

Ald. Knudsen,

Thank you for your continued partnership through discussions regarding the proposed substation at 1111 W. Diversey Pkwy. We are committed to continuing this dialogue in a meaningful way while ensuring that our customers in Lakeview and Lincoln Park continue to receive the reliable energy needed as the neighborhoods continue to grow.

Below are responses to your most recent letter. We look forward to speaking with you further on Oct. 16.

Keisha Parker
Vice-President, External and Governmental Affairs, ComEd

- 1. Please define the specific baseline parameters used to evaluate the fourteen sites, including the minimum required parcel size, the maximum acceptable distance from the connection point, and the explicit financial thresholds used to deem a site "not cost-effective." Please also share the engineering and cost analyses performed for each site, including the dollar figures behind each conclusion — and if no site-specific analyses were prepared, please say so.**

ComEd evaluated sites suggested by Ald. Knudsen against four criteria: cost-effectiveness, proximity to the load center, size of property, and reuse of the existing underground distribution cable and pipeline system. The Lakeview site is the only property evaluated that meets all four (see Attachment, Table 1). Planning-stage estimates put Lakeview at \$253.6 million, compared with \$405.8 to \$519.4 million for multiple alternate locations; costs that would be borne by ComEd customers.

- 2. Several locations were rejected as too small for the "ultimate substation buildout." However, ComEd's pending application before the Illinois Commerce Commission (ICC) in Docket No. 26-0047 requests approval for a three-transformer configuration. Please clarify: (i) the minimum acreage deemed sufficient; (ii) whether sites were evaluated against a three-transformer or a four-to-five-transformer layout; (iii) the exact number of transformers planned for the final project; and (iv) the analysis supporting ComEd's assertion that conditions are "likely to necessitate an additional substation later." To ground the size comparison, please also state the total acreage of the site ComEd proposes to build on at 1111 W. Diversey Pkwy, identifying every parcel and its acreage.**

The substation minimum acreage is 1.5-acres, combining the decommissioned substation and the adjacent property purchased at 1111 W. Diversey. Sites were not evaluated for fewer than five transformer installs. ComEd is seeking approval for three transformers in this Grid Plan with a total of five planned for the site. As growth in the neighborhoods continues, sizing the substation for five transformers will allow for future growth by expanding the station rather than immediately needing to build another substation at added cost as shown in the trends in Table 2.

- 3. Seven sites were rejected primarily due to distance. Please state the exact geographical locations of the connection points and the load center, as well as the maximum distance**

standard ComEd applied when disqualifying these sites. Please also identify the boundaries used to determine the above locations and the boundaries of the proposed substation is intended to serve. Please also provide the distance from 1111 W. Diversey Pkwy to the connection point and to the load center, so the chosen site can be measured by the same standard applied to the fourteen alternative sites.

See table 1 for all the sites considered and the reasons that they are not viable for the project.

The proposed substation will be fed by new underground transmission lines from the existing Diversey and Crosby substations, providing two separate sources and paths. Additional distance from these substations would increase the cost of building those transmission lines.

The site is also close to existing ComEd infrastructure, which reduces spending on distribution equipment (such as feeders) to send power to the community. The \$136.1 million distribution budget includes the station exits connecting the transformers to distribution feeders, which are largely already in place. It is also close to the Clybourn and Diversey substations, enabling distribution load to be shifted between stations in emergent situations. It reuses property ComEd already owns, and existing distribution conduit and cable in the area reduces cost and street disruption.

- 4. Your response states that additional capacity must be delivered "by the end of 2029." However, ComEd's ICC filing in Docket No. 26-0047 proposes a 2030 in-service date, while ComEd's public project webpage indicates that demand is projected to exceed grid support "as early as 2029." Please reconcile these timelines.**

The substations serving the neighborhoods are collectively forecasted to reach 95% of capacity in 2026 and 98% by 2031 (see Attachment, Table 2 and Figure1). The capacity forecast varies by substation. The 2030 in-service target is driven by two individual stations that serve the neighborhoods: Clybourn and Northwest Terminal 3 are forecast to reach 99% capacity by 2029, with Northwest Terminal 3 reaching 100% capacity in 2030, and Clybourn reaching 100% capacity in 2031. Once a substation grouping reaches 100% capacity, we have no flexibility to relieve overloads, which could lead to loss of power for residents and businesses served by that substation. The 2029 date cited at the June 22, 2026, community meeting also refers to these two stations approaching their capacity.

