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**Susan Frank**

Vice President and Chief Regulatory Officer  
Regulatory Affairs



BY COURIER

March 24, 2010

Ms. Kirsten Walli  
Secretary Ontario Energy Board  
Suite 2700, 2300 Yonge Street  
Toronto, ON.  
M4P 1E4

Dear Ms. Walli:

**EB-2009-0425 – Hydro One Networks' Section 92 – Toronto Midtown Transmission  
Reinforcement Project – Responses to North Rosedale Ratepayers Association List 2  
Interrogatory Questions**

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I am three (3) pages of the Hydro One Networks' interrogatory responses to questions from North Rosedale Ratepayers Association filed on March 19, 2010.

The electronic copy of the responses and the evidence has been filed using the Board's Regulatory Electronic Submission System (RESS) and the proof of successful submission slip is attached. .

Sincerely,

ORIGINAL SIGNED BY SUSAN FRANK

Susan Frank

Attach.

c. EB-2009-0425 Intervenor (Electronic only)

**North Rosedale Ratepayers Association (NRRA) INTERROGATORY #1 List 2**

**Interrogatory**

**Reference:**

1) Section 4.8 - Key Issues Summary and Hydro One Responses

**Preamble:**

Table 4-2 contains very general "Hydro One Responses" and fails to address a number of serious concerns.

**Question/Request:**

Please be more specific about the following (*emphasis added*), particularly in the vicinity of the main shaft / construction staging area and the exit and intermediate shafts:

**ROUTE SELECTION**

a) Since the cost of tunneling seems very much higher than the cost of trenching, why isn't trenching, on the CPR corridor, being seriously considered? Please provide Plans and/or Surveys showing full details of the existing use of the relevant portion of the CPR corridor with dimensions.

**COST OF BURYING TRANSMISSION LINE**

b) Please provide detailed cost comparisons for trenching and tunneling options

**INCONVENIENCE**

c) "Hydro One recognizes that *some* neighbourhood disruption will occur ...this *temporary disruption* will be *minimized* by *mitigation measures* addressing resident concerns". For residents and business owners, particularly in the vicinity of the main-shaft and construction staging area, the neighbourhood disruption, in the form of heavy truck traffic, construction noise, dust, dirt and other air pollution will be both severe and long-lasting, since construction of the Project is expected to last nearly 3 years. Please provide detailed comparisons of all such factors relevant to trenching and to tunneling.

**LOCATION OF SHAFTS AND CONSTRUCTION STAGING AREAS**

d) Has serious consideration been given to placing the main-shaft and construction staging area on the west side of Mt. Pleasant Road? Please provide details.

**TRAFFIC**

e) "Hydro One will make *best efforts* to schedule construction activities in order to *minimize adverse effects* on the community." Please explain in detail and provide comparisons of all such factors relevant to trenching and to tunneling.

1  
2 NOISE AND EMISSIONS FROM VEHICLES  
3

4 f) "*Standard best practices* will be followed to ensure *typical* construction disturbances, such  
5 as noise, are *minimized*. What does Hydro One consider to be "typical construction  
6 disturbances" in a residential neighbourhood? What steps will Hydro One take to ensure that  
7 its contractors and sub-contractors also use well maintained equipment and noise silencers at  
8 all times?"  
9

10 g) What specific "best practices" will be taken to minimize emissions from vehicles during  
11 preparation and construction of the Project?  
12

13 VIBRATION  
14

15 h) Please provide detailed support for the statement that that "During the boring of the deep  
16 rock tunnel, there will be no noticeable vibration at surface."  
17  
18

19 **Response**  
20

21 a) See response to Board Staff Interrogatory 5 (Exhibit C, Tab 1, Schedule 5).  
22

23 b) See responses to Board Staff Interrogatories 5 and 6 (Exhibit C, Tab 1, Schedule 5).  
24

25 c) See response to Board Staff Interrogatory 6 (Exhibit C, Tab 1, Schedule 6).  
26

27 d) Hydro One has not considered placing the main-shaft and the construction staging  
28 area on the west side of Mt. Pleasant for the following reasons:  
29

