



STATE OF CONNECTICUT

CONNECTICUT SITING COUNCIL

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VIA ELECTRONIC MAIL

December 7, 2016

Dawn Mahoney, Esq.
General Counsel
Doosan Fuel Cell America Inc.
195 Governor's Highway
South Windsor, CT 06074

RE: **PETITION NO. 1270** - Doosan Fuel Cell America, Inc. petition for a declaratory ruling that no Certificate of Environmental Compatibility and Public Need is required to replace an existing customer-side 200-kilowatt fuel cell facility with a 460-kilowatt customer-side combined heat and power fuel cell facility to be located at the Fairfield Wastewater Treatment Facility, 183 Richard White Way, Fairfield, Connecticut.

Dear Attorney Mahoney:

The Connecticut Siting Council (Council) requests your responses to the enclosed questions no later than December 14, 2016. To help expedite the Council's review, please file individual responses as soon as they are available.

Please forward an original and 15 copies to this office, as well as send a copy via electronic mail. In accordance with the State Solid Waste Management Plan and in accordance with Section 16-50j-12 of the Regulations of Connecticut State Agencies the Council is requesting that all filings be submitted on recyclable paper, primarily regular weight white office paper. Please avoid using heavy stock paper, colored paper, and metal or plastic binders and separators. Fewer copies of bulk material may be provided as appropriate.

Yours very truly,

Melanie Bachman
Acting Executive Director

MB/MP

c: Council Members
Tania Russell, Doosan Fuel Cell America, Inc.

Petition No. 1270
Doosan Fuel Cell America, Inc.
183 Richard White Way
Fairfield, CT
Interrogatories – Set Two

33. In Doosan Fuel Cell America, Inc.'s (Doosan) response to Council interrogatory number one, Doosan provided the certified mail receipts for state and local officials only. Provide the certified mail receipts for the abutting property owners.
34. In Doosan's response to Council interrogatory number nine, a detailed site plan is not attached. Provide a detailed site plan with a scale that includes but is not limited to location and dimensions of the fuel cell, cooling module, concrete pads, fence design and bollards (if applicable), and utility connections.
35. In Doosan's response to question 11, Doosan indicates that the proposed project would be located in the 100-year flood zone. What sort of flood mitigation measures is Doosan considering in consultation with the Fairfield Wastewater Treatment Facility?
36. In the response to question 12, Doosan indicated that the subject property is designated as an industrial zone. However, the Town of Fairfield Zoning Districts Map dated July 26, 2013 indicates that the water treatment facility property is located within the Flood Plain District. Please clarify the correct zoning for the subject property.
37. In response to question 14, Doosan indicated that the closest wetland is 400 yards from the proposed site. Provide the direction (e.g. N, S, E, or W) from the proposed facility to the nearest wetland.
38. Referencing Doosan's response to question 25, rather than referring to a specifications sheet, provide a noise analysis report indicating the methodology used to compute the noise levels and identify the Connecticut Department of Energy and Environmental Protection (DEEP) Land Use Zones (A, B, or C) of the noise emitter and the noise receptors and indicate if the project is in compliance with the DEEP noise standards for the applicable emitter to receptors at the host property boundaries.

39. Referencing Doosan's response to question 28, Doosan notes that the CO₂ emissions rate would be 1,050 lbs/MWh. This appears to conflict with the specifications sheet for the Model 400 Fuel Cell, which indicates an emissions rate of 998 lbs/MWh for CO₂ for "electric only," 815 lbs/MWh with "high-grade heat recovery," and 485 lbs/MWh for "full heat recovery." Since the use of waste heat is proposed as noted in the response to question 10, would the correct emissions rate for the proposed project be 485 lbs/MWh or 815 lbs/MWh?
40. When the zinc-sulfide storage vessel is returned to the manufacturing facility after the fuel cell overhaul, would such vessel meet any applicable U.S. Department of Transportation standards for transportation?