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June 13, 2023

**VIA ELECTRONIC MAIL AND HAND DELIVERY**

Melanie Bachman  
Executive Director/Staff Attorney  
Connecticut Siting Council  
10 Franklin Square  
New Britain, CT 06051

**Re: Petition of KCE CT 9, LLC for a Declaratory Ruling that no Certificate of Environmental Compatibility and Public Need is Required for the Proposed Construction, Operation and Maintenance of a 5.0-megawatt (“MW”) Battery Energy Storage System, to be Located at 2 Ella Grasso Turnpike, Windsor Locks, Connecticut**

Dear Ms. Bachman:

I am writing on behalf of my client, KCE CT 9, LLC, a subsidiary of Key Capture Energy, which is submitting the enclosed petition for a facility to be located at the above-referenced location in Windsor Locks, Connecticut. With this letter, I am enclosing the original and fifteen copies of the Petition, including Exhibits for the Petition. I am also enclosing a check for \$625.00, made payable to the Connecticut Siting Council.

Should you have any questions concerning this submittal, please contact me at your convenience.

Sincerely,

Lee D. Hoffman  
Enclosures

cc: Town Clerk, Town of Windsor Locks, Connecticut



PETITION BY KEY CAPTURE ENERGY FOR A  
DECLARATORY RULING, PURSUANT TO  
CONNECTICUT GENERAL STATUTES §4-176 AND  
§16-50K, FOR THE PROPOSED CONSTRUCTION  
AND OPERATION OF A 5 MW BATTERY ENERGY  
STORAGE SYSTEM LOCATED AT 2 ELLA T. GRASSO  
TURNPIKE IN WINDSOR LOCKS, CONNECTICUT

Prepared for:

The Connecticut Siting Council

June 9, 2023

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## SECTION 1. PETITIONER INFORMATION

Key Capture Energy (KCE or Petitioner) is an experienced owner and operator of energy storage projects. KCE was founded in 2016 as a utility-scale storage company headquartered in Albany, New York, with additional offices in Houston, Texas, and New York City. KCE seeks to identify, develop, construct, and operate energy storage solutions to foster greater deployment of renewable energy, create a more stable electric grid, and provide value to all customers. KCE has over 6,000 megawatts (MW) of storage capacity in its development pipeline across the United States and is on track to operationalize over 400 MW of battery storage projects in the U.S. by the end of 2023. SK E&S Co. Ltd., KCE’s parent company, has deployed over \$2 billion in investment capital in energy storage, electric vehicle charging, hydrogen, and distributed generation in North America. The KCE CT 9 Battery Energy Storage System (BESS) Project (the Project) is being proposed by KCE CT 9 LLC, a wholly owned subsidiary of KCE.

### 1.1 Petitioner

Lara Rippeon  
Associate, Development  
Key Capture Energy  
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### 1.2 Legal Representation

Lee D. Hoffman  
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### 1.3 Project Purpose and Need

The Petitioner is seeking a declaratory ruling from the Connecticut Siting Council (CSC) that a certificate of compatibility and public need is not required for the development of the KCE CT 9 5- MW BESS Project in Windsor Locks, Connecticut. This petition is submitted pursuant to Connecticut General Statutes (CGS) §4-176 and §16-50k and in response to the Connecticut General Assembly’s June 2021 passage of Public Act No. 21-53 “An Act Concerning Energy Storage”. Connecticut’s Public Utilities Regulatory Authority (PURA) set ambitious goals for Connecticut’s energy storage capacity by targeting energy storage incentives for commercial, industrial, and residential customers as a result of this legislation.

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## SECTION 2. PROJECT AND PROPERTY DESCRIPTION

### 2.1 Project Setting

The Project is a proposed 5 MW BESS located at 2 Ella T. Grasso Turnpike, Windsor Locks, also known as Tax Parcel ID 038-001-002 (Property). The Project is located in a commercial and industrial area just north of State Highway 20, and approximately 800 feet west of State Highway 75 (Ella T. Grasso Turnpike) in Windsor Locks (Figure 1 and Figure 2). The site is within a business/industrial zone of Windsor Locks, zoned as BUS 1. Commercial buildings and parking areas are located to the north and east of the site. Bradley International Airport is located approximately one mile to the north and the neighboring town of Windsor is located approximately 250 feet to the south across State Highway 20. Approximately 1.6 acres of the Property is a previously developed gravel parking area. The remainder of the Property south of the parking lot is comprised of regenerating forest with stormwater management features that generally drain to the south toward State Highway 20. Figure 3 depicts the existing conditions, including neighboring properties and topography. The Project will be located fully on the former gravel parking area. Exhibit A depicts the civil design and site plan for the Project.