- 5. Please provide the actual peak loading figures (as a percentage of allowable capacity) for the Diversey (TSS40), Clybourn (TSS54), and Northwest Terminal substations for June, July, and August 2026, alongside the loading levels ComEd originally forecasted for 2026 in its ICC filing.**

ComEd's 2026 forecast placed TSS40 Diversey and TSS54 Clybourn at 95% of allowable capacity, Northwest Terminals 1 at 89%, Terminal 2 at 95%, and Terminal 3 at 98%. ComEd is currently verifying actuals for the summer 2026 peak loading data for these stations.

- 6. Your August 25th response states that ComEd is "continuing to advance to the next phase of the project." However, the Commission has not yet issued a decision. If ComEd is in fact pushing forward, please describe the activities and expenditures ComEd is undertaking in**

advance of a final order, and whether any of those costs would be recoverable from neighbors if the Commission denies or modifies the request.

The work that ComEd plans to do is planning, design, and engineering evaluation work that is common for substation projects in Phase 1 engineering. This will include inspections, test holes, and surveying. These costs are prudent activities that ComEd takes as part of the planning and project exploration stage.

- 7. Please elaborate on what specific transmission route criteria are required, and outline all completed studies (engineering, environmental, etc) to date for the proposed 1111 W. Diversey Pkwy location.**

The Lakeview Substation will be connected by underground transmission lines. Selecting the final route for those lines follows a standard, multi-step process used by electric utilities across the country.

The first step is defining the study area and identifying the transmission line endpoints, which in this case are the existing Diversey and Crosby substations and the proposed Lakeview Substation. Once the study area is established, engineers first review publicly available information, environmental conditions, existing infrastructure, potential constraints, and other routing factors.

The study area also looks for opportunities to place transmission lines alongside existing infrastructure such as roads, railways, and utility corridors whenever appropriate. Doing so can help reduce impacts on neighborhoods and the environment.

Right now, along with the preliminary work described in the answer to question 6, ComEd is also evaluating route alternatives. ComEd's key goals are to minimize construction impacts on the community and keep the route as efficient as possible. Once the various routes are evaluated, ComEd will prepare a routing study that documents the alternatives considered, the analysis performed, and the factors that led to the recommended routes.

- 8. Did ComEd's financial evaluation of the fourteen sites account for and credit the potential market resale value or trade value of the 1111 W. Diversey Pkwy property? Was a land exchange or structured acquisition considered?**

ComEd did not evaluate all fourteen sites for cost impact. First and foremost, they were evaluated from an engineering perspective. If the sites did not meet those standards, they were not pursued. In addition, four properties are not listed for sale.

ComEd did not consider a land exchange or structured acquisition because we did not identify another suitable site. Structured agreements are site-specific.

- 9. Regarding 1641-1651 W. Diversey Pkwy, was this parcel placed under contract between July 28th and August 25th? Has the transaction officially closed? Additionally, did ComEd directly contact all fourteen property owners to discuss acquisition or willingness to sell prior to issuing a rejection? More broadly, please help the community understand the four-week timing of ComEd's review of a list it received two weeks before the Commission's evidentiary hearings. Furthermore, please explain the discrepancy between 1111 W.**

Diversey Pkwy being listed at 1.08 acres according to the Cook County Assessor — while 1641-1651 W. Diversey Pkwy is listed at 1.2 acres but was deemed "too small" to be viable.

The 1640 W Diversey site is currently owned by the Archdiocese of Chicago. According to ComEd's broker, the portion along Paulina St. is under contract. ComEd does not know when the parcel went under contract or whether the transaction has closed, as those would only be known by the parties to the contract until a deed is recorded. Given that a portion of this property is not on the market, the remaining acreage was deemed too small to accommodate the substation.

It's important to remember that the total area of the Lakeview substation is comprised of the purchased property at 1111 W Diversey Pkwy, as well as the existing decommissioned substation, which totals nearly 1.5 acres. A comparison of 1.08 acres or 1.2 acres doesn't capture the total acreage needed for the substation.

10. What is the estimated cost should the additional infrastructure be needed at 2033 N Kingsbury?

ComEd's consulted broker currently estimates the value of the site at \$25-\$30M. We project the electrical infrastructure would exceed \$150M-\$200M in additional cost.

