. 5, that orientation was contemplated originally, and the site was redesigned to minimize noise at the adjacent residential receptor.
- g. What is the estimated cost of the sound barrier? Response: The estimated cost of the sound barrier is \$152,185.



**Attachment 1: Sound Barrier Site Plan Detail** 

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DETAIL NOTES:

- 1. COMPACTED AGGREGATE AREA SHALL BE COMPACTED TO A MINIMUM OF 90 PERCENT OF THE MAXIMUM DRY DENSITY AT OPTIMUM MOISTURE CONTENT DETERMINED IN ACCORDANCE WITH ASTM D1557 TEST METHOD. CONTRACTOR SHALL PREPARE EXISTING ON SITE MATERIAL MEETING THE REQUIREMENTS OF THIS DETAIL AND COMPACT AS NOTED. CONTRACTOR SHALL PROVIDE AND INSTALL NEW 3/8" MAX, DENSELY-GRADED, COURSE AGGREGATE SURFACE MATERIAL COMPACTED AS NOTED ABOVE TO REACH FINISH GRADE. IN-PLACE COMPACTION TEST SHALL BE CONDUCTED THROUGHOUT A MINIMUM DEPTH OF 6" BELOW FINISH GRADE.
- 2. IF GREATER THAN 6" OF DEPTH IS NEEDED TO MEET EXISTING GRADE, CONTRACTOR SHALL PROVIDE AND INSTALL GENERAL FILL MATERIAL, COMPACTED TO A MINIMUM OF 90% OF THE MAXIMUM DRY DENSITY, UNDER THE TOP 6" OF COMPACTED AGGREGATE MATERIAL. COMPACT EXISTING NATIVE SOIL BEFORE PLACING ADDITIONAL SURFACE LAYERS. ON-SITE MATERIAL CAN BE USED AS FILL PROVIDED DELETERIOUS, OBJECTIONABLE, OVERSIZED DEBRIS AND BOULDERS ARE SEGREGATED, MOISTURE CONTENTS ARE CONTROLLED WITHIN 2% OF THE OPTIMUM, AND THE SOILS ARE PLACED DURING FAVORABLE WEATHER CONDITIONS. ON-SITE SOILS PLACED AS FILL SHALL BE SEALED ON A DAILY BASIS USING A SMOOTH DRUM ROLLER.
- 3. CONTRACTOR TO CONFIRM THAT NO MUD, ORGANIC SILT, ORGANIC CLAYS, PEAT OR OTHER UNDOCUMENTED OR UNPREPARED FILLS AS



## - EXISTING NATIVE SOIL/LANDSCAPE



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CUSTOMER SITE

YALE NEW HAVEN HEALTH SYSTEM 267 GRANT STREET BRIDGEPORT, CT 06610

# Yale NewHaven Health

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# DRAFT FOR CSC REVIEW ONLY

CUSTOMER SITE

YALE NEW HAVEN HEALTH SYSTEM 267 GRANT STREET BRIDGEPORT, CT 06610

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THIS DRAWING IS 24" X 36" AT FULL SIZE

**SHEET 10 OF 17** 

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