### 2.2 Project Purpose

Connecticut's PURA launched a nine-year energy storage program, Energy Storage Solutions,<sup>1</sup> as a direct result of Public Act 21-53 published in June 2021. This act establishes the goal of reaching 1,000 MW of energy storage in Connecticut by 2030. The Energy Storage Solutions program is administered by the Connecticut Green Bank, Eversource, and United Illuminating. It aims to offer performance incentive payments to residential, commercial, and industrial customers that contribute to the electric grid and support a resilient energy system. This Project is proposed for development in response to this program and the anticipation of future procurements for energy storage systems that will help to achieve Connecticut's ambitious goals for development of renewable energy in the State.

### 2.3 Project Benefits

Battery energy storage provides several benefits that will help to modernize the electrical grid, including:

- Enhancing power reliability;
- Servicing (shaving) peak demand;
- Greater penetration of renewable energy; and
- Deferring transmission and distribution infrastructure upgrades.

The State recognized these benefits in Public Act 21-53 which includes incentivizing front of the meter (FTM) projects on the distribution network. The Project is being developed in response to the state goals as an FTM project on the Eversource 23kV 14K7 circuit. Additionally, it is located in an area that has significant commercial load and increased development of renewable energy. The Project provides another benefit through its participation in the ISO-NE Forward Capacity Market to qualify and receive

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<sup>1</sup> <https://portal.ct.gov/PURA/Press-Releases/2022/Connecticut-Launches-Statewide-Battery-Storage-Program>

obligations to operate as a resource that can provide electric capacity as needed during capacity scarcity events.

The Project's electricity will be used for several purposes, each of which represents a different market sector, including:

- Shifting time of day supply and demand by utilizing the purchase and storage of excess energy at times when area generation exceeds demand and then selling energy back into the grid when demand exceeds generation. This is a scenario frequently seen given the increase of solar generation when excess electricity generated midday is not available during the high-demand evening hours.
- Providing capacity supply to the ISO-NE markets to ensure reliability during electrical scarcity events.
- Providing frequency regulation to limit the level of system disruption due to large injections or withdrawals of electricity from generators and high-volume users.

## 2.4 **Project Description**

The 5 MW/20-megawatt hour (MWh) battery energy storage system will include two Sungrow SC3150-MV-US inverters with twelve Sungrow ST2752UX-US, 2.752MWh battery containers. Exhibit B includes the technical specifications for this equipment.

The energy storage system consists of lithium-ion batteries installed in battery racks and connected in series and in parallel. The batteries will be housed within battery containers constructed on a concrete slab. They will be connected to inverters via underground conduit. The battery modules and cooling system are fully encased in the containers. The cooling system uses a mixture of ethylene glycol and water and includes an anti-leak design with a collection sump capable of storing 241.3% of the total volume of liquid coolant installed inside the container.

The Project will include an auxiliary power skid, switchgear, and control house. A 7-foot height chain link security fence, meeting applicable electric codes, will surround the facility. Security at the site will be similar to that used by typical utility substations and will be provided by the fence, a locked gate, motion-activated lighting, and security cameras. The maximum height of all facility equipment onsite excluding electrical line poles will be less than three meters (9.8-feet).

The Project's 23kV generation tie-in will be installed as an overhead line on the side of the access road and will interconnect via a direct connection to the Eversource 23kV circuit 14K7. The Project inverters will export energy at 23kV, so there will be no need for an additional main step-up transformer or substation.

The Petitioner completed a pre-application meeting for the Project with Connecticut's Department of Energy and Environmental Protection (DEEP) on March 20, 2023, and intends to meet DEEP's standards for air and water quality and the protection of the environment.

### 2.4.1 **Site Access**



The Project will be accessed through an existing road from Ella T. Grasso Turnpike and through a gate in the perimeter fence on the southwestern side of the Project. The BESS is proposed to be developed on the easternmost portion of the current gravel parking lot to avoid placement of batteries over buried stormwater infrastructure as recommended by the Project's engineering consultants, VHB. The existing gravel parking area will be reused as an access road, vehicle turnaround, and temporary laydown area located to the west and north of the batteries and associated equipment. Figure 4 depicts the proposed Project overlain on aerial imagery.

