



GTA North

Regional Infrastructure Plan

February 5, 2016



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DISCLAIMER

This Regional Infrastructure Plan (“RIP”) report was prepared for the purpose of developing an electricity infrastructure plan to address all near and mid-term needs identified in previous planning phases and also any additional needs identified based on new and/or updated information provided by the RIP Working Group.

The preferred solution(s) that have been identified in this report may be reevaluated based on the findings of further analysis. The load forecast and results reported in this RIP report are based on the information provided and assumptions made by the participants of the RIP Working Group.

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EXECUTIVE SUMMARY

THIS REGIONAL INFRASTRUCTURE PLAN (“RIP”) WAS PREPARED BY HYDRO ONE NETWORKS INC. (“HYDRO ONE”) AND THE WORKING GROUP IN ACCORDANCE WITH THE ONTARIO TRANSMISSION SYSTEM CODE (“TSC”) REQUIREMENTS. IT IDENTIFIES INVESTMENTS IN FACILITIES THAT SHOULD BE DEVELOPED AND IMPLEMENTED TO MEET THE ELECTRICITY INFRASTRUCTURE NEEDS OF THE GTA NORTH REGION.

The participants of the RIP Working Group included members from the following organizations:

- Enersource Hydro Mississauga Inc.
- Hydro One Brampton Networks Inc.
- Hydro One Networks Inc. (Distribution)Independent Electricity System Operator
- Newmarket-Tay Power Distribution Ltd.
- PowerStream Inc.
- Toronto Hydro-Electric System Limited
- Hydro One Networks Inc. (Transmission)

This RIP is the final phase of the OEB’s mandated regional planning process for the GTA North Region which consists of the York Sub-Region and the Western Sub-Region. It follows the completion of the York Sub-Region’s Integrated Regional Resource Planning (“IRRP”) by the IESO in April 2015 and the Western Sub-Region’s Needs Assessment (“NA”) Study by Hydro One in June 2014.

This RIP provides a consolidated summary of needs and recommended plans for the York Sub-Region over the near-term (up to 5 years) and the mid-term (5 to 10 years). The York Region IRRP has identified the need for additional transformation capacity in Markham, Northern York Region and Vaughan in the mid-term. These mid-term needs are linked to long-term (beyond 10 years) transmission capacity needs.

No needs have been identified over the near-term and mid-term for the Western Sub-Region except for load restoration for the loss of double circuit 230 kV line V43/V44. It is recommended that this need be assessed as part of the IESO led GTA West bulk system planning initiative and as a result is not addressed in this RIP.

The major infrastructure investments planned for the GTA North Region over the near-term, identified in the various phases of the regional planning process, are given in the Table below.

No.	Project	I/S date	Cost
1	Vaughan #4 MTS	Q1 2017	\$25M*
2	Holland breakers, disconnect switches and special protection scheme	Q4 2017	\$32M
3	Parkway belt switches	Q4 2018	\$4-6M

* PowerStream’s station cost. Hydro One line connection cost is currently being estimated

The planning is continuing for the mid-term and long-term needs. These needs, and the options to address these them, are being reviewed by the Working Group as part of the community engagement activities currently being led by the IESO and LDCs through the Local Advisory Committee process. The Working Group expects to finalize recommendations to address these and associated long-term transmission needs in an IRRP update currently scheduled for 2017.

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1 INTRODUCTION

THIS REPORT PRESENTS THE REGIONAL INFRASTRUCTURE PLAN (“RIP”) TO ADDRESS THE ELECTRICITY NEEDS OF THE GTA NORTH REGION.

The report was prepared by Hydro One Networks Inc. (“Hydro One”) and documents the results of the study with input and consultation with Enersource Hydro Mississauga Inc. (“Enersource”), Hydro One Brampton Networks Inc. (“Hydro One Brampton”), Hydro One Distribution, Newmarket-Tay Power Distribution Ltd. (“NTPDL”), PowerStream Inc. (“PowerStream”), Toronto Hydro-Electric System Limited (“THESL”), and the Independent Electricity System Operator (“IESO”) in accordance with the Regional Planning process established by the Ontario Energy Board (“OEB”) in 2013.

The GTA North Region includes most of the Regional Municipality of York and parts of the City of Toronto, Brampton, and Mississauga (see Figure 1-1). Electrical supply to the Region is provided through 230 kV transmission circuits, fifteen step-down transformer stations (“TS”), and the York Energy Centre (“YEC”) generating station (“GS”).

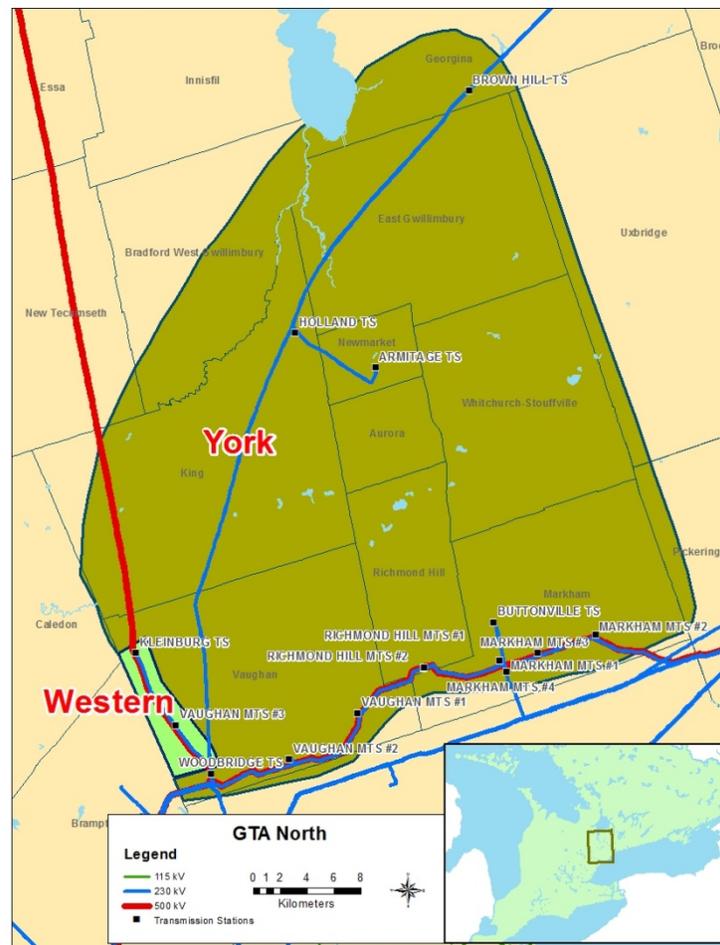


Figure 1-1 GTA North Region

1.1 Scope and Objectives

This RIP report examines the needs in the GTA North Region. Its objectives are to:

- Identify new supply needs that may have emerged since previous planning phases (e.g., Needs Assessment, Scoping Assessment, Local Plan, and/or Integrated Regional Resource Plan);
- Assess and develop a wires plan to address these needs;
- Provide the status of wires planning currently underway or completed for specific needs;
- Identify investments in transmission and distribution facilities or both that should be developed and implemented on a coordinated basis to meet the electricity infrastructure needs within the region.

The RIP reviews factors such as the load forecast, transmission and distribution system capability along with any updates with respect to local plans, conservation and demand management (“CDM”), renewable and non-renewable generation development, and other electricity system and local drivers that may impact the need and alternatives under consideration.

The scope of this RIP is as follows:

- A consolidated report of all the needs and relevant plans to address near and mid-term needs (2015 to 2025) identified in previous planning phases (Needs Assessment and Integrated Regional Resource Plan)
- Identification of any new needs over the 2015-2025 period and a wires plan to address them.
- Consideration of long-term needs identified in the York Region IRRP

1.2 Structure

The rest of the report is organized as follows:

- Section 2 provides an overview of the regional planning process.
- Section 3 describes the regional characteristics.
- Section 4 describes the transmission work completed over the last ten years.
- Section 5 describes the load forecast and study assumptions used in this assessment.
- Section 6 describes the results of the adequacy assessment of the transmission facilities and identifies the regional needs.
- Section 7 describes the needs and provides alternatives and preferred solutions.
- Section 8 provides the conclusion and next steps.

2 REGIONAL PLANNING PROCESS

2.1 Overview

Planning for the electricity system in Ontario is done at essentially three levels: bulk system planning, regional system planning, and distribution system planning. These levels differ in the facilities that are considered and the scope of impact on the electricity system. Planning at the bulk system level typically looks at issues that impact the system on a provincial level, while planning at the regional and distribution levels looks at issues on a more regional or localized level.

Regional planning looks at supply and reliability issues at a regional or local area level. Therefore, it largely considers the 115 kV and 230 kV portions of the power system that supply various parts of the province.

