

**HARVEY LYON - INTERROGATORY #1**

**Interrogatory**

**References**

Exhibit H, Tab 2, Sch 2 System Impact Assessment  
Exhibit H, Tab 2, Sch 3 Customer Impact Assessment

**Preamble**

None

**Questions / Requests**

- a. In both these assessments it has been assumed that the transmission line would serve solely the currently defined wind farm. There is no indication of any assessment being made in respect of the effect of increased loading arising as a result of additional wind projects being added to the system. Have such assessments been made, even of a scoping nature? If such assessments were undertaken please provide details.
- b. Does the Applicant hold additional wind energy leases in the Townships of Melancthon, Mulmur and Amaranth? A general indication of the number would suffice.
- c. Please provide a list of those wind projects that are currently being pursued in the above three townships that have progressed to at least the public consultation stage.
- d. The proliferation of new, separate, long transmission lines for each renewable energy project is neither economically efficient for developers, nor acceptable to local residents, and must eventually represent an unnecessary financial burden to the consumers. With the continued renewable energy activity in the area it is within the powers of the Board to require an evaluation of the pros and cons, both technical and financial, of establishing a trunk line to serve this activity. I request that the Applicant be required to undertake such an evaluation. Without this evaluation the 69 KV alternate route which, in the main, would be paired with existing Hydro One lines along road right-of-ways must be used.

**Response**

- a. No, such assessments have not been carried out. See response to Board Staff IR #8.
- b. No.
- c. The Applicant does not have this information. The Applicant requested this information from the Ontario Power Authority. The OPA responded by advising on January 11, 2013

that a list of contract offers is published on its website as each new round of FIT Contracts is awarded. The OPA also provided the following links to this information:

<http://fit.powerauthority.on.ca/program-updates/newsroom/projects-enabled-bruce-milton-transmission-line-offered-contracts>

<http://fit.powerauthority.on.ca/third-round-mid-sized-renewable-energy-contracts-offered>

<http://fit.powerauthority.on.ca/program-updates/newsroom/february-24-2011-second-round-large-scale-renewable-energy-projects>

We note that the above links are only to the second, third and fourth rounds of FIT Contracts being awarded, but that links to the first round of FIT Contracts being awarded can be found within the notice for the second round. We also note that the lists are generally arranged by geographic region

- d. The Applicant has not applied for approval of the 69 kV alternative. Please see response to Board Staff IR #7. The regulations do not generally permit the Applicant, as an unlicensed transmitter, to connect or provide transmission service to third parties. As the Applicant is fully responsible for the costs of the proposed transmission facilities and such costs do not affect the price the Applicant is entitled to receive under its FIT Contract, the proposed transmission facilities will not affect the prices paid for electricity by consumers. The Applicant is not able to determine which specific powers of the Board are being referred to in the request, which in any event appears to be directed at the Board rather than to the Applicant.

**HARVEY LYON - INTERROGATORY #2**

**Interrogatory**

**References**

Exhibit B, Tab 1, Sch 1, Page 2 item 2(c)

**Preamble**

None

**Questions / Requests**

- a. In the referenced section, and throughout the Application, the length of the line is stated to be “approximately 47 km”. By scaling the various route maps provided I have been unable to substantiate this figure. Can the Applicant provide the surveyed length by segment, along the proposed route.

**Response**

- a. See response to CORE IR #11(a).

**HARVEY LYON - INTERROGATORY #3**

**Interrogatory**

**References**

Exhibit B, Tab 2, Sch 4

**Preamble**

None

**Questions / Requests**

- a. There are far too many 250 sideroads going in contrary directions (Fig 1, Fig 4 ...). This error has previously been pointed out at the PICs. Although those knowledgeable with the area can likely sort it out, I request that the errors be corrected.

**Response**

- a. This comment has been noted and a revised map is provided in Appendix A.

