



**Exhibit 2**  
**Location of Facilities**

STATE OF NEW YORK	
DEPT. OF PUBLIC SERVICE	
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EX.	<u>2</u>

# **Consolidated Edison Company of New York, Inc.**

## **Cedar Street Project**

### **Exhibit 2**

### **Location of Facilities**

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## **EXHIBIT 2: LOCATION OF FACILITIES**

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This Exhibit addresses the requirements of 16 NYCRR §86.3.

### **2.1 General Description of Facility Location**

Consolidated Edison Company of New York, Inc. ("Con Edison" or the "Applicant") is proposing to construct an approximate 3.0-mile, 138 kV underground transmission line in southeastern Westchester County, New York, connecting Con Edison's existing 138/13.8 kV Washington Street Substation in the City of Mount Vernon with its 138/13.8 kV Cedar Street Substation in the City of New Rochelle (the "Project"). The single transmission line will contain a maximum of two feeders. The first feeder will be constructed immediately and will consist of a three single-phase copper conductor solid dielectric 138 kV insulated cable circuit within a buried duct bank (Phase I). The duct bank will be designed with spare capacity to allow for future installation of an additional feeder to support expected area load growth (Phase II). Equipment required to accommodate the new transmission lines will be added at both the Washington Street and Cedar Street Substations, including installation of a third transformer and associated equipment (a circuit switcher, potheads and switchgear) at the Cedar Street Substation to accommodate the proposed Phase I feeder. An additional circuit switcher and pothead will also be installed at the Cedar Street proposed 138 kV feeder position to serve an anticipated Metro-North substation. An additional transformer will be installed at the Cedar Street Substation at such time as the Phase II feeder is determined necessary to serve area load growth. This new work will be completed within the existing fence and property lines of the Washington Street and Cedar Street Substations.

The proposed route of the Project will be located primarily within the curb-to-curb portion of the rights-of-way of public roadways. As a consequence, there will be a limited need to acquire additional easements or rights-of-way for the Project. Con Edison is in discussions with the New York State Thruway Authority ("NYSTA") for the installation of the transmission line within property under control of the NYSTA in the vicinity of the Cedar Street Substation.

#### **2.1.1 Proposed Transmission Route**

The Project's transmission line will be installed primarily within the curb-to-curb portion of the rights-of-way of public roadways. The proposed route for the transmission line begins at Con Edison's Washington Street Substation and heads east along Hartford Avenue for a distance of approximately 1,300 feet to the intersection with South Columbus Avenue. The route continues north along South Columbus Avenue, for approximately 100 feet to the intersection with Beechwood Avenue. At Beechwood Avenue, the route turns east and continues for a distance of approximately 1,300 feet to the intersection of Bradford Road. At Bradford Road the route travels northeast for approximately 200 feet and passes underneath the New Haven Line of the

Metro-North Railroad and enters Wilson Woods Park. The route continues northeast through the park along Wilson Woods Park Road for approximately 2,200 feet to the intersection of Lincoln Avenue. At Lincoln Avenue the route continues east, crossing the Hutchinson River Parkway Bridge and Hutchinson River, and continues east along Lincoln Avenue for approximately 7,600 feet to the intersection with North Avenue. East of North Avenue, Lincoln Avenue becomes Manor Place. The route continues northeast through the North Avenue intersection onto Manor Place for approximately 500 feet to The Circle. The route travels south for approximately 350 feet along The Circle then intersects Manhattan Avenue. On Manhattan Avenue, the route turns northeast for approximately 575 feet and veers south onto vacant NYSTA property, adjacent to a the southbound exit lane of Interchange 16 of the New England Thruway (I-95). The route continues southeast for approximately 1,300 feet, crossing both southbound exit and entrance lanes of the Thruway and passes under the 8-lane New England Thruway overpass and under Metro-North's New Haven Line (which is also used by Amtrak between New Rochelle and New Haven) to the intersection of Commerce Street and Cedar Street, at which point the route turns south and continues along Commerce Street for approximately 125 feet to the gated driveway leading into the walled Cedar Street Substation.

The transmission line duct bank will be installed within an open-cut trench excavated along the transmission line route within the curb-to-curb portion of street rights-of-way, with the exception of the line's crossing of the New England Thruway and the Hutchinson River/Hutchinson River Parkway. In the vicinity of the New England Thruway, the proposed feeder will be located within both the paved and grassed areas of the Exit 16 Interchange. For the crossing of the Hutchinson River/Hutchinson River Parkway, the proposed transmission line may be located within the sidewalk of the existing parkway bridge.

Due to limitations on the continuous available length of solid dielectric cable, manholes will be installed approximately every 1,500 to 2000 feet along the route. The manholes will serve as locations for pulling the solid dielectric cable through the individual conduits and for splicing the cable. The manholes will be underground structures approximately 18 feet long by 8 feet wide, accessible via two manholes and set flush to grade. The precise placement of each manhole will be determined as part of the final design of the transmission lines.

### ***2.1.2 Washington Street Substation***

The existing Washington Street Substation is located on an approximate one-acre site located at the northeast intersection of Hartford Avenue and Lyons Place, south of Washington Street and approximately 800 feet south of the Metro-North Railroad in the City of Mount Vernon, Westchester County. The substation will accommodate a new 138 kV transmission line within the existing fence line of the substation property.

### **2.1.3 Cedar Street Substation**

The Cedar Street Substation is located on an approximate two-acre site adjacent to the New Haven Line of the Metro-North Railroad and approximately 500 feet east of Interchange 16 of the New England Thruway. The substation will accommodate the new 138 kV transmission line and new 138-13.8 kV Transformer No. 3 within the existing walled substation property.