2.2 Regional Planning Process

A structured regional planning process was established by the Ontario Energy Board (“OEB”) in 2013 through amendments to the Transmission System Code (“TSC”) and Distribution System Code (“DSC”). The process consists of four phases: the Needs Assessment¹ (“NA”), the Scoping Assessment (“SA”), the Integrated Regional Resource Plan (“IRRP”), and the Regional Infrastructure Plan (“RIP”).

The regional planning process begins with the NA phase which is led by the transmitter to determine if there are regional needs. The NA phase identifies the needs and the Working Group determines whether further regional coordination is necessary to address them. If no further regional coordination is required, further planning is undertaken by the transmitter and the impacted local distribution company (“LDC”) or customer and develops a Local Plan (“LP”) to address them. These needs are local in nature and can be best addressed by a straight forward wires solution.

In situations where identified needs require coordination at the regional or sub-regional levels, the IESO initiates the SA phase. During this phase, the IESO, in collaboration with the transmitter and impacted LDCs, reviews the information collected as part of the NA phase, along with additional information on potential non-wires alternatives, and makes a decision on the most appropriate regional planning approach. The approach is either a RIP, which is led by the transmitter, or an IRRP, which is led by the IESO. If more than one sub-region was identified in the NA phase, it is possible that a different approach could be taken for different sub-regions.

The IRRP phase will generally assess infrastructure (wires) versus resource (CDM and Distributed Generation) options at a higher or more macro level, but sufficient to permit a comparison of options. If the IRRP phase identifies that infrastructure options may be most appropriate to meet a need, the RIP phase will conduct detailed planning to identify and assess the specific wires alternatives and recommend a preferred wires solution. Similarly, resource options which the IRRP identifies as best suited to meet a need are then further planned in greater detail by the IESO. The IRRP phase also includes IESO led

¹ Also referred to as Needs Screening.

stakeholder engagement with municipalities and establishes a Local Advisory Committee in the region or sub-region.

The RIP phase is the final stage of the regional planning process and involves: confirmation of previously identified needs; identification of any new needs that may have emerged since the start of the planning cycle; and development of a wires plan to address the needs where a wires solution would be the best overall approach. This phase is led and coordinated by the transmitter and the deliverable of this stage is a comprehensive report of a wires plan for the region. Once completed, this report can be referenced in rate filing submissions or as part of LDC rate applications with a planning status letter provided by the transmitter. Reflecting the timelines provisions of the RIP, plan level stakeholder engagement is not undertaken at this stage. However, stakeholder engagement at a project specific level will be conducted as part of the project approval requirement.

To efficiently manage the regional planning process, Hydro One has been undertaking wires planning activities in collaboration with the IESO and LDCs for the region as part of and/or in parallel with:

- Planning activities that were already underway in the region prior to the new regional planning process taking effect;
- NA, SA, and LP phases of regional planning; and,
- Participating in and conducting wires planning as part of the IRRP for the region or sub-region.

Figure 2-1 illustrates the various phases of the regional planning process (NA, SA, IRRP, and RIP) and their respective phase trigger, lead, and outcome.

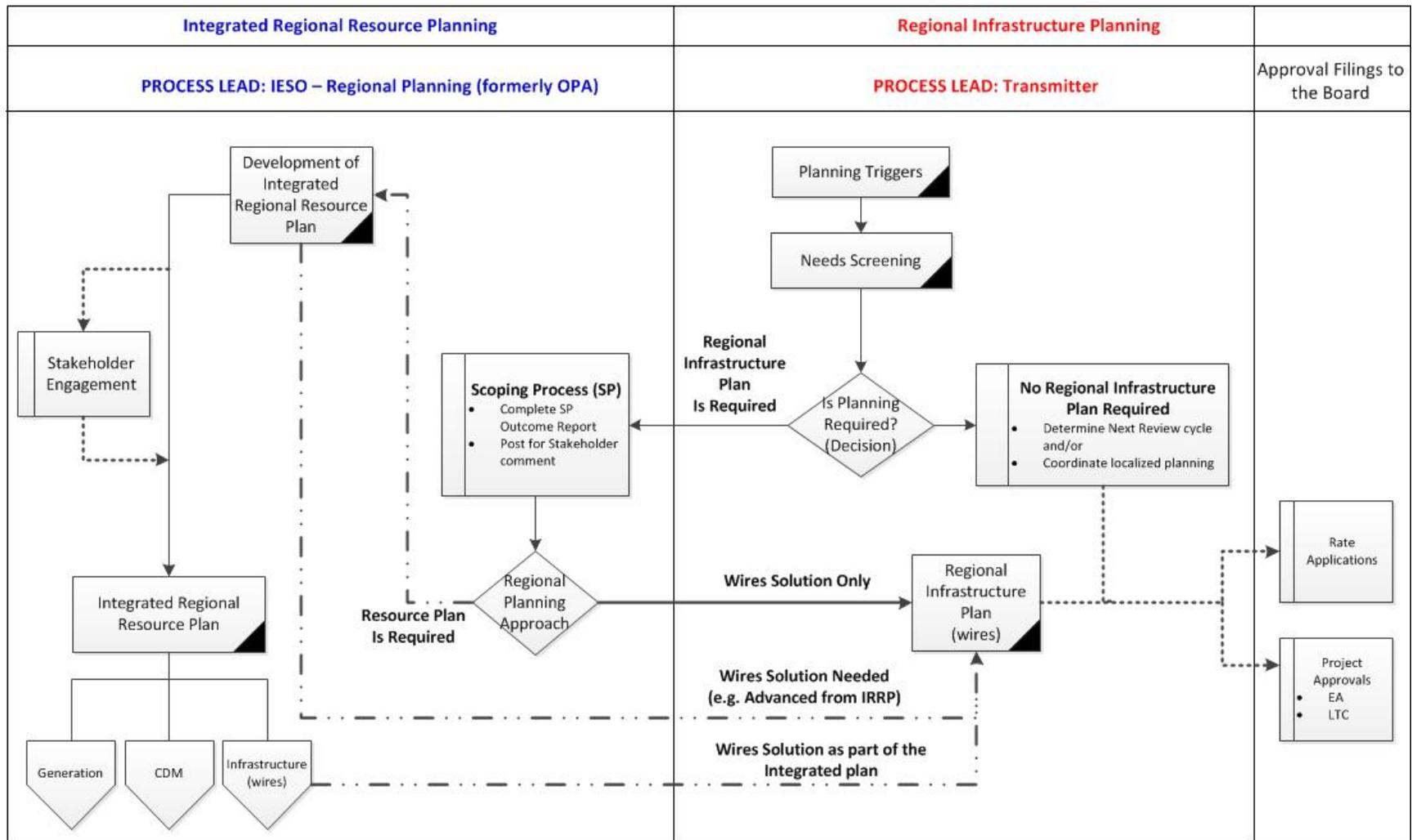


Figure 2-1 Regional Planning Process Flowchart

2.3 RIP Methodology

The RIP phase consists of a four step process (see Figure 2-2) as follows:

1. **Data Gathering:** The first step of the process is the review of planning assessment data collected in the previous stages of the regional planning process. Hydro One collects this information and reviews it with the Working Group to reconfirm or update the information as required. The data collected includes:
 - Net peak demand forecast at the transformer station level. This includes the effect of any DG or CDM programs.
 - Existing area network and capabilities including any bulk system power flow assumptions; and,
 - Other data and assumptions as applicable such as asset conditions; load transfer capabilities, and previously committed transmission and distribution system plans.
2. **Technical Assessment:** The second step is a technical assessment to review the adequacy of the regional system including any previously identified needs. Additional near and mid-term needs may be identified at this stage.
3. **Alternative Development:** The third step is the development of wires options to address the needs and to come up with a preferred alternative based on an assessment of technical considerations, feasibility, environmental impact, and costs.
4. **Implementation Plan:** The fourth and last step is the development of the implementation plan for the preferred alternative.