**HARVEY LYON - INTERROGATORY #4**

**Interrogatory**

**References**

Exhibit B, Tab 2, Sch 3 Project Location Lines 19 - 23  
Exhibit B, Tab 4, Sch 1 Pages 2 and 3

**Preamble**

None

**Questions / Requests**

- a. Although Exhibit B, Tab 4, Sch 1 sets out the basic rationale for selecting the 230 KV Rail Corridor Alternate over the 69 KV alternate, it does not address that portion of the line from the project substation to the Rail Corridor. This portion represents a third of the overall length of the line. Can the Applicant provide the specific technical arguments and rationale justifying locating such a large portion of the line on prime agricultural lands instead of available road allowances.
- b. Can the Applicant provide argument and rationale demonstrating that the location of that portion of the line running from the project substation to the Rail Corridor as set out in the Application has been done in a manner that is consistent with the policies of the Government of Ontario as set out in the Provincial Policy Statement?

**Response**

- a. The section of the Transmission Project located between the project substation and the rail corridor was selected based upon municipal policy, available land resources, and local community landowners who wished to support the project. The majority of this section of the Transmission Project is co-located within operating agricultural fields and runs along the edges of these fields and/or hedgerows, thereby limiting the impact to agricultural land. Representatives of the Township of Melancthon indicated that overhead power lines within their municipal road allowances would not be acceptable. In order to accommodate this request, private easements were pursued.
- b. The Provincial Policy Statement is not relevant to the proposed transmission facilities. See response to CORE IR #7(b).

**HARVEY LYON - INTERROGATORY #5**

**Interrogatory**

**References**

Exhibit B, Tab 4, Sch 1 Page 2  
Exhibit B, Tab 4, Sch 1 Page 2 and 3

**Preamble**

None

**Questions / Requests**

- a. The Applicant sets out the position that the 230 KV route has more support from local municipal officials and residents than the 69 KV option. This position cannot be supported. Consider the position of the municipal officials - Amaranth and Shelburne have both submitted written objections, while Melancthon has asked the Provincial Government for a moratorium on further wind turbine development; and the position of the residents - the majority of those attending the PIC's in Amaranth, Melancthon and the Town of Shelburne were opposed. The position of the Applicant is simply not credible. Accordingly I request that the Applicant provide documented proof of the support for the 230 KV option.
- b. In the REA document Final Design and Operations Report, Section 4.3.5 Power Line, the Applicant in referring to the 69 KV option states "of the entire route Hydro One's distribution pole lines are located in the road right-of-way for approximately 34.2 km of the proposed route". The Applicant is requested to provide confirming documentation from Hydro One respecting the number, of replacement poles, of new poles and the height of these poles.

**Response**

- a. See response to CORE IR #5(b).
- b. The Applicant did not finalize any joint use arrangements with Hydro One for the 69 kV alternative. Correspondence referring to an early estimate of the number of replacement poles (not including the additional new poles that DWPI would require) and pole heights is provided in Appendix B. In addition, the estimated number, size and spacing of poles for the 69 kV alternative, as described in Exhibit B, Tab 4, Schedule 1, at p. 3 was considered by the Applicant's engineering consultants. As explained by the Applicant's

engineering consultants, the estimated size and spacing of the poles is based on the fact that in addition to the existing Hydro One circuits, the Applicant would need to add 6 new conductors plus one fibre line. These additional lines would require the pole heights to be increased to approximately 80 ft. to allow for necessary spacing on the poles. Due to the increased pole heights, along with the increased wind and ice loading on these lines, the spacing between poles would need to be reduced from the current spacing of the Hydro One distribution poles to approximately 45 m. This spacing, based on the total length of the 36 km route, would require a total of approximately 850 poles. Of these, approximately 50 would be new poles (along the roughly 2 km portion of the route with no existing Hydro One structures) and approximately 800 would be replacement poles (along the roughly 34 km portion of the route with existing Hydro One structures). It is the Applicant's understanding that these estimates are consistent with other double-circuit joint use lines in Ontario that the Applicant's engineering advisors have previously designed. See also response to Board Staff IR #7.