#### 2.4.2 **Equipment and Energy Storage Capacity**

The Sungrow BESS will have a maximum height of 3 meters and occupy an area of less than one acre. The batteries will be housed in metal storage containers equipped with cooling systems, fans, and electrical equipment. Specification sheets for the Sungrow BESS are provided in Exhibit B.

The Project will have a maximum export capacity of 5 MW with a four-hour duration allowing a maximum delivery of 20 MWh. The proposed BESS will include:

- Two Sungrow SC3150-MV-US inverters;
- Twelve Sungrow ST2752UX-US, 2.752MWh battery containers;
- One auxiliary power skid;
- One switchgear;
- One control house;
- Maximum height of all facility equipment onsite (not including electrical line poles) will be less than three meters;
- A 7-foot height chain link security fence;
- Use of existing access road originating from Ella T. Grasso Turnpike;
- A 23kV generation tie-in will be installed as an overhead line on the side of the access road and interconnect via a direct connection to the Eversource 23kV 14K7 circuit; and
- The project inverters will export energy at 23kV, so there will be no need for an additional main step-up transformer or project substation.

#### 2.4.3 **Electrical Interconnection**

The Project will interconnect to the local electrical distribution system along Ella T. Grasso Turnpike. Approximately three new poles will be installed along the existing access road and connect to it via overhead lines. The exact number and location of utility poles is pending coordination with Eversource, the local utility provider.

The Project filed an interconnection request on June 1, 2022 with Eversource Energy and has been assigned project number INT-63507. The Project executed an Impact Study Agreement with The Connecticut Light and Power Company d/b/a Eversource Energy, a specially chartered Connecticut corporation, on August 2, 2022. The Project is currently under study, with completion of the study expected in Q3 2023.

#### 2.4.4 Site Control

The Project site will be acquired through purchase of the land by Petitioner. Documentation demonstrating Petitioner's intent to purchase the property is provided in Exhibit C.

### SECTION 3. ENVIRONMENTAL CONSIDERATIONS

#### 3.1 Air Emissions

Normal operations of the Project will not produce hazardous air emissions. Therefore, the Project will be in compliance with CGS Chapter 446c and an air permit will not be required. Liquid cooling systems used by BESS projects operate similar to a closed-loop air conditioner, where cool air is circulated and maintained within the enclosure. This system is made up of a fan, water pump, and ethylene glycol/water system.

Temporary air emissions from construction activities are expected and will include emissions from construction vehicles and equipment transportation. Implementing an efficient work sequence for construction activities, limiting idling times, and maintaining equipment properly will reduce these emissions. Given that the site has an existing access road and is a mostly level gravel pad, earth work is expected to be limited. The Project will use a water spray to control dust emissions during construction as needed.

#### 3.2 Water Resources

##### 3.2.1 Wetland and Watercourse Analysis

Biologists from Flycatcher completed a wetland delineation of the site in November 2022. Wetland delineations were conducted in accordance with the US Army Corps of Engineers (USACE) Wetland Delineation Manual and the Northcentral and Northeast Regional Supplement. Additionally, wetland and watercourses surveys were completed in accordance with DEEP's Inland Wetland and Watercourses Act and with the Town of Windsor Locks, Connecticut Inland Wetlands and Watercourses Regulations.

Flycatcher mapped four wetlands and two watercourses within the Property. These resources are generally impacted from the development of the parking lot. Streams flow through a series of ditches and culverts, and wetland swales are generally naturalized stormwater basins that exhibit hydric soils, hydrology, and hydric vegetation.

Figure 5 depicts the results of the wetland and watercourse delineation effort; detailed information on the results of the wetland and watercourse survey is provided in Exhibit D.

##### 3.2.2 FEMA Flood zone

There are no mapped flood hazard areas within the immediate vicinity of the Property. Figure 6 depicts the water resources present on the Property and surrounding area.

##### 3.2.3 Aquifer protection areas

The Project does not intersect with any areas mapped as aquifer protection areas. Figure 6 depicts the water resources present within the Project Property and surrounding area.