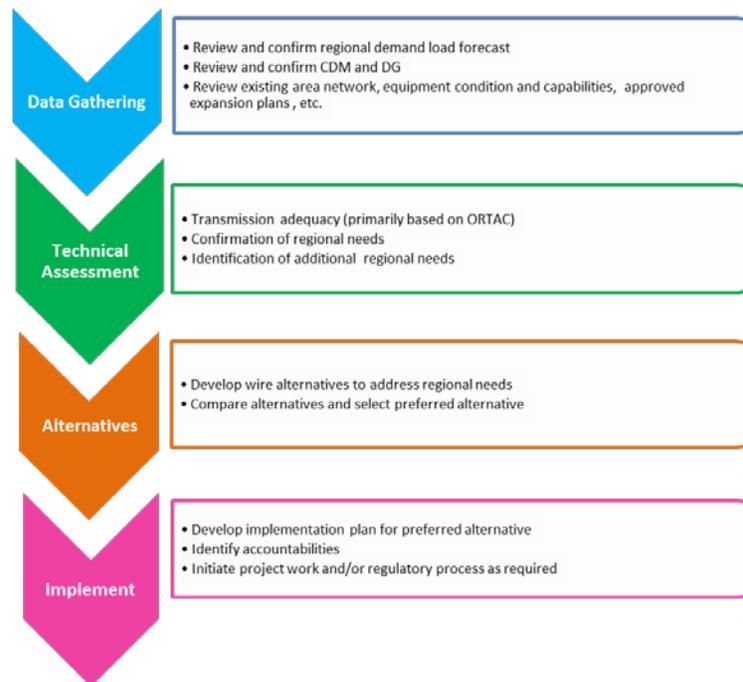


Figure 2-2 RIP Methodology

3 REGIONAL CHARACTERISTICS

THE GTA NORTH REGION IS COMPRISED OF THE YORK SUB-REGION AND THE WESTERN SUB-REGION. ELECTRICAL SUPPLY TO THE REGION IS PROVIDED FROM FIFTEEN 230 KV STEP-DOWN TRANSFORMER STATIONS. THE 2015 SUMMER PEAK AREA LOAD OF THE REGION WAS APPROXIMATELY 1900MW.

Electrical supply to the GTA North Region is primarily provided from three major 500/230 kV autotransformer stations, namely Claireville TS, Parkway TS, and Cherrywood TS, and a 230 kV transmission network supplying the various step-down transformation stations in the region. Local generation in the Region consists of the 393 MW York Energy Centre connected to the 230 kV circuits B82V/B83V in King Township.

The April 2015 York Region Integrated Regional Resource Plan (“IRRP”), prepared by the IESO in conjunction with Hydro One, PowerStream and Newmarket-Tay Power, focused solely on the York Sub-Region. The June 2014 GTA North Western Sub-Region Needs Assessment report, prepared by Hydro One, considered the Western Sub-Region. A map of the GTA North Region is shown in Figure 3-1 and a single line diagram of the transmission system is shown in Figure 3-2.

3.1 York Sub-Region

The York Sub-Region was identified as a “transitional” region, as planning activities in the region were already underway before the new regional planning process was introduced. The NA and SA phases were deemed to be complete, and the regional planning process was considered to be in the IRRP phase. An IRRP for the region was completed in April 2015.

For regional planning purposes, the York Sub-Region is further classified into Northern York Area and Southern York Area to reflect the layout of the region’s electricity infrastructure. The Northern York Area encompasses the municipalities of Aurora, Newmarket, King, East Gwillimbury, Whitchurch-Stouffville and Georgina, as well as some load in Simcoe County that is supplied from the same electricity infrastructure. It is supplied by Claireville TS, a 500/230 kV autotransformer station, and three 230 kV transformer stations stepping down the voltage to 44 kV. The York Energy Centre provides a local supply source in Northern York Area. The LDCs supplied in the Northern York Area are Hydro One Distribution, Newmarket-Tay Power Distribution, and PowerStream.

The Southern York Area includes the municipalities of Vaughan, Markham and Richmond Hill. It is supplied by three 500/230 kV autotransformer stations (Claireville TS, Parkway TS, and Cherrywood TS), nine 230 kV transformer stations (includes eight municipal transformer stations) stepping down the voltage to 27.6 kV, and one other direct transmission connected load customer. The LDC supplied in the Southern York Area is PowerStream.

Please see Figure 3-1 and Figure 3-2 for a map and single line diagram of the Sub-Region facilities.

3.2 Western Sub-Region

The Western Sub-Region comprises the Western portion of the municipality of Vaughan. Electrical supply to the sub-region is provided through Claireville TS, a 500/230 kV autotransformer station, and a 230 kV tap (namely, the “Kleinburg tap”) that supplies three 230 kV transformer stations (including one municipal transformer station) stepping down the voltage to 44 kV and 27.6 kV. The LDCs directly supplied in the sub-region are PowerStream and Hydro One Distribution. Embedded LDCs supplied in the sub-region include Enersource, Hydro One Brampton and Toronto Hydro.

During the Needs Assessment phase for the Western Sub-Region, a load restoration need for the loss of V43/V44 was identified. It was recommended that a plan to address this need be included in the IESO led GTA West bulk system planning initiative and therefore this need is not addressed in this RIP.

Please see Figure 3-1 and Figure 3-2 for a map and single line diagram of the Sub-Region facilities.