- 30 1. Hydro One has property at the proposed location and not at the west side of Mt.  
31 Pleasant which is owned by the City of Toronto. We understand that there are  
32 future plans for the Toronto Water plant to be extended in this area and adequate  
33 space will not be available for our requirements.
- 34 2. Our current proposed main shaft location is closer to the middle of the tunnel  
35 which is desirable for construction and future cable pulling.
- 36 3. We believe that it will be less impactful on the community for construction traffic  
37 to turn north from Carstowe onto Mt. Pleasant rather than south toward the  
38 downtown core.  
39

40 e) See response to Board Staff Interrogatory 6 (Exhibit C, Tab 1, Schedule 6).  
41

42 f) Typical construction disturbances that would impact the community would be noise,  
43 dust, construction vehicles and traffic disruptions all of which have been considered  
44 during initial planning and recorded in our ESR. Contractors will have to comply with  
45 City noise by-laws. Hydro One will also request contractors to use construction

1 equipment which will be monitored to assess noise levels, action will be taken when  
2 necessary to reduce noise to acceptable levels. As indicated previously Hydro One  
3 intends to erect a 12' temporary noise attenuation fence around the construction  
4 compound area.

5  
6 g) Hydro One's contractors and sub-contractors will be monitored to ensure that they  
7 follow municipal idling bylaws. We will also obtain a site specific power service to  
8 eliminate the requirement for portable generators as much as possible.

9  
10 h) Hydro One has not done a detailed engineering assessment and design because the  
11 project is still in the approval phase. Hydro One's past tunnel experience together  
12 with industry expert opinion on this subject matter, provides us with assurance that no  
13 measureable vibration is likely to occur. At our downtown location we tunneled very  
14 close to the street limit of the CBC building on Front St., the Flatiron building on  
15 Front, and not too far from the Hockey Hall of Fame and none of these building  
16 occupants noticed any vibration from our tunneling.

17

**North Rosedale Ratepayers Association (NRRA) INTERROGATORY #2 List 2**

**Interrogatory**

**Reference:**

- I) Section 5.4 - Construction Method Selection (Trenching or Tunnelling)
- 2) Section 6 - Project Description

**Preamble:**

Trenching versus Tunnelling - Section 5.4 briefly discusses two alternative methods of construction to undertake the cable section between Bayview Jet and Birch Jet and certain advantages and disadvantages of each. Section 6 describes the Project as involving construction using the "rock tunnel method and construction of five associated shafts" between Bayview Jet and Birch Jet. However, the ESR does not examine the environmental issues associated with trenching or compare their impact with those associated with tunneling.

**Question/Request:**

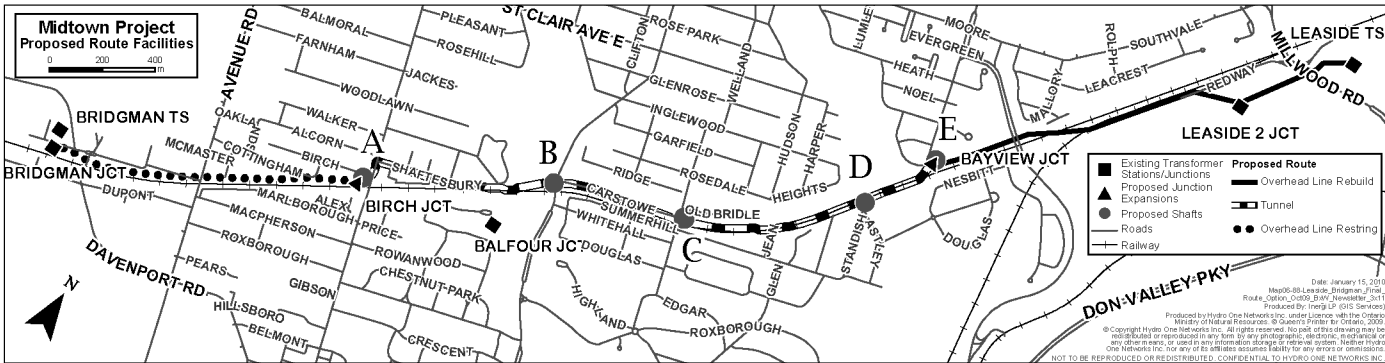
Please provide an Addendum to the ESR containing an examination of the environmental issues associated with trenching and a comparison of the environmental impact of trenching and the environmental impact of tunneling.

