

# Islington Transformer Station and Line | Route Selection

## Project background

As industry and businesses grow in the City of Toronto, so does the need for safe, clean and reliable power. In fall 2022, Hydro One initiated a Class Environmental Assessment (Class EA) to connect a new data facility, planned at 48 Lowe's Place in Etobicoke, to the electricity grid. Since the Class EA was initiated, Hydro One has been reviewing environmental and technical data and collected feedback on the study area shared in 2022. Based on this analysis and information, we have now selected a preferred route.

To connect the new facility, proposed Project components will include building a new 230 kilovolt (kV) transformer station (TS) on the data facility's property, installing two new junction stations (JCT), within the existing Hydro One corridor south of Rexdale Boulevard, and installing two new underground 230 kV transmission cables between the new JCTs and TS.

## Planning process

Minimizing the effects of our projects and operations on the environment is important to us. The planning of this Project is following the "Class Environmental Assessment for Minor Transmission Facilities (2022)" (Class EA for MTF), in accordance with the Ontario Environmental Assessment Act. This planning process applies to transmission infrastructure projects that are carried out routinely and have predictable environmental effects that can be readily managed. Within the Class EA for MTF there are two levels of assessment associated with the size of the Project and potential environmental effects. These include: i) Screening Process (streamlined), and ii) Full Class EA Process. Based on the examples provided in the Class EA document, this Project is following the Screening Process subject to consultation activities and satisfying the applicable 16 screening criteria. Learn more:

[HydroOne.com/ClassEA](https://HydroOne.com/ClassEA)

## Alternative routes

As a key part of the Class EA, a number of cable route alignments were considered. Our team took into consideration technical, socioeconomic and environmental constraints and looked for opportunities to use road allowances and open areas in order to minimize impacts. For more details on constraints and opportunities examined, please see the map on next page. Based on this information our team identified **three** technically feasible alternative routes and evaluated the advantages and disadvantages of these alternatives using five key categories to select a preferred route. The five categories include:

- Property Requirements
- Socio-Economic Impacts such as disruption to the community and to traffic
- Natural Environment Impacts such as impacts to trees or wildlife areas
- Technical Requirements such as electrical constraints, utility conflicts and complexity of construction methods
- Project Costs

# Map of technically feasible alternative routes and area constraints



**Legend**

- Proposed Route
- Alternative Route 1
- Alternative Route 2
- Existing Overhead Transmission Line
- - - Pipeline
- + + Railway
- Proposed Junction Locations
- Proposed Customer Facility
- Proposed Transformer Station
- Project Constraint

## Islington TS Route Map

Datum: WGS 1984 Web Mercator Auxiliary Sphere

Apr, 2023	1:4,800	Data Sources: Sources
P: #####	Rev: 00	
<b>AECOM</b>		<b>Figure 1</b>
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## Preferred route

While the alternative routes shared similar advantages from a natural environment perspective, the preferred route has advantages from a property requirement, socio-economic, and technical perspective, specifically:

Evaluation Criteria	Preferred		
	Alternative Route 1 (Rexdale – Islington – Allenby – Pine Point Park)	Alternative Route 2 (Rexdale – Commercial Parking Lot – Burrard – Allenby – Pine Point Park)	Proposed Route (Rexdale – Islington – Chilcot – Burrard – Allenby – Conan -Pine Point Park)
Property Requirements	●	○	●
Socio-Economic (community impacts, traffic, etc.)	○	◐	●
Natural Environment	●	●	●
Technical (utility conflicts, construction complexity)	○	◐	◐
Project Costs	○	◐	●
<b>Overall Summary</b>	○	◐	●

**Legend** ○ - Least Preferred   ◐ - Moderately Preferred   ● - Preferred

- Key advantages:**
- ✓ Maintaining safe setbacks from Highway 401 and ramps during construction
  - ✓ Minimizing amount of construction disruption on high traffic main roads
  - ✓ Minimizing construction impact to businesses and residential homes along the route
  - ✓ No easement requirements on private property

## We're here to help

Our team is still working through the construction details for this work and are committed to mitigating potential effects where possible. For more information, to sign up for the Project contact list, or to ask questions, please contact Hydro One Community Relations:

**416-345-6799**

**[Community.Relations@HydroOne.com](mailto:Community.Relations@HydroOne.com)**

**[HydroOne.com/Islington](https://HydroOne.com/Islington)**