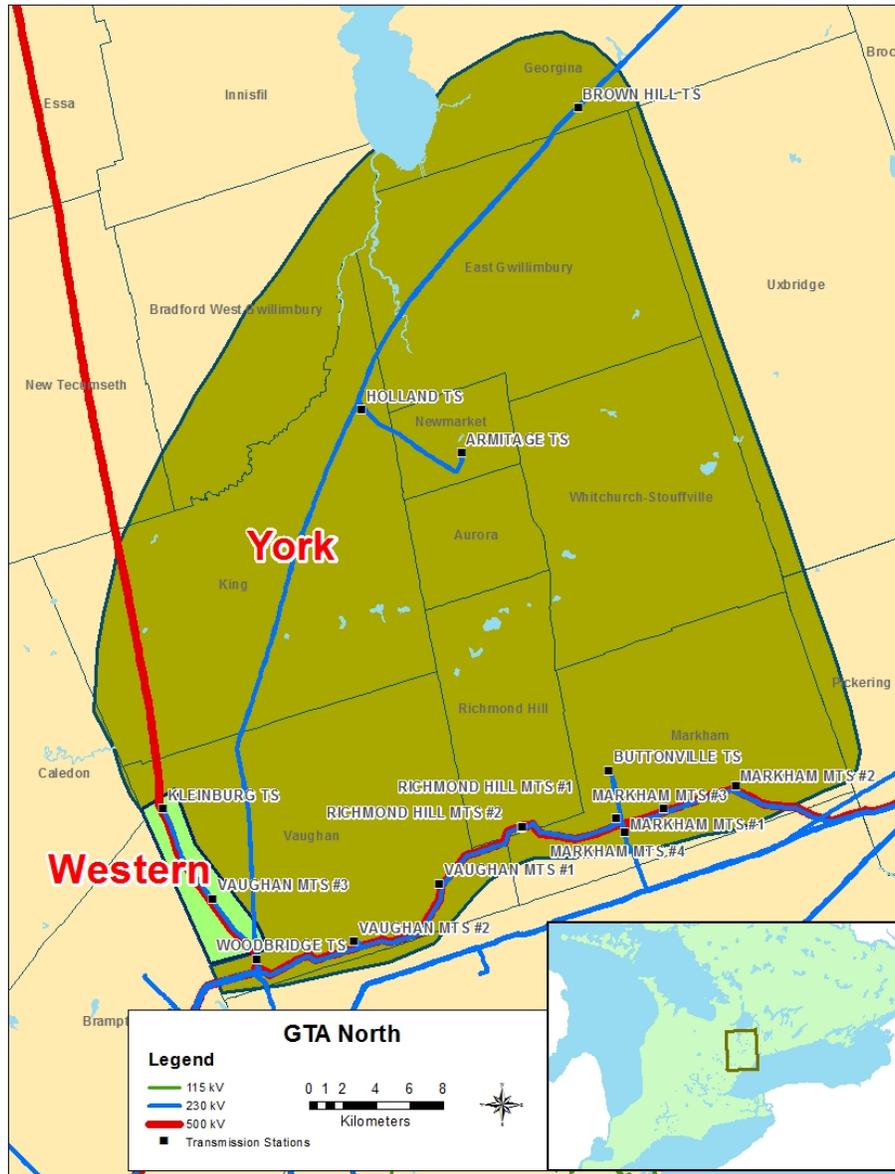


Figure 3-1 GTA North Region – Supply Areas

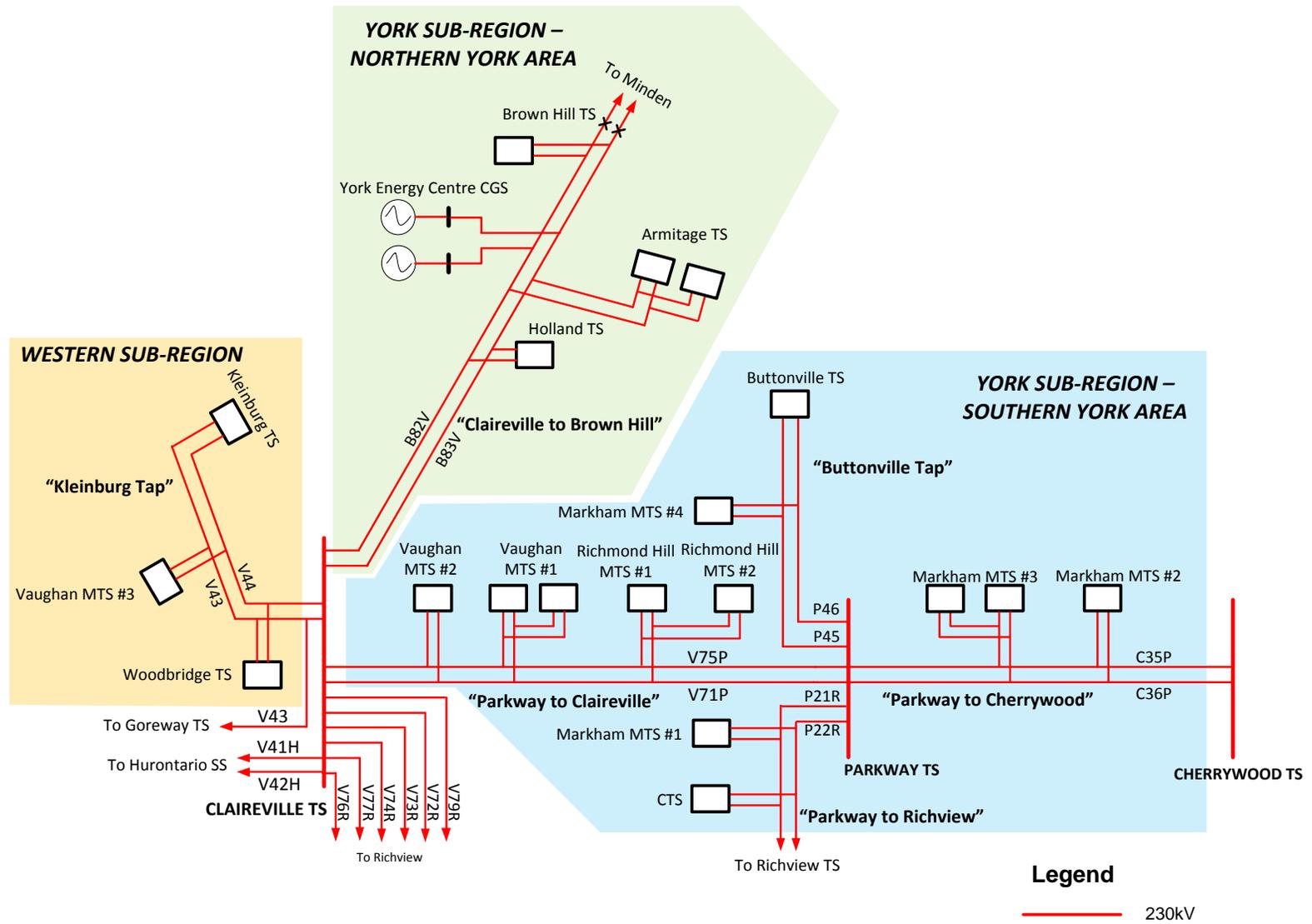


Figure 3-2 GTA North Transmission Single Line Diagram

4 TRANSMISSION FACILITIES COMPLETED OVER THE LAST TEN YEARS OR CURRENTLY UNDERWAY

OVER THE LAST 10 YEARS A NUMBER OF TRANSMISSION PROJECTS HAVE BEEN COMPLETED, OR ARE UNDERWAY, AIMED AT IMPROVING THE SUPPLY TO THE GTA NORTH REGION.

A brief listing of the completed development projects along with their in-service dates over the last 10 years is given below:

- Holland TS and low voltage capacitor banks (2009) – to increase transformation capacity for the Northern York Area.
- Parkway 500-230kV autotransformer station (2006) – to increase transmission supply capacity to GTA North
- Parkway x Richmond Hill 230kV double circuit line (2006) – to improve reliability of supply to Southern York Area
- Connect Markham #4 MTS (2009) – to increase transformation capacity for the Southern York Area.
- Increased the size of the capacitor banks at Armitage TS (2006) – to improve reliability of supply to the Northern York Area.
- Connect the York Energy Centre generation facility (2012) – to provide a local source of supply for the Northern York Area.

The following development projects are currently underway:

- Vaughan MTS #4 (2017) – to increase transformation capacity for the Southern York Area.
- Holland breakers, disconnect switches and special protection scheme (2017) – to increase the transmission supply capacity and load restoration capability of the York Sub-Region.

5 FORECAST AND OTHER STUDY ASSUMPTIONS

5.1 Load Forecast

The load in the GTA North Region is forecast to increase at an average rate of approximately 2.1% annually up 2020, and 1.8% between 2020 and 2025. The growth rate varies across the Region.

Figure 5-1 shows the GTA North Region extreme summer weather coincident peak net load forecast. The coincident peak net load forecast for the individual stations in the GTA North Region is given in Appendix D. The net load forecast takes into account the expected impacts of conservation programs and distributed generation resources.

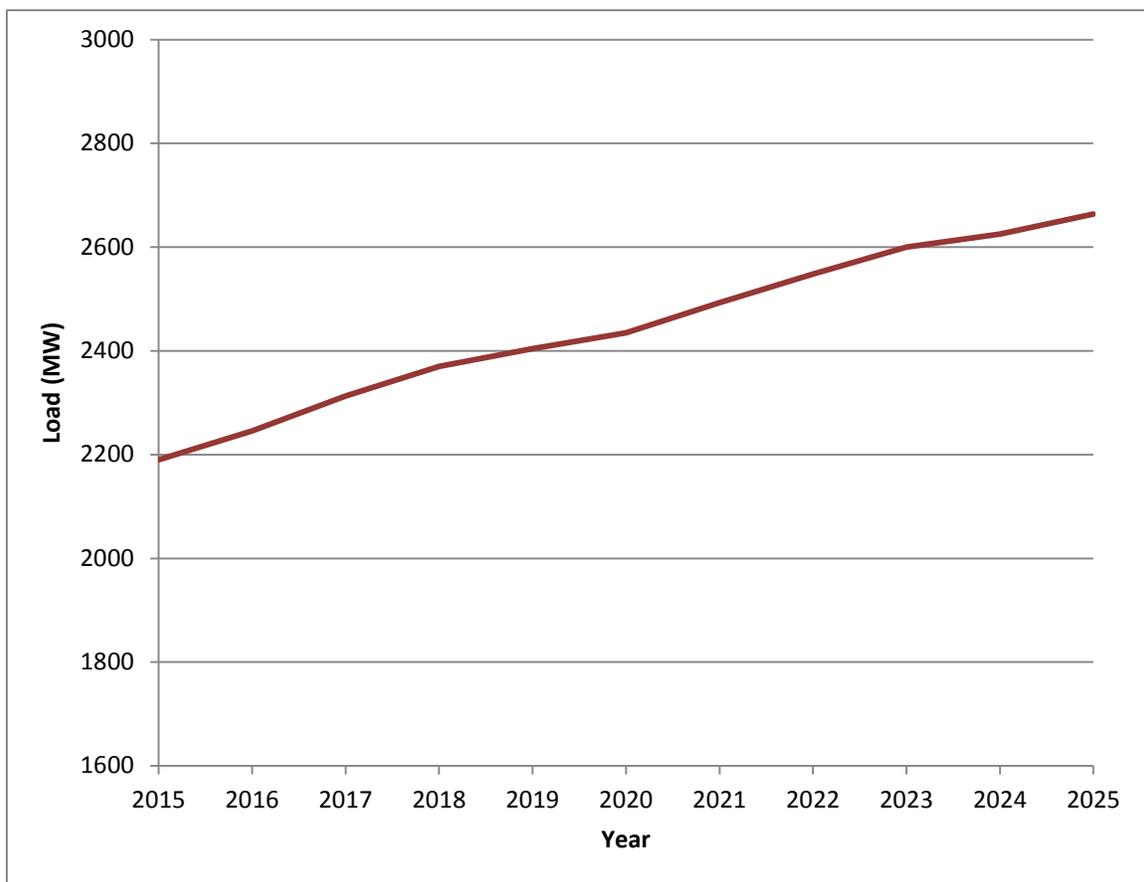


Figure 5-1 GTA North Region Extreme Summer Weather Coincident Peak Net Load Forecast

The station coincident peak net loads used in the RIP are as given in the York Region IRRP for the York Sub-Region^[1] and the NA for the Western Sub-Region^[2]. RIP Working Group participants confirmed that the load forecast, CDM, and DG information used in the IRRP and NA for the Western Sub-Region was still valid.