### 3.2.4 **DEEP Groundwater classification**

The proposed Project occurs within an area with a groundwater quality classification as GB. This means that the contributing area may not be meeting the GA or GAA standards for public or private drinking water supply.

### 3.2.5 **Analysis of impact on resource**

The Project will not require a source of water for operation. The water used for liquid cooling will be recycled through the system and will not require an outside source. The existing development of the land will allow the Project to be constructed without direct impacts to wetlands, watercourses, or other water resources.

## 3.3 **Soils**

Two soil map units are mapped within the Property: Udorthents – Urban land complex and Urban land. Natural Resource Conservation Service (NRCS) mapped soils are depicted on Figure 7. None of these soils within the focus area are mapped as prime farmland soil or farmland soil of statewide importance. Additionally, these soils are not classified as hydric, alluvial or floodplain and do not meet the Town of Windsor Locks’ definition of a state wetland.

Site surveys completed during the wetland delineation effort confirmed these soil types are present. Additionally, the soils observed in areas adjacent to the gravel parking lot show signs of previous disturbance from the development of stormwater conveyance features. In addition to natural resource surveys and hand dug test pits, a geotechnical investigation was completed at the site in April 2023. The results of this investigation are provided in Exhibit E.

## 3.4 **Wildlife and Vegetation**

### 3.4.1 **Wildlife Habitat**

The majority of the Property is previously disturbed gravel area that has been used historically for vehicle parking. The stream S-MFT-1 has been redirected under the Property through a culvert. Since vegetation composition and structural diversity is generally reduced in these areas, only those species that are habitat-generalists or adapted to this type of disturbed and poor-quality habitat were observed to be present during field surveys.

### 3.4.1 **Vernal Pool Surveys**

A vernal pool survey was conducted on April 4, 2023. Definitions from Calhoun et al. (2005) and the USACE Connecticut General Permit (2021) as well as the presence of indicator species were used to make vernal

pool determinations. Flycatcher investigated the Project site for indicators of obligate vernal pool species during the spring amphibian breeding season. No vernal pool breeding activity was observed.

### 3.4.2 Listed Species

#### ***State***

The Connecticut DEEP Natural Diversity Data Base (NDDB) maps general locations of endangered, threatened, and special concern species as well as rare natural communities across the state of Connecticut. The program uses species data based on information collected by NDDB staff, scientists, landowners and historic records to provide maps showing approximate listed-species locations for landowners and petitioners to reference as a Pre-Screening Tool. NDDB maps do not show exact locations to protect sensitive species but depict general locations as polygons with 'cross-hatching' over state maps.

Petitioner has consulted the NDDB program mapping for this area, and the Project does not intersect with areas mapped by NDDB as containing habitat for or known occurrences of listed species. Figure 8 depicts the proposed Project site in relation to mapped NDDB polygons.

#### ***Federal***

The Endangered Species Act, 16 U.S.C. § 1531 et seq. (ESA) protects federally threatened and endangered wildlife. The U.S. Fish and Wildlife Service (USFWS) and National Oceanic and Atmospheric Administration (NOAA) Fisheries are the federal agencies responsible for administering the ESA. Typically, the USFWS is the lead agency in issues dealing with wildlife species and habitat, while NOAA Fisheries often takes the lead with marine fish species and habitat.

An official species list was acquired using the USFWS Information for Planning and Conservation (IPaC) system, which identified the Northern Long-eared Bat (*Myotis septentrionalis*, Endangered) that may potentially occur in the Project area. The IPaC report also notes that there is no Critical Habitat within the vicinity of the Project area and that there is likely no-effect on the Northern Long-eared Bat as a result of this Project. This Project is not seeking federal permits, and no further consultation is required with USFWS.

### 3.4.3 Vegetation

Due to the fact that the Project is located within an existing developed area, minimal vegetation clearing will be required for development. A summary of vegetation observed within the Project area is included in Exhibit D.

### 3.4.4 Analysis of impact on resources

The Project is avoiding impacts to wetlands, streams, and other natural resources. The proposed development will occur within an existing gravel area and require minimal grading or other earth work.

## 3.5 Cultural

A Phase 1A cultural resources survey was completed by Heritage Consultants in December 2022. This included a pedestrian survey that shows the site has been impacted by development of the parking area and stormwater management features. Based on the results of the background research and site visit, Heritage recommended that no additional survey be completed for the Project.