**HARVEY LYON - INTERROGATORY #6**

**Interrogatory**

**References**

Exhibit D, Tab 1, Sch 1 Page 4

**Preamble**

None

**Questions / Requests**

- a. The Applicant indicates that both wood and steel poles will be used. At the PIC's the Applicant was repeatedly questioned whether steel poles would be used. In every instance the answer was that only wooden poles would be used. This is in direct conflict with the information provided in the above referenced exhibit. I request that the Board delay further consideration of this Application and require that the Applicant place the appropriate public advertisement(s) that clearly corrects its previous information in this regard.

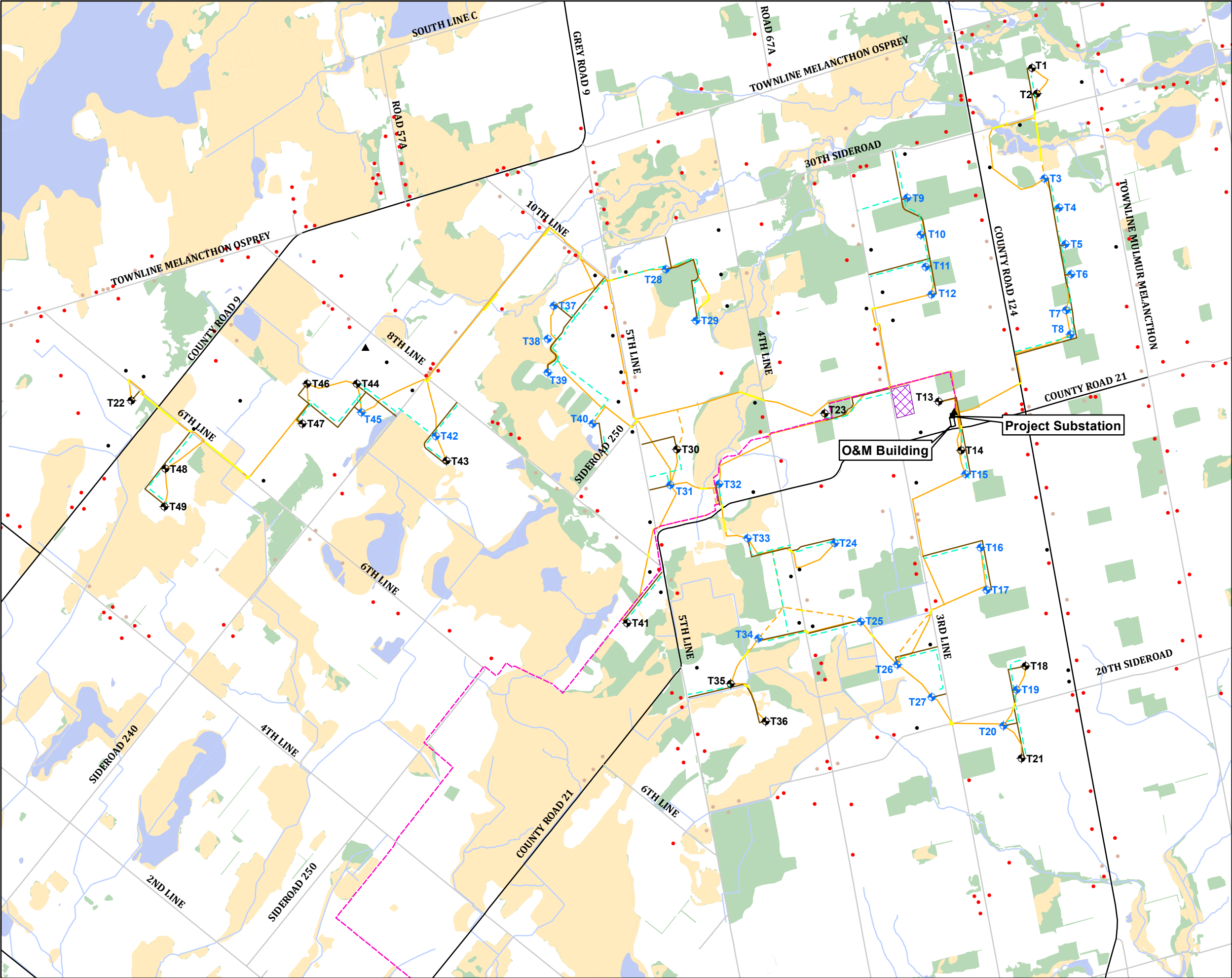
**Response**

- a. See responses to Bryenton IR #12 and County of Dufferin IR #2(e).



Filed: January 16, 2012  
EB-2012-0365  
Exhibit B  
Tab 1  
Schedule 3  
Responses to Harvey  
Lyon Interrogatories  
Appendix A

**APPENDIX A**  
**REVISED MAP**



# Dufferin Wind Power Project

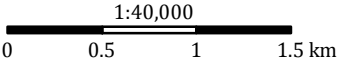
## Project Site Plan

### Legend

- Participating Receptors
- Non Participating Receptors
- Vacant Lot Receptors
- ▲ MET Tower
- Major Roads
- Local Roads
- Wetlands
- Woodlands
- Waterbody

### Project Components

- GE 1.6 MW Turbine
- GE 2.75 MW Turbine
- Underground Collector System Feeder Lines
- Underground Collector Alternate Feeder Lines
- Access Roads
- Underground Segments
- 230 kV Powerline
- Construction Laydown Area
- Substation
- O&M Building



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Exhibit B  
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Appendix B