5.2 Other Study Assumptions

Further assumptions are as follows:

- The study period for the RIP Assessments is 2015-2025.
- All planned facilities for which work has been initiated and are listed in Section 4 are assumed to be in-service.
- Summer is the critical period with respect to line and transformer loadings. The assessment is therefore based on summer peak loads.
- Station capacity adequacy is assessed by comparing the peak load with the station's normal planning supply capacity, assuming a 90% lagging power factor which is consistent with ORTAC^[4]. Normal planning supply capacity for transformer stations in this region is determined by the summer 10-Day Limited Time Rating ("LTR").

6 ADEQUACY OF FACILITIES AND REGIONAL NEEDS OVER THE 2015-2025 PERIOD

THIS SECTION REVIEWS THE ADEQUACY OF THE EXISTING TRANSMISSION AND STEP DOWN TRANSFORMATION STATION FACILITIES SUPPLYING THE GTA NORTH REGION AND LISTS THE FACILITIES REQUIRING REINFORCEMENT OVER THE NEAR AND MID-TERM.

Within the current regional planning cycle two regional assessments have been conducted for the GTA North Region; the findings of these studies are input to the RIP:

- 1) IESO's York Region Integrated Regional Resource Plan – dated April 28, 2015^[1]
- 2) Hydro One's Needs Assessment Report – GTA North – Western Sub-Region – June 27, 2014^[2]

The York region IRRP identified a number of regional needs to meet the forecast load demand over the near to mid-term. Due to the immediate nature of the needs the Holland TS Breakers project and the Vaughan #4 MTS project were initiated to provide adequate load supply capability for the York Sub-Region while the York Region IRRP study was still underway. A detailed description and status of the Holland TS Breakers project and other work initiated or planned to meet these needs is given in Section 7.

This RIP reviewed the loading on transmission lines and stations in the GTA North Region assuming the Holland TS Breakers project is in-service using the latest Regional Forecast based on the IRRP load growth scenario as given in Section 5. Sections 6.1- 6.4 present the results of this review and Table 6-1 lists the Region's needs identified in both the IRRP and RIP phases.

Table 6-1 Near and Mid-Term Needs in the GTA North Region

Type	Section	Needs	Timing
Step-down Transformation Capacity	7.1.1	Additional transformation capacity in Vaughan (new Vaughan MTS #4 on circuits B82V/B83V)	2017
	7.1.4	Additional transformation capacity in Markham	2022 ⁽³⁾
	7.1.3	Additional transformation capacity in Vaughan ⁽¹⁾	2023 ⁽³⁾
	7.2.2	Additional transformation capacity in Northern York Area ⁽¹⁾	2023
Transmission Capacity	7.2.1	Capacity of the Claireville to Brown Hill (B82V/B83V) transmission line exceeded	2021
Load Security	7.2.1	Claireville to Brown Hill line (B82V/B83V)	2018
	7.1.2	Parkway to Claireville line (V71P/V75P)	Today
Load Restoration	7.2.1	Claireville to Brown Hill line (B82V/B83V)	Today
	7.1.2	Parkway to Claireville line (V71P/V75P)	Today
	7.3.1	Claireville to Kleinburg line (V43/V44) – restoration need only ⁽²⁾	Today

(1) There are long-term transmission supply needs associated with new transformation capacity

(2) Restoration need to be assessed as part of the IESO led GTA West bulk system planning initiative

(3) PowerStream is currently reviewing their forecast and has advised that the need date for Markham may change to 2023 and the need date for Vaughan may change to 2026.

6.1 Adequacy of York Sub-Region Facilities

6.1.1 500 and 230 kV Transmission Facilities

All 500 and 230 kV transmission circuits in the GTA North are classified as part of the Bulk Electricity System (“BES”). The 230 kV circuits also serve local area stations within the region. The York Sub-Region is comprised of the following 230 kV circuits. Refer to Figure 3-2.

Southern York Area:

- a) Parkway TS to Cherrywood TS 230 kV circuits: C35P and C36P.
- b) Parkway TS to Claireville TS 230 kV circuits: V71P and V75P.
- c) Parkway TS to Buttonville TS (“Buttonville Tap”) 230 kV circuits: P45 and P46.
- d) Parkway TS to Richview TS 230 kV circuits: P21R and P22R.

Northern York Area:

- Claireville TS to Brown Hill TS 230 kV circuits: B82V and B83V.

The RIP review shows that based on current forecast station loadings and bulk transfers, all 230 kV circuits are expected to be adequate over the study period.

6.1.2 Step down Transformer Station Facilities

There are a total of twelve step-down transformers stations in the York Sub-Region as follows:

Table 6-2 Step-Down Transformer Stations in the York Sub-Region

Northern York Area		
Armitage TS	Brown Hill TS	Holland TS
Southern York Area		
Buttonville TS	Markham MTS#1*	Markham MTS#2*
Markham MTS#3*	Markham MTS#4*	Richmond Hill MTS*
Vaughan MTS#1*	Vaughan MTS#2*	Industrial Customer

*Stations owned by PowerStream

Based on the LTR of these load stations, additional capacity is required in Vaughan in 2017 which will be addressed by Vaughan MTS #4. Based on the forecast in Appendix D, additional capacity is required in Markham as early as 2022, and additional capacity will be needed in both Vaughan and Northern York Area as early as 2023. However, PowerStream has advised that their forecast for Markham and Vaughan is currently under review, and that these need dates may change to 2023 and 2026 respectively.

The station loading in each area and the associated station capacity and need dates are summarized in Table 6-3.

Table 6-3 Adequacy of the Step-Down Transformation Facilities in the York Sub-Region

Area/Supply	Capacity (MW)	2015 Summer Loading (MW)*	Need Date
Northern York Area (Armitage, Holland)	485	430	2023
Northern York Area (Brown Hill)	184	74	-
Southern York Area (Markham/Richmond Hill)	956	833	2022
Southern York Area (Vaughan)	612**	459	2023

* Weather adjusted summer peak as per York Region IRRP

** Includes future capacity provided by Vaughan #4 MTS. It does not include Vaughan MTS #3 which is in the Western Sub-Region

6.2 Adequacy of Western Sub-Region Facilities

The Western Sub-Region is comprised of one 230 kV double circuit line V43/V44 between Claireville TS and Kleinburg TS. Refer to Figure 3-2. The line supplies Kleinburg TS, Vaughan MTS #3, and Woodbridge TS. Loading on the V43/V44 line is adequate over the study period.

6.2.1 Step down Transformation Facilities

There are three step-down transmission connected transformation stations in the York Sub-Region as follows:

Table 6-4 Step-Down Transformer Stations in the Western Sub-Region

Kleinburg TS
Woodbridge TS
Vaughan MTS#3*

*Station owned by PowerStream

The forecast individual station forecast loads are given in Appendix D. Based on the forecast loads these transformer stations are adequate over the study period. The total station capacity and 2015 loads in Western Sub-Region are given in Table 6-5.

Table 6-5 Adequacy of Step-Down Transformation Facilities – Western Sub-Region

Area/Supply	Capacity (MW)	2015 Summer Loading (MW)	2025 Summer Loading (MW)
Western Sub-Region (Vaughan/Kleinburg)	509	394	409

6.3 Other Items Identified During Regional Planning

6.3.1 Load Security and Restoration in the Southern York Area

The York Region IRRP report had identified load security and restoration needs for loss of the Claireville TS to Parkway TS 230 kV double circuit line V71P/V75P. Loading on the Claireville TS to Parkway TS 230 kV double circuit line V71P/V75P exceeds the 600 MW limit as per ORTAC security criteria. Loads in excess of 250 MW cannot be restored in less than 30 minutes as per the ORTAC restoration criteria. The needs and the Working Group recommendations to address the needs are discussed in more detail in Section 7.1.2.

6.3.2 Load Restoration in Western Sub-Region

The Needs Assessment report for the Western Sub-Region had identified a load restoration need for the loss of the Claireville TS to Kleinburg TS 230 kV double circuit line V43/V44. Loads in excess of 250 MW cannot be restored in less than 30 minutes as per the ORTAC restoration criteria. The Working Group has reviewed the need and reaffirmed the NA recommendation that this need be considered as part of the IESO led GTA West bulk system planning initiative.

6.4 Long-Term Regional Needs

As shown in Section 6.1.2 additional transformation capacity is required in the mid-term. With continued demand growth, the transmission system supplying these stations is also expected to reach its limits. The York Region IRRP had identified the need to coordinate the long term transmission needs with plans to address the station capacity needs.