**Response**

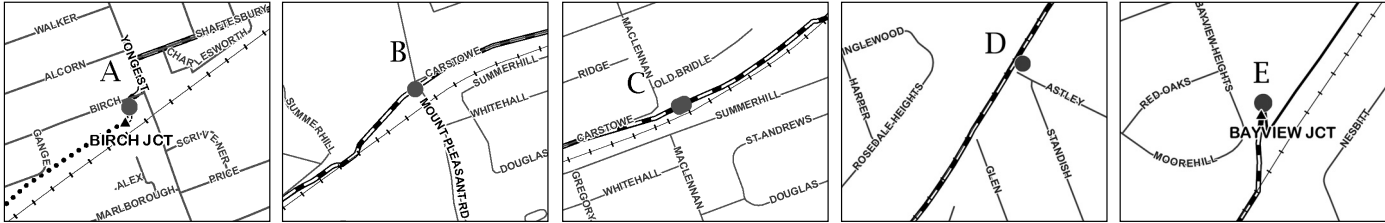
The questions raised by NRRA are related to the content in the ESR and are best addressed via the environmental assessment (EA) process. In order to avoid overlapping of jurisdictional responsibilities and to address the questions raised by the NRRA, Hydro One suggests the Association direct their comments/questions to the Hydro One EA contact person, as indicated in Attachment 1 to this response.

A comparison of trenching versus tunneling is described in detail in **Section 5.4.1** of the ESR. If the NRRA requires additional information, they should submit a detailed request to Hydro One, as directed in Attachment 1.

# NOTICE OF COMPLETION – Draft Environmental Study Report – Midtown Electricity Infrastructure Renewal Project (“Midtown Project”)



Approximate Locations of Proposed Shafts



Hydro One Networks Inc. (Hydro One) has completed the draft Environmental Study Report (ESR) for the proposed Midtown Project. The purpose of this undertaking is to address the need to refurbish the aging 115 kilovolt (kV) transmission infrastructure which currently serves the midtown Toronto area, and add additional capacity to ensure a continued and reliable power supply. This need was identified in a joint planning review between Hydro One and the Toronto Hydro Electric System Limited.

The proposed undertaking consists of the following:

**1. Leaside Transformer Station (TS) to Bayview Junction (Jct)**

- Install an additional 115 kV overhead circuit (wire) to relieve loading on the existing two circuits between Leaside TS and Bayview Jct. New towers (combination of lattice towers and steel poles) will replace the existing towers on the existing right-of-way.

**2. Bayview Jct to Birch Jct**

- Replace an aging underground cable and add a second cable using a deep-rock tunnel 60-70 metres below ground. This option would also require the installation of five shafts along the proposed route to provide access for construction and future maintenance. The main shaft and construction staging area will be located on Hydro One's property east of Carstowe Road (C). The approximate locations of the proposed exit and intermediate shafts are shown in more detail on the maps above.

**3. Birch Jct to Bridgman TS**

- Replace and restring the 115 kV overhead lines on the existing towers.

**4. Leaside TS, Bayview, Birch and Bridgman Junctions**

- Install new equipment associated with the line and cable refurbishments within Hydro One's property at these sites.

**How to Provide Your Input**

In accordance with the *Class Environmental Assessment for Minor Transmission Facilities*, a draft Environmental Study Report (ESR) will be available for public review and comment for 45-days, from March 8 to April 21, 2010. The draft ESR can be viewed on Hydro One's website [www.HydroOne.com/projects/midtown](http://www.HydroOne.com/projects/midtown).

A copy of the draft ESR is available at the following locations. Call for hours of operation.

**City Clerk's Office**

Toronto City Hall  
100 Queen Street West,  
13th Floor West  
Tel: 416-392-8018

**Toronto Reference Library**

789 Yonge Street  
Tel: 416-395-5577

**Toronto Public Library -**

**Deer Park Branch**  
40 St Clair Ave. East  
Tel: 416-393-7657

**Toronto Public Library -**

**Leaside Branch**  
165 McRae Drive  
Tel: 416-396-3835

Written questions or comments on the draft ESR must be received by Hydro One no later than 4:30 p.m. on April 21, 2010. Please address correspondence to:

Ms. Yu San Ong  
Environmental Planner, Environmental Services & Approvals  
Hydro One Networks Inc.  
483 Bay Street, South Tower, 4th Floor  
Toronto, ON M5G 2P5  
Tel: 416-345-5031  
Fax: 416-345-6919  
Email: [yusan.ong@HydroOne.com](mailto:yusan.ong@HydroOne.com)