The Phase 1A report is provided in Exhibit F. The report has been submitted to the Connecticut State Historic Preservation Office for review and concurrence.

### 3.6 **Noise**

To determine the proposed Project's compliance with Connecticut's regulations for the control of noise under CGS §22a-69, an acoustic analysis was completed by Epsilon Associates Inc. Based on the results of this analysis, the Project will comply with State sound regulations. In accordance with CGS §22a-69, the Project would be considered an industrial use and will not exceed 66 dBA at the nearest commercial property. The full analysis and report are provided in Exhibit G.

### 3.7 **Visual**

Visual impact cross sections were created from the nearest residence (111 High Street, Windsor) and from the nearest commercial development (8 Ella Grasso Turnpike, Windsor Locks), which are representative of the greater area. As demonstrated in cross sections provided in Exhibit H, due to topography, existing vegetation, and other barriers, the BESS facility is unlikely to be visible from High St. The project would be visible from the rear of 8 Ella Grasso Turnpike, due to topography and recessed elevation of the project, it will not be a prominent feature. Furthermore, the public visibility of the project from Ella Grasso Turnpike is unlikely because of the numerous buildings obstructing the view.

The full results of VHB's visual impact analysis are provided in Exhibit H.

## **SECTION 4. PROJECT CONSTRUCTION AND MAINTENANCE**

### 4.1 **Construction Schedule and Phasing**

Petitioner anticipates that construction of the Project will begin over the winter of 2024 and will take approximately three months to complete. As this site is already developed, minimal tree clearing, grubbing, and grading will be necessary to commence construction.

Once equipment is staged and temporary erosion and sedimentation (E&S) controls are installed, the construction contractor will begin to build the concrete equipment pads and then install the batteries, inverters, and interconnection equipment. The perimeter fence and gate access will be installed with final grading and seeding, as needed.

Table 1: KCE CT 9 Milestone Schedule

KCE CT 9 Milestone Schedule	
<b>Interconnection</b>	
Impact Study Report	9/22/2023
Interconnection Agreement Executed	4/10/2024
<b>Permitting</b>	
All Permits Secured	1/25/2024
<b>Final Engineering and design</b>	
90% Construction Eng. Design	11/29/2024
90% Interconnection Eng. Design	1/10/2025
<b>Procurement</b>	
BESS Supplier Contract Awarded	8/29/2024
EPC Contract Awarded	10/4/2024
Other Major Equipment Procured	3/21/2025
BESS Delivered to Site	7/11/2025
Aux. Power Transformer Procured	11/28/2025
<b>Construction</b>	12/6/2024-12/19/2025
COD, project online	<b>1/21/2026</b>

#### 4.2 Stormwater Management.

As this Project will occur in an area of less than one acre, the Petitioner will not be required to submit an application for a General Permit for the Discharge of Stormwater and Dewatering Wastewaters from Construction Activities from DEEP under CGS §22a-430b. A report , developed by VHB that covers stormwater management for the Project is provided in Exhibit I.

The plan set provided in Exhibit A outlines the best practices for erosion and sediment control to be implemented during the construction phase of the Project.

#### 4.3 Operations and Maintenance

Once the Project is operational it will be continually monitored 24/7 by a remote operations control center (ROCC). The Project will be equipped with Battery Management Software (BMS), informing automated procedures and personnel through supervisory control and data acquisition (SCADA) systems. Routine maintenance schedules will include work for on-site inspections and preventative maintenance. The schedule will include maintenance with necessary frequency for adherence to all manufacturers’ recommendations and applicable codes and/or laws. Occasional vegetative control, mowing and snow plowing will be required to maintain the site and guarantee access throughout the year. An Operations and Maintenance Plan for the Project , including the Sungrow operations manual, is provided in Exhibit J.

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The Project has drafted an Emergency Operations Plan (EOP), also provided in Exhibit J. The EOP is intended to be an operational document. The Project has sent a copy of the EOP to the Windsor Locks Fire Marshal's office for review and feedback, and the Project will be in continued dialogue with the Windsor Locks fire department and emergency responders through the development process. The EOP will continue to be refined as the Project goes through further iterations of engineering and design. Prior to construction of the Project, the plan will be finalized and parties listed in the plan will have received the information, initial safety trainings, and debriefs as outlined in the EOP.