The GO Rail Electrification Project is an initiative by Metrolinx to convert several rail corridors from a diesel to an electric-based system. GO's Barrie and Stouffville corridors are part of this plan and it is expected that parts of these rail corridors will be supplied by transmission infrastructure in the GTA North Region. At the time of this RIP the electrification project is still in the planning phase, but the impact of this project on the electrical infrastructure in the GTA North Region will need to be monitored as the plans are developed.

The options to address the transformation capacity needs are being reviewed by the Working Group as part of the community engagement activities currently being led by the IESO and LDCs through a Local Advisory Committee process. The Working Group expects to finalize recommendations to address these and associated long-term transmission needs in an IRRP update currently scheduled for 2017.

7 REGIONAL PLANS

This section discusses the needs, wires alternatives and the current preferred wires solution for addressing the electrical supply needs in the GTA North Region. These needs are listed in Table 6-1 and include needs previously identified in the IRRP for the York Sub-Region^[1] and the NA for the Western Sub-Region.^[2] Needs for which work is already underway are also included.

The near-term needs include needs that arise over the first five years of the study period (2015 to 2020) and the mid-term needs cover the second half of the study period (2020-2025).

7.1 Southern York Area

7.1.1 Increase Transformation Capacity in Vaughan

7.1.1.1 Description

The load forecast reflects substantial growth around the City of Vaughan, mainly around the northern boundaries, as new developments are being made in the area. As a result, based on the net demand forecast a new transformer station is needed by 2017 to ensure adequate transformation capacity is available. This need was also identified as a near-term need in the 2015 York Region IRRP.

7.1.1.2 Recommended Plan and Current Status

Due to the need to provide transformation capacity by 2017, work on building a new station was initiated by PowerStream while the York Region IRRP was still under way. The IRRP Working Group recommended that the new station connect to the Claireville to Brown Hill lines (230 kV circuits B82V/B83V) approximately 12 km north of Claireville TS.^[5] Refer to Figure 7.1.

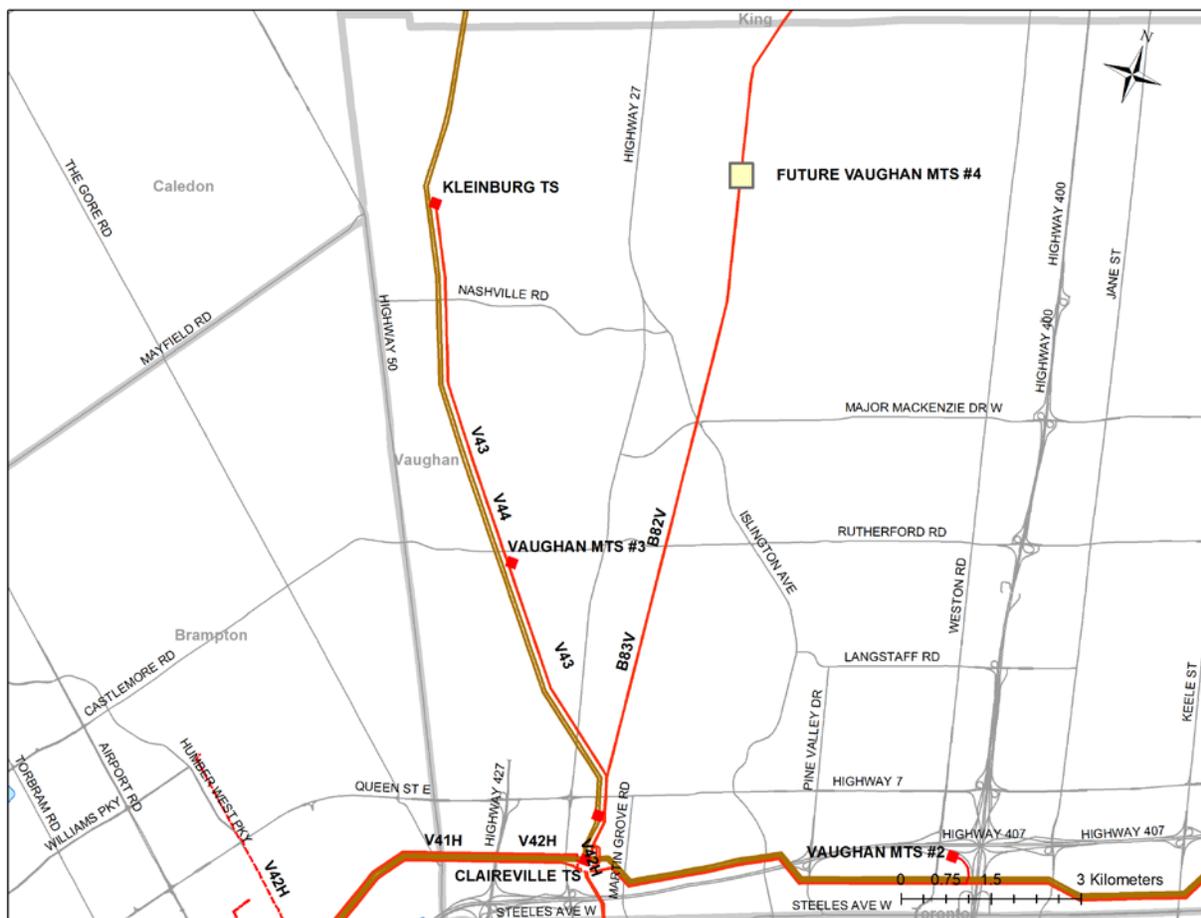


Figure 7-1 Vaughan MTS #4

The new station, Vaughan MTS #4, will provide 153 MW of 27.6 kV transformation capacity and is expected to be in-service by May 2017. Hydro One will construct the line tap to connect the new station to the B82V/B83V circuits.

PowerStream's estimated cost for the station is \$25M. The Hydro One line connection cost is currently being estimated. The Hydro One line connection cost will be recovered from rate revenue in accordance with the TSC.

7.1.2 Improve Load Restoration Capability on the Parkway to Claireville Line

7.1.2.1 Description

The Parkway to Claireville line (V71P/V75P) is located on the Parkway Belt and supplies five load stations with a combined load of approximately 700 MW under current summer peak loading conditions. There are two needs identified for this system:

- The load security criteria in ORTAC^[4] limits the amount of load that can be interrupted due to the loss of two elements (e.g.: a double circuit line outage) to 600 MW under peak load. On the Parkway to Claireville line, that limit is exceeded.
- The load restoration criteria requires that any load that is interrupted that exceeds 250 MW must be restorable within 30 minutes. At present, this may not be possible on the Parkway to Claireville line under certain operating conditions.

7.1.2.2 Recommended Plan and Current Status

The York Region IRRP recommended the installation of inline switches at the Vaughan MTS #1 junction in order to improve the capability of the system to restore load in the event that both 230 kV circuits V71P/V75P are lost. The switches will not reduce the amount of load that is interrupted, however they will enable Hydro One to quickly isolate the problem and allow the resupply of load to occur expeditiously. This work is covered under the V71P/V75P - Install 230 kV In-line Switches project.

Hydro One has established a project to install the two 230 kV in-line switches onto the V71P/V75P double circuit line with one switch installed on each circuit. The project is currently in the detailed design and estimation phase. The cost of this project is approximately \$4-6 million and it is anticipated to be a transmission pool investment. The planned in-service date is May 2018.

7.1.3 Mid-Term Need to Increase Transformation Capacity in Vaughan

7.1.3.1 Description

The planned Vaughan MTS #4 will provide near term transformation capacity for Vaughan beginning in 2017. However, the load forecast shows that additional transformation capacity will be needed in Vaughan as early as 2023. There isn't sufficient transmission capacity available to supply another transformation station on the Claireville to Brown Hill line. Therefore a plan to increase transmission capacity to the area will be required before a plan for a new transformation station can be committed.

7.1.3.2 Recommended Plan and Current Status

Given the time required to build new transmission facilities, the York Region IRRP^[1] had advised that it was necessary to identify a preferred alternative no later than 2018 to address both the transformation capacity need as well as the transmission capacity need. However, PowerStream is currently reviewing their load forecast for Vaughan and has advised that the need date for new transformation capacity may change to 2026. An update to the York Region IRRP is currently scheduled for 2017 to review the need date and develop a preferred plan for building and connecting additional transformation capacity in Vaughan.

7.1.4 Mid-Term Need to Increase Step-Down Transformation Capacity in Markham

7.1.4.1 Description

The step-down transformation capacity in Markham will be exceeded as early as 2022. The York Region IRRP has identified that additional transmission facilities will be required to supply the new station. It is

expected that the IESO will continue to explore non-wires options, in addition to wires options, through the IRRP process.