**APPENDIX B**

**DOCUMENTATION FROM HYDRO ONE**

**From:** [john.boldt@HydroOne.com](mailto:john.boldt@HydroOne.com) [<mailto:john.boldt@HydroOne.com>]

**Sent:** Thursday, June 28, 2012 12:57 PM

**To:** [jeff.hammond@clypg.com.cn](mailto:jeff.hammond@clypg.com.cn)

**Cc:** [patrick.monroe@HydroOne.com](mailto:patrick.monroe@HydroOne.com); [jack.braybrook@HydroOne.com](mailto:jack.braybrook@HydroOne.com)

**Subject:** OPTIMUS WIND\_ Dufferin Wind Fram - Dual 69 kV\_UPDATED\_JUNE\_28\_12\_ Joint Use Cost Recovery Agreement, Cost Output, Inputs & Tree PPP

Jeff,

The field has reviewed the Dufferin job again as I requested to see if Joint Use can be established without the very large poles and the good news is " tallest should be 80'. Only in extreme situations we should be above 80' (maintaining clearance mid span over a hill, maintaining mid span clearance over trucking areas i.e. Downey Potato Farms,.....)

In saying that I have re-run the DCF based on their more detailed inputs. I have attached 1- User inputs, which will show the estimate of the poles removed and installed. I also only had Dufferin attaching telecom to 812 poles for 20 yrs, which in the DCF reduces your yearly Joint Use revenue increasing the initial contribution.

I have attached the June 28th version of the Cost Output and the [NEW- Updated June 28th Cost Recovery Agreement](#) which will be the one to have your review and eventually execution if you wish to move this job forward.

Please note that the Section 6 date still needs to be negotiated by Optimus and HONI provincial lines management.

The HONI technician also supplied the power point that I have attached showing where he feels there could be issues with getting tree rights and Optimus may have to find alternative routes around those obstacles. That can't be confirmed until this is executed and HONI goes into detail design.

Please review and come back to me if you have questions.

Sincerely,  
*John Boldt*

Commercial Agreements Manager - **Hydro One Networks Inc**

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