#### 4.4 **Public Health and Safety**

The Project will be constructed to be in compliance with applicable National Fire Protection Association and other State and local safety standards. A seven-foot tall chain link fence will be installed around the perimeter of the Project. Additionally, the site will be monitored remotely twenty-four hours a day to allow for remote power shut-off and to notify local emergency responders if there is an issue. The Project will be continually monitored by the ROCC. The Project will be equipped with BMS, informing automated procedures and personnel through SCADA systems. The BMS monitors battery voltage, current, and temperature and continuously communicates with the ROCC. In the case of any out of the ordinary operational signal, the BMS elevates the issue to the ROCC and, as needed, to KCE representatives, the utility, and/or first responders.

Petitioner has consulted with the Town of Windsor Locks, including representatives from the fire department and emergency response services. It is the Petitioner's intention to continue this communication with the local emergency staff once the Project is operational to provide site-specific information and training in preparation for emergency response preparedness. An EOP for the Project is provided in Exhibit J. The EOP is intended to be an operational document and will go through refinement upon further project design, engineering, and stakeholder input.

The Project qualifies as a Tier 1 facility by the United States Environmental Protection Agency (USEPA) to develop a self-certified Spill-Prevention, Control, and Countermeasure (SPCC) Plan. As such, a template SPCC Plan is provided in Exhibit J. The template has been provided with partial process and notification information as currently known. Final verified information will be completed upon final project approvals and design and the SPCC will be finalized and executed at that time.

During Project construction a site-specific health and safety plan will be developed and implemented to protect the safety of construction personnel and Project staff.

##### 4.4.1 **Federal Aviation Administration Consultation**

The Federal Aviation Administration (FAA) Notice Criteria Tool suggested filing a Request for Determination to FAA due to the Project's proximity to Bradley Airport. This request was filed and a Determination of No Hazard to Air Navigation was received on May 30, 2023. The results of this analysis are provided in Exhibit K. A separate Request for Determination was filed for use of a temporary crane at the site and the Petitioner is awaiting FAA response. A copy of the response, once received, will be forwarded to the Council.

#### 4.5 Decommissioning

A decommissioning plan, developed by Petitioner, explains the process and costs associated with decommissioning the Project once it is no longer in use and restoring the site to its former condition. The full decommissioning report is provided in Exhibit L.

### SECTION 5. OUTREACH

Throughout the development process, Petitioner has engaged with representatives of the Town of Windsor Locks and the neighboring Town of Windsor. The Project has received a letter of support Windsor Locks First Selectman, Paul Harrington. Documentation of outreach and the letter of support are provided in Exhibit M. Additionally, as described earlier, the Project team has completed a pre-application meeting with the DEEP concierge service and solicited feedback on the Project. A summary of the pre-application meeting is provided in Exhibit M.

Abutting property information is provided in the existing conditions survey in Figure 3. Project abutters have been notified of the Project via certified mail, mailing logs are provided in Exhibit M.

Table 2 lists the outreach completed by the Petitioner for the Project. Copies of records and notes from individual meetings, and other correspondence, are included in Exhibit M.

Table 2: Record of Outreach

Record of Outreach for KCE CT 9		
Date	Purpose	Attendees
9/19/2022	Project introductory meeting	Jennifer Valentino, Windsor Locks Town Planner; Lara Rippeon and Paul Williamson, Key Capture Energy
1/7/2023	Project fire/safety introductory meeting	Jennifer Valentino; Michael Sinsigalli, Fire Marshal, Mark Doody, Building official; Lara Rippeon and Paul Williamson
3/23/2023	DEEP pre-application meeting	From DEEP: Emily Tully, Jamie Sydoriak, Robin Blum, Chris Stone, Bianca Beland, Linda Brunza, Frederick Riese, and Camille Fontanella. From Petitioner's team: Lara Rippeon, Paul Williamson, Steven Kochis, Jeffery Shamas, and Katelin Nickerson.
5/9/2023	Pre-petition submission meeting	Jennifer Valentino; Mark Doody; Paul Harrington, First Selectman
5/24/2023	Project notification	Letter notification of proposed Project to the Town of Windsor Town Planner, Eric Barz.
5/25/2023 and 6/5/2023*	Project notification	Letter notification of proposed Project to abutting property owners.

\*Initial abutter notices were sent on 5/25, after discovery of a typographical error made regarding the Project address, the notice was corrected and re-submitted on 6/5.