New developments attributable to forecasted load growth in the area are generally further north, away from existing transmission facilities. The ORTAC's^[4] load restoration criteria will need to be considered in the further development of any detailed wires options. Non-wires options are beyond the scope of this RIP, but there are two main wires options for supplying a new Markham transformer station.

Option 1 - Connect to 230kV circuits C35P/C36P between Parkway TS and Cherrywood TS

The Parkway to Cherrywood line (C35P/C36P) connects two major bulk transmission stations, Parkway TS and Cherrywood TS, and also supplies load stations Markham MTS #3 (2 stations) and Markham MTS #2. There is transmission capacity available on these circuits to connect another transformer station.

Option 2 – Connect to 230kV double circuit line P45/P46 between Parkway TS and Buttonville TS

The Buttonville Tap (P45/P46) currently supplies two stations, Markham MTS #4 and Buttonville TS radially from Parkway TS. The transmission capacity on these circuits is thermally limited by a section less than 1 km long, so it would be necessary to increase the thermal capacity of these circuits in order to fully supply another station.

Extending the transmission circuits discussed would allow the point of supply to be nearer to the area of expected load growth and therefore reduce the amount of distribution facilities that would be needed.

7.1.4.2 Recommended Plan and Current Status

The existing transmission lines are not near the areas of expected load growth so the additional transmission costs to supply a new station nearer to the load need to be considered alongside the distribution costs. PowerStream estimates the incremental distribution costs for a station supplied by existing transmission lines to be on the order of \$10-\$50M higher than would be required for a station located nearer to the load.

Given that this need is a mid-term need, the York Region IRRP^[1] identified a number of non-wires approaches that may address or defer the need for further transformation capacity. Such alternatives include CDM, DG, large generation and other local community initiatives and further monitoring of the load growth was recommended. In order to have facilities in-service to meet a summer 2022 need, it is recommended to continue wires planning, in addition to other non-wires alternatives, to meet this need and to identify a preferred solution by the end of 2017. This timeline allows approximately 4.5 years for detailed estimating, engineering, approvals, construction and commissioning if a wires option is identified as the preferred alternative. However, PowerStream is currently reviewing their load forecast for Markham and has advised that the need date for new transformation capacity may change to 2023. It is expected that the need date will be reviewed and a preferred solution will be identified in the York Region IRRP update process which is currently scheduled for 2017.

7.2 Northern York Area

7.2.1 Increase Capacity and Load Restoration Capability on Claireville to Brown Hill Line

The transmission capacity, load security and load restoration requirements are near-term needs for the Claireville to Brown Hill line (circuits B82V/B83V). These needs were identified in the 2015 York Region IRRP^[1]. The Claireville to Brown Hill transmission line and local generation (York Energy Centre) combined are capable of supplying 600 MW of load. This limit is based on the ORTAC^[4] load security criteria, which limits the amount of load that can be lost for two elements out of service to 600 MW. This is the most restrictive limit in this system and therefore defines the amount of load that can be supplied. With continued load growth at the stations supplied by this line as well as the future Vaughan #4 MTS (described in section 7.1), it is expected that load security criteria will be exceeded by 2018 based on the net demand forecast.

The load restoration need is based on the ORTAC^[4] load restoration criteria that requires any load lost exceeding 250 MW to be restorable within 30 minutes. Based on the current net peak demand forecast, the loss of the Claireville to Brown Hill line will exceed this threshold and there are insufficient transmission and distribution facilities to restore sufficient load within 30 minutes in order to respect the criteria.

7.2.1.1 Recommended Plan and Current Status

Hydro One is expanding the Holland TS station to include two, 230kV inline circuit breakers and six motorized disconnect switches to increase the transmission capacity as well as the load restoration capability of this system. The project includes a load rejection and generation rejection special protection scheme (“SPS”). The purpose of the SPS is to ensure that the transmission system does not get overloaded following respected contingencies. The IESO (formerly the Ontario Power Authority) stated their support for this project in a letter to Hydro One dated June 14, 2013.^[5] The planned in-service date for this project is Q4 2017 at an estimated cost of \$32 million. This is anticipated to be a transmission pool cost and LDCs are not expected to pay any contribution.

The station service supply to the York Energy Centre is currently supplied from Holland TS. However, a low-voltage breaker failure event at Holland TS or a double circuit 230 kV contingency can result in an interruption to the station service supply to York Energy Centre and therefore the loss of all generation output until the station service can be restored from the alternate source. The IESO intends to develop a plan to address this issue in the York Region IRRP update currently scheduled for 2017.

7.2.2 Mid-Term Need to Increase Transformation Capacity

Based on the growth forecast for the Northern York Area, the combined loading on Armitage TS and Holland TS will exceed their combined summer 10-Day LTR as early as 2023. There is 44 kV transfer capability between these stations on the distribution system so the timing of the need is based on the combined capability of both stations. The IRRP indicated that the Claireville to Brown Hill circuits do not have sufficient capacity to fully supply another transformation station in Northern York Area after the Vaughan #4 MTS connection and Holland breakers project and therefore there is a long-term need to increase transmission capability to supply a new station. However, as noted in the York Region IRRP,

under a low growth scenario in the long term, the demand in Northern York Area will stabilize to within the capacity of existing stations to beyond 2033.

7.2.2.1 Recommended Plan and Current Status

The York Region IRRP^[1] identified a number of non-wires alternatives that may address or defer the need for further transformation capacity in Northern York Area. Such alternatives include CDM, DG, large generation and other local community initiatives. However, given that the need date for this area may be as early as 2023, it is necessary to identify a preferred alternative by 2018 that addresses both the transformation capacity need as well as the transmission capacity need. The working group expects to finalize a plan and recommendations to address these needs in an IRRP update currently scheduled for 2017.

7.3 Western Sub-Region

7.3.1 Load Restoration Need for the Claireville to Kleinburg Line

The three stations in this sub-region, Woodbridge TS, Vaughan #3 MTS and Kleinburg TS, are supplied by two radial 230kV circuits, V43 and V44, originating from Claireville TS. Inherent to radial configuration, the loss of these two circuits will interrupt supply to loads and consequently load restoration times as per the ORTAC^[4] may not be met. This need was identified during the NA for this sub-region and also in the Northwest GTA IRRP^[6] and it was subsequently recommended that this need be addressed in the IESO's GTA West bulk system planning initiative.

7.4 Long Term Future Transmission Corridor to the GTA North Region

The GTA West RIP recommended the establishment of a future-use transmission corridor, to address growth-related needs in the GTA West region. In addition to addressing needs in the GTA West region, development of an eastern portion of this corridor through the City of Vaughan is also a possible option that could address the long-term supply needs identified for York Region. It is therefore recommended that, in the development of the long-term plans for the GTA West and GTA North regions, consideration be given to coordinating solutions to meet the needs of both regions when assessing options for each region individually.

8 CONCLUSIONS AND NEXT STEPS

THIS REGIONAL INFRASTRUCTURE PLAN REPORT CONCLUDES THE REGIONAL PLANNING PROCESS FOR THE GTA NORTH REGION. THIS REPORT MEETS THE INTENT OF THE PROCESS DESCRIBED IN SECTION 2 WHICH IS ENDORSED BY THE OEB AND MANDATED IN THE TSC AND DSC.

This RIP report addresses regional needs identified in the earlier phases of the Regional Planning process and any new needs identified during the RIP phase. These needs are summarized in Table 8-1.

Table 8-1: Regional Plans – Needs Identified in the Regional Planning Process

No.	Need Description
I	Vaughan Transformation Capacity (Near Term)
II	Northern York Area Load Security on B82V/B83V
III	Northern York Area Load Restoration on B82V/B83V
IV	Parkway to Claireville – Load Security on V71P/V75P
V	Parkway to Claireville – Load Restoration on V71P/V75P
VI	Markham Transformation Capacity (Mid-term)
VII	Vaughan Transformation Capacity (Mid-term)
VIII	Northern York Area Transformation Capacity (Mid-term)
IX	Kleinburg Tap – Load Restoration on V43/V44

Next Steps, Lead Responsibility, and Timeframes for implementing the wires solutions for the needs are summarized in Table 8-2 below. Investments to address the needs where there is time to make a decision (Needs No. VI, VII, and VIII), will be reviewed and finalized in the next regional planning cycle. Need No. IX will be addressed in the IESO GTA West bulk system planning initiative.

Table 8-2: Regional Plans – Next Steps, Lead Responsibility and Planned In-Service Dates

Id	Project	Next Steps	Lead Responsibility	I/S Date	Estimated Cost	Needs Mitigated
1	Vaughan #4 MTS	LDC to carry out the work	PowerStream	2017	\$25M	I
2	Holland Breakers and SPS	Transmitter to carry out the work	Hydro One	2017	\$32M	II, III
3	Parkway Belt Switches	Transmitter to carry out the work	Hydro One	2018	\$4-6M	V

In accordance with the Regional Planning process, the Regional Planning cycle should be triggered at least every five years. Due to the timing of the mid-term needs, the IRRP proposed that the process be updated in advance of the regular 5-year review schedule. The York Region IRRP is currently scheduled to be updated in 2017.