Hydro One will respond to and make best efforts to resolve any issues raised by concerned parties during the public review period. If no concerns are expressed, the ESR will be finalized and filed with the Ministry of the Environment (MOE). The project will be considered acceptable and will proceed as outlined in the draft ESR. The *Environmental Assessment Act* has provisions that allow interested parties to ask for a higher level of assessment for a Class EA project if they feel that outstanding issues have not been adequately addressed by Hydro One. This higher level of assessment is referred to as a Part II Order request. Such requests must be addressed in writing to the Minister of the Environment and received no later than 4:30 p.m. E.S.T. on April 21, 2010, at the following address:

Minister of the Environment  
135 St. Clair Avenue West, 12th Floor  
Toronto, ON M4V 1P5

Please note that a duplicate copy of a Part II Order request must also be sent to Hydro One at the address noted above.

For more information call 416-345-6799 or visit our website: [www.HydroOne.com/projects/midtown](http://www.HydroOne.com/projects/midtown)



**North Rosedale Ratepayers Association (NRRA) INTERROGATORY #3 List 2**

**Interrogatory**

**Reference:**

I) Section 7 - Potential Environment Effects and Mitigation Measures

**Preamble:**

Tables 7-1 and 7-2 are very general in terms of both "Proposed Mitigation" and "Residual (Net) Effects" and fail to address a number of serious environmental concerns.

**Question/Request:**

Please be more specific about the following (*emphasis added*), particularly in the vicinity of the main shaft / construction staging area and the exit and intermediate shafts:

**AIR QUALITY & NOISE**

- a) "*effective* dust suppression techniques" - what kind and amount of dust and debris will this Project generate and what chemicals and toxins will they contain?
- b) "Cheminfo (2005) best practices to *minimize* effects on air quality" - provide full copy
- c) "locate access routes and lay down areas away from residences *to the extent possible*"
- d) "*noise* levels will conform to municipal noise by-law" - provide full copy of relevant bylaw (bearing in mind that an industrial type operation is being proposed in the heart of an well-established, low density residential neighbourhood) - what will be the maximum noise level associated with the Project?
- e) "*suitable* noise controls or silences, *as required*" - please specific the types of equipment and proposed noise controls
- f) Please provide complete plans and specifications for fences and gates to surround and secure the main-shaft / construction staging area and the exit and intermediate shafts.
- g) Air pollution and odours caused or released by the Project or related activities – please provide complete details of all emissions, including those from truck traffic, cranes, ventilation fans
- h) It was our understanding that construction activity would be limited to the hours of 7:00 a.m. to 7:00 p.m. weekdays, but not on Saturdays, Sundays and public holidays. This is a residential neighbourhood. Please explain why it would be acceptable to have industrial type activity being conducted in a residential neighbourhood on weekends and

1 public holidays. What exactly do you mean by "if activities need to be *extended* to  
2 *facilitate* their completion"?

3  
4 VIBRATION Please provide complete details.

5  
6 TRAFFIC

7  
8 i) Will Carstowe Road withstand the loading from the extremely heavy truck traffic that  
9 is proposed? Please provide details.

10  
11 j) Dozens of heavy trucks will create serious air pollution. Please provide study of this  
12 issue

13  
14 k) Please provide details of arrangements to ensure that truck traffic serving the project  
15 will, with the exception of Carstowe Road, use only major arterial roads and not the local  
16 streets in Rosedale and Moore Park

17  
18 AESTHETICS - DURING PREPARATION AND CONSTRUCTION PERIODS

19  
20 l) Please provide details consistent with verbal assurances previously received from Mr.  
21 Goodfellow.

22  
23  
24 **Response**

25  
26 These questions are best addressed as a part of the EA process. We will forward these  
27 detailed questions to the Hydro One EA contact, where they will be addressed as part of  
28 that process.

29  
30 Responses to Board Staff Interrogatories 16 and 17 (Exhibit C, Tab 1, Schedules 16 &  
31 17), Toronto District School Board Interrogatory 2 (Exhibit C, Tab 2, Schedule 2), and  
32 NRRA Interrogatory 1 (Exhibit C, Tab 3, Schedule 1) provide additional information on  
33 construction and community impact.