Table 1: Alternative Sites Considered for the Lakeview Substation and Reasons for Rejection

Address	Comment
2741 N CLYBOURN AVE	This lot is 0.86 acres and is too small to accommodate the ultimate substation buildout. Conditions are likely to necessitate an additional substation later, which is not cost effective.
2550 N Clybourn Jewel Parking Lot	This site is actively being used by a grocery store as its parking lot and is not for sale. This site is approximately 1.65 miles away from the connection point to serve the population in the area. Additional distribution and likely transmission infrastructure would be required to serve the load, which would result in incremental costs. Additionally, transmission route viability to this site is unknown, which would require additional engineering evaluation and delay the project, risking overload conditions.
1208 Medill (near Wendy's)	This lot is 0.99 acres and is too small to accommodate the ultimate substation buildout. Conditions in the region are likely to necessitate an additional substation later, which is not cost effective. This lot is also not actively marketed for purchase, which could increase the overall cost of purchasing the property.
2620 W Grace St.	This lot is not actively marketed to purchase, which could increase the overall cost of purchasing the property. Transmission route viability to this site is also unknown, which would require additional engineering evaluation and delay the project, risking overload conditions. Since this parcel is further from the site to the connection point to serve the population in the area, this site would likely necessitate additional infrastructure buildout, which is not cost effective.

Address	Comment
2403 W. Grace_AT&T Bldg and lot	This lot is currently part of an active business and is not actively marketed for sale, which could increase the overall cost to purchase the property. Active business with employees. Transmission route viability to this site is also unknown, which would require additional engineering evaluation and delay the project, risking overload conditions. Since this parcel is further from the site to the connection point to serve the population in the area, this site would likely necessitate additional infrastructure buildout, which is not cost effective.
1668 N KINGSBURY ST next to 1110 W. North Ave	This lot is not actively marketed for sale, which could increase the overall cost of purchasing the property. Transmission route viability to this site is also unknown, which would require additional engineering evaluation and delay the project, risking overload conditions. Since this parcel is further from the site to the connection point to serve the population in the area, this site would likely necessitate additional infrastructure buildout, which is not cost effective.
2401-2415 W. Belmont Vacant Land for sale_CBRE	This lot is 0.91 acres and is too small to accommodate the ultimate substation buildout. Conditions in the region are likely to necessitate an additional substation later, which is not cost effective. Since this parcel is further from the site to the connection point to serve the population in the area, this site would likely necessitate additional infrastructure buildout, which is not cost effective.
2900-2950 N. Oakley for Sale Cushman Wakefield shares property line with 2331 W. Nelson	This site is approximately 1.56 miles away from the connection point to serve the population in the area. Additional distribution and likely transmission infrastructure would be required to reach the load center, which is not cost effective. Demolition of existing structures would also be required.
1127 N Halsted shares a property line with ComEd Crosby SS	This site is approximately 2.14 miles away from the connection point to serve the population in the area. Additional distribution and likely transmission infrastructure would be required to reach the load center, which is not cost effective.
2331 W. Nelson shares property line with 2900-2950 N. Oakley	This site is approximately 1.56 miles away from the connection point to serve the population in the area. Additional distribution and likely transmission infrastructure would be required to reach the load center, which is not cost effective.
1910 N. Clifton Close to Foundry Park-Waterway Point Northern Parcel	This site is approximately 1.1 miles away from the connection point to serve the population in the area. Additional distribution and likely transmission infrastructure would be required to reach the load center, which is not cost effective.
1110 W. North Ave next to 1668 N. Kingsbury St.	This site is approximately 1.47 miles away from the connection point to serve the population in the area. Additional distribution infrastructure would be required to reach the load center, which is not cost effective.
2033 N Kingsbury	This site is approximately 1.47 miles away from the connection point to serve the population in the area. Additional distribution and likely transmission infrastructure would be required to reach the load center, which is not cost effective.
1641-1651- W. Diversey Pky	0.75 acres of the 1.95-acre property is already under contract and pending close. The remaining 1.2 acre is too small to accommodate the ultimate substation buildout. Conditions in the region are likely to necessitate an additional substation later, which is not cost effective.

Table 2: Forecasted Load for the Northside Neighborhoods Substations, 2026 to 2031

Year	Forecast load (amps)	Share of allowable capacity
2026	40,856	95%
2027	41,314	96%
2028	41,413	96%
2029	41,734	97%

2030	42,014	97%
2031	42,294	98%

Figure 1: Forecasted Aggregate Loading of Northside Neighborhoods Substations Against 95% of Allowable Capacity, 2025 to 2031