REFERENCES

- [1]. Independent Electricity System Operator, “York Region Integrated Regional Resource Plan”, 28 April 2015.
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<http://www.hydroone.com/RegionalPlanning/GTANorth/Documents/Needs%20Assessment%20Report%20-%20GTA%20North%20-%20Western%20Subregion.pdf>
- [3]. “Planning Process Working Group (PPWG) Report to the Board The Process for Regional Infrastructure Planning in Ontario”, May 17, 2013
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<http://www.hydroone.com/RegionalPlanning/GTANorth/Documents/OPA%20Letter%20to%20Hydro%20One%20%20Regarding%20%20York%20Subregion.pdf>
- [6]. Independent Electricity System Operator, “Northwest Greater Toronto Area Integrated Regional Resource Plan”, 28 April 2015
http://www.ieso.ca/Documents/Regional-Planning/GTA_West/2015-Northwest-GTA-IRRP-Report.pdf

APPENDIX A: STATIONS IN THE GTA NORTH REGION

Station (DESN)	Voltage (kV)	Supply Circuits
Kleinburg TS T1/T2 27.6 Kleinburg TS T1/T2 44	230/27.6 230/44	V43/V44
Vaughan MTS #3	230/27.6	V43/V44
Woodbridge TS T3/T5 27.6 Woodbridge TS T3/T5 44	230/27.6 230/44	V43/V44
Armitage TS T1/T2/T3/T4	230/44	B82V/B83V
Brown Hill TS T1/T2	230/44	B82V/B83V
Holland TS T1/T2	230/44	B82V/B83V
Buttonville TS T3/T4	230/27.6	P45/P46
Markham MTS #1	230/27.6	P21R/P22R
Markham MTS #2	230/27.6	C35P/C36P
Markham MTS #3 T1/T2/T3/T4	230/27.6	C35P/C36P
Markham MTS #4	230/27.6	P45/P46
Richmond Hill MTS #1	230/27.6	V71P/V75P
Richmond Hill MTS #2	230/27.6	V71P/V75P
Vaughan MTS #1 T1/T2/T3/T4	230/27.6	V71P/V75P
Vaughan MTS #2	230/27.6	V71P/V75P

APPENDIX B: TRANSMISSION LINES IN THE GTA NORTH REGION

Location	Circuit Designations	Voltage (kV)
Claireville TS to Brown Hill TS, Armitage TS and Holland TS	B82V/B83V	230
Claireville TS to Kleinburg TS, Vaughan MTS #3 and Woodbridge TS	V43/V44	230
Claireville TS to Vaughan MTS #1, Vaughan MTS #2, Richmond Hill MTS #1, Richmond Hill MTS #2, Parkway TS	V71P/V75P	230
Parkway TS to Markham MTS #1 and CTS	P21R/P22R	230
Parkway TS to Buttonville TS and Markham MTS #4	P45/P46	230
Parkway TS to Markham MTS #2, Markham MTS #3, Cherrywood TS	C35P/C36P	230

APPENDIX C: DISTRIBUTORS IN THE GTA NORTH REGION

Distributor Name	Station Name	Connection Type	Area/Region
Enersource Hydro Mississauga Inc.	Woodbridge TS	Dx	Western Sub-Region
Hydro One Brampton Networks Inc.	Woodbridge TS	Dx	Western Sub-Region
Hydro One Networks Inc. (Distribution)	Armitage TS	Tx	Northern York Area
	Brown Hill TS	Tx	Northern York Area
	Holland TS	Tx	Northern York Area
	Kleinburg TS	Tx	Western Sub-Region
	Woodbridge TS	Tx	Western Sub-Region
Newmarket-Tay Power Distribution Ltd.	Armitage TS	Tx	Northern York Area
	Holland TS	Tx	Northern York Area
PowerStream Inc.	Armitage TS	Dx	Northern York Area
		Tx	Northern York Area
	Buttonville TS	Tx	Southern York Area
	Holland TS	Dx	Northern York Area
	Kleinburg TS	Tx	Western Sub-Region
	Markham MTS #1	Tx	Southern York Area
	Markham MTS #2	Tx	Southern York Area
	Markham MTS #3	Tx	Southern York Area
	Markham MTS #4	Tx	Southern York Area
	Richmond Hill MTS #1	Tx	Southern York Area
	Richmond Hill MTS #2	Tx	Southern York Area
	Vaughan MTS #1	Tx	Southern York Area
	Vaughan MTS #2	Tx	Southern York Area
	Vaughan MTS #3	Tx	Western Sub-Region
	Woodbridge TS	Dx	Western Sub-Region
Tx		Western Sub-Region	
PowerStream Inc.[Barrie]	Holland TS	Dx	Northern York Area
Toronto Hydro Electric System Limited	Woodbridge TS	Dx	Western Sub-Region
Veridian Connections Inc.	Armitage TS	Dx	Northern York Area

APPENDIX D: GTA NORTH REGION LOAD FORECAST 2015-2025

Stations Net Coincident Peak Load Forecast (MW)

Station Name	LTR*	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Kleinburg 28 kV (BY)	97	54	56	58	59	63	64	66	69	70	70	70
Kleinburg 44 kV (EQ)	99	62	63	64	65	65	65	65	66	66	66	66
Vaughan 3 MTS 28 kV	153	153	153	153	153	153	153	153	153	153	153	153
Woodbridge 44 kV (EQ)	80	53	54	54	54	53	52	52	52	52	52	52
Woodbridge 28 kV (BY)	80	72	71	71	71	70	69	69	68	68	68	68
Holland TS 44 kV	168	136	138	142	144	145	146	149	152	154	156	158
Armitage TS 44 kV	317	294	299	306	312	314	317	324	330	336	338	344
Brown Hill TS 44 kV	184	74	76	79	81	83	85	88	90	93	95	98
Richmond Hill MTS 28 kV	254	254	254	254	254	254	254	254	254	254	254	254
Vaughan 1 MTS 28 kV	306	306	306	306	306	306	306	306	306	306	306	306
Vaughan 2 MTS 28 kV	153	153	153	153	153	153	153	153	153	153	153	153
Vaughan 4 MTS	153	0	24	47	69	83	97	119	140	160	170	185
Buttonville TS 28 kV	166	153	153	153	153	153	153	153	153	153	153	153
Markham 1 MTS 28 kV	81	81	81	81	81	81	81	81	81	81	81	81
Markham 2 MTS 28 kV	101	101	101	101	101	101	101	101	101	101	101	101
Markham 3 MTS 28 kV	202	202	202	202	202	202	202	202	202	202	202	202
Markham 4 MTS 28 kV	153	42	62	89	112	125	137	158	178	198	207	220

* LTR based on 0.9 power factor

APPENDIX E: LIST OF ACRONYMS

Acronym	Description
A	Ampere
BES	Bulk Electric System
BPS	Bulk Power System
CDM	Conservation and Demand Management
CIA	Customer Impact Assessment
CGS	Customer Generating Station
CTS	Customer Transformer Station
DESN	Dual Element Spot Network
DG	Distributed Generation
DSC	Distribution System Code
GS	Generating Station
GTA	Greater Toronto Area
HV	High Voltage
IESO	Independent Electricity System Operator
IRRP	Integrated Regional Resource Plan
kV	Kilovolt
LDC	Local Distribution Company
LP	Local Plan
LTE	Long Term Emergency
LTR	Limited Time Rating
LV	Low Voltage
MTS	Municipal Transformer Station
MW	Megawatt
MVA	Mega Volt-Ampere
MVAR	Mega Volt-Ampere Reactive
NA	Needs Assessment
NERC	North American Electric Reliability Corporation
NGS	Nuclear Generating Station
NPCC	Northeast Power Coordinating Council Inc.
NUG	Non-Utility Generator
OEB	Ontario Energy Board
OPA	Ontario Power Authority
ORTAC	Ontario Resource and Transmission Assessment Criteria
PF	Power Factor
PPWG	Planning Process Working Group
RIP	Regional Infrastructure Plan
ROW	Right-of-Way
SA	Scoping Assessment
SIA	System Impact Assessment
SPS	Special Protection Scheme
SS	Switching Station
TS	Transformer Station
TSC	Transmission System Code
UFLS	Under Frequency Load Shedding
ULTC	Under Load Tap Changer
UVLS	Under Voltage Load Rejection Scheme