## **2.2 Location Map**

The general location of the transmission facilities rights-of-way and the two substations, including alternative routes considered, are shown on Figure 2-1, which provides a New York State Department of Transportation ("NYSDOT") 1:24,000 scale map of the Project area. Due to the short length of the transmission facilities (approximately 3.0 miles for the preferred route and 3.5 miles for the alternative route), and considering that the proposed line will be underground, Con Edison has requested that the New York State Public Service Commission (the "Commission" or "NYSPSC") (i) waive the applicability of 16 NYCRR §86.3 (a)(1)(i), which requires the Applicant to provide a NYSDOT map covering an area of at least five miles on either side of the facility locations, and (ii) allow Con Edison to provide a NYSDOT map covering an area within one mile on either side of the proposed transmission line route. The NYSDOT map (Figure 2-1) has been used to identify:

- (1) the location of the facilities rights-of-way;
- (2) where the construction of the facility would necessitate permanent clearing or other changes to the topography, vegetation or man-made structures; and
- (3) known, geologic, historic or scenic areas, parks or untouched wilderness on or within one mile of the rights-of-way. Areas of known archeological resources are not shown to protect these sensitive areas.

Minimal permanent clearing will be required since the proposed transmission line will be located primarily within existing roadway and rights-of-way. The crossing of the Hutchinson River and the Hutchinson River Parkway will not require any clearing as the proposed transmission line at this crossing will be located within the existing parkway bridge that crosses both the roadway and the river. A small amount of permanent clearing may be required for that portion (approximately 150 feet) of the transmission route located between the southbound exit ramp of Interchange 16 of the New England Thruway and Manhattan Avenue in the City of New Rochelle. The proposed transmission line will not affect existing man-made structures. No significant permanent changes in topography will result from installation of the transmission line.

Figure 2-1 also identifies historic sites and parks within one mile of the proposed electric transmission route and the alternative routes addressed in this Application.

Since the transmission line will be located underground and the Washington Street and Cedar Street Substations are well-screened and located in commercial (Cedar Street Substation) and industrial (Washington Street Substation) areas, visual impacts to historic sites and parks will not occur. A Phase IA cultural resources report has been prepared to identify areas of potential archeological resources based on the location of known and documented archeological sites. The Phase IA report concluded that construction of the Project would have no impact on cultural resources or properties listed in the State or National Register of Historic Places. To provide for the protection of any unknown archeological resources, the Applicant has developed an Unanticipated Discovery Plan as part of its Phase IA cultural resources survey (see Appendix D) to provide for the identification, protection and documentation of any archeological resources discovered during construction.

Again, due to the short length of the transmission line (approximately 3.0 miles), Con Edison has also requested that the Commission waive the applicability of 16 NYCRR §86.3(a)(2) requiring an Applicant to provide a NYSDOT 1:250,000 scaled map. The interface of the proposed facilities with the existing transmission system is limited to the interconnection at the existing Washington Street and Cedar Street Substations, which is clearly shown on Figure 2-1.

### **2.3 Aerial Photographs**

Con Edison has also requested that the Commission (i) waive the applicability of 16 NYCRR §86.3(b)(2), which requires the Applicant to submit detailed maps, drawings, and explanations for the rights-of-way of the proposed facilities, including aerial photographs of urban areas and urbanizing fringe areas *taken within six months of the date of filing*. Con Edison has included with this Application orthophotographs of the Project area that were taken in 2004 and obtained from the New York State GIS Clearinghouse. The Applicant believes that this substituted aerial photography for the urban landscape is sufficiently recent to meet the Commission's needs for its review of the Application.

Figures 2-2 and 2-3a through 2-3d provide aerial photography of the Project area reflecting current conditions along the preferred and alternative transmission routes. Figure 2-2 is an overview of the entire Project area at an approximate scale of 1 inch = 1,500 feet, which includes the substation locations, the preferred and alternative transmission lines, and the area within one mile of the Project. Figures 2-3a through 2-3d provide the same aerial photography at an approximate scale of 1 inch = 400 feet and show: 1) where the construction of the facilities would necessitate permanent clearing within the rights-of-way, vegetation or man-made structures; 2) the location of access and maintenance roads; 3) proposed temporary construction easement areas; and 4) the location of the facilities on the rights-of-way.

As described above, no permanent clearing will be required to facilitate the installation of the proposed transmission line within road rights-of-way, or subsequent equipment at the substations. In the event directional drilling becomes the preferred option for crossing the Hutchinson River, some areas of clearing will be required. No significant permanent changes in topography will result from installation of the transmission facilities.

#### **2.4 Supplemental Right-of-Way Information**

The proposed electric transmission line will originate at the Washington Street Substation and terminate at the Cedar Street Substation. Upon leaving Con Edison's property, the transmission route will be located within public rights-of-way along Hartford Avenue, South Columbus Avenue, Washington Street, Beechwood Avenue, Bradford Road, Lincoln Avenue, Manor Place, The Circle, Manhattan Avenue, Cedar Street and Commerce Street. No private property will be crossed or required for the proposed transmission line.

Con Edison has solicited comments from the NYSTA to obtain permission to locate a portion of the transmission feeder within the area of Interchange 16 of the New England Thruway.

The construction contractor will identify and lease temporary construction storage areas in the vicinity of the Project. Additional staging in support of daily construction activities will occur within the street right-of-way in the immediate vicinity of the current construction activity.

