

## Summer 2014 Open House and Survey Summary

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9/25/14

### Overview

Puget Sound Energy (PSE) hosted an online open house from Aug. 27 to Sept. 17, 2014 and two in-person open houses on Sept. 10 and 11. At these open houses, the public had the opportunity to learn about the project, review the Community Advisory Group's 11 narrowed route options recommended for further evaluation, review seven routes recommended to be removed from additional evaluation, and view data on the community values-based evaluation factors the advisory group will use in an upcoming Multi-Objective Decision Analysis (MODA) evaluation. The same information was shared online and in-person.

Attendees were given a survey to provide feedback on the route options and evaluation factors.

### Executive summary

- **Online open house attendance:** 1,024 unique visitors
- **Approximate in-person open house attendance:** 135
- **Surveys completed:** 515
- **Comment forms:** 20

### Key survey results

- 50% or more survey respondents agreed with four out of the 11 [narrowed route options](#) recommended by the Community Advisory Group for additional evaluation (501 responses):
  - Oak (66%)
  - Ash (59%)
  - Pine (53%)
  - Willow (52%)
- More than 80% of respondents agreed with all seven of the Community Advisory Group's recommendations of routes to remove from further evaluation (438 responses).
- Of nine [evaluation factors](#) ranked by the community, "Avoids residential areas" was the highest community priority (31%), followed by "Avoids impacts to aesthetics" (14%) and "Avoids sensitive environmental areas" (12.5%). The remaining six received weights ranging between 4% and 10% (461 responses).
- The following key concerns were mentioned most frequently by survey respondents to explain why route options should no longer be evaluated (381 responses):
  - Community character and residential concerns
  - Environmental concerns
  - Property value concerns
  - Cost
  - Vegetation

### Next steps

Feedback gathered at the meetings will be discussed by the Community Advisory Group at their meeting on Oct. 1, 2014. The advisory group will review this feedback as they finalize the list of narrowed route options and evaluation factor weightings. The group will then participate in a [MODA evaluation](#). The advisory group will use the MODA evaluation results to determine a preliminary route recommendation for PSE.

## Detailed open house summary

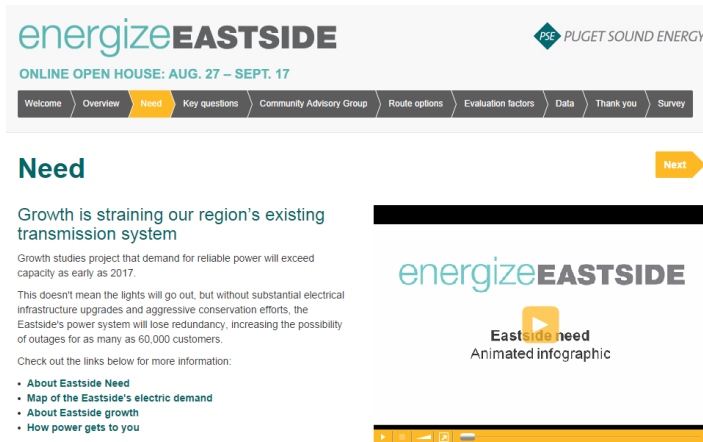
The following summary includes more detailed information about open house attendance and participation, results from the survey, and a summary of comments shared at the meetings.

### Open house attendance and participation

#### Online open house

Aug. 27 – Sept. 17, 2014

Archive site: <http://energizeeastside-aug-sept-2014.publicmeeting.info/>



The screenshot shows the 'energizeEASTSIDE' website with the 'Need' section highlighted. The navigation bar includes: Welcome, Overview, Need, Key questions, Community Advisory Group, Route options, Evaluation factors, Data, Thank you, Survey. The 'Need' section title is 'Need' with a 'Next' button. The main content area has the heading 'Growth is straining our region's existing transmission system' and a sub-heading 'Growth studies project that demand for reliable power will exceed capacity as early as 2017.' Below this, it states: 'This doesn't mean the lights will go out, but without substantial electrical infrastructure upgrades and aggressive conservation efforts, the Eastside's power system will lose redundancy, increasing the possibility of outages for as many as 60,000 customers. Check out the links below for more information:' followed by a list of links: 'About Eastside Need', 'Map of the Eastside's electric demand', 'About Eastside growth', and 'How power gets to you'. To the right, there is a video player for 'Eastside need Animated infographic' with the 'energizeEASTSIDE' logo.

- Unique visitors: 1,024
- Surveys completed: 490

#### Renton open house

Wednesday, Sept. 10, 2014

6 - 8 p.m.

Renton Pavilion Event Center, 233 Burnett Ave. S, Renton



- Approximate attendance: 45
- Surveys completed: 8
- Comment forms: 5

## Bellevue open house

Thursday, Sept. 11, 2014

6 - 8 p.m.

Bellevue Hilton, 300 112th Ave. SE, Bellevue



- Approximate attendance: 90
- Surveys completed: 17
- Comment forms: 15

## Survey summary

### Overview and distribution

PSE developed a survey to gather input about the Community Advisory Group's narrowed route options and evaluation factor weightings. The survey was available online from Aug. 27 to Sept. 17 and at both in-person open houses.

### Respondents

- Surveys completed: 515
  - 490 through online open house
  - 25 at in-person meetings

**Note:** *The content of verbatim excerpts throughout this summary below are input from individuals who have completed the survey. The inclusion of the excerpts is to maintain a record of the feedback received by PSE and is not a reflection of PSE's concurrence or disagreement with the content of the comments in whole or in part. The open houses, including the survey, reflect PSE's public outreach process to assist the Community Advisory Group in gathering input that will be used to inform a recommendation to PSE about route selection.*

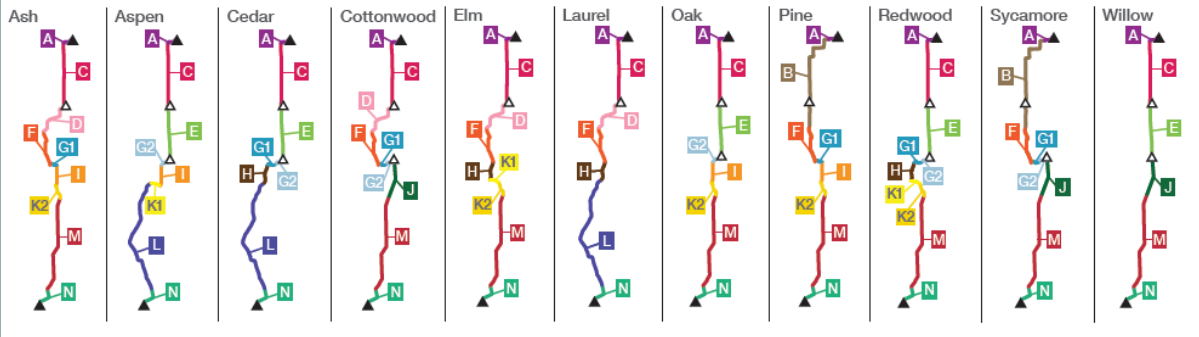
### Survey responses

#### Question 1: Route options recommended for further evaluation by the Community Advisory Group

For the first question on the survey, respondents were shown the 11 route options the Community Advisory Group recommended for further evaluation and asked if they agreed with the advisory group's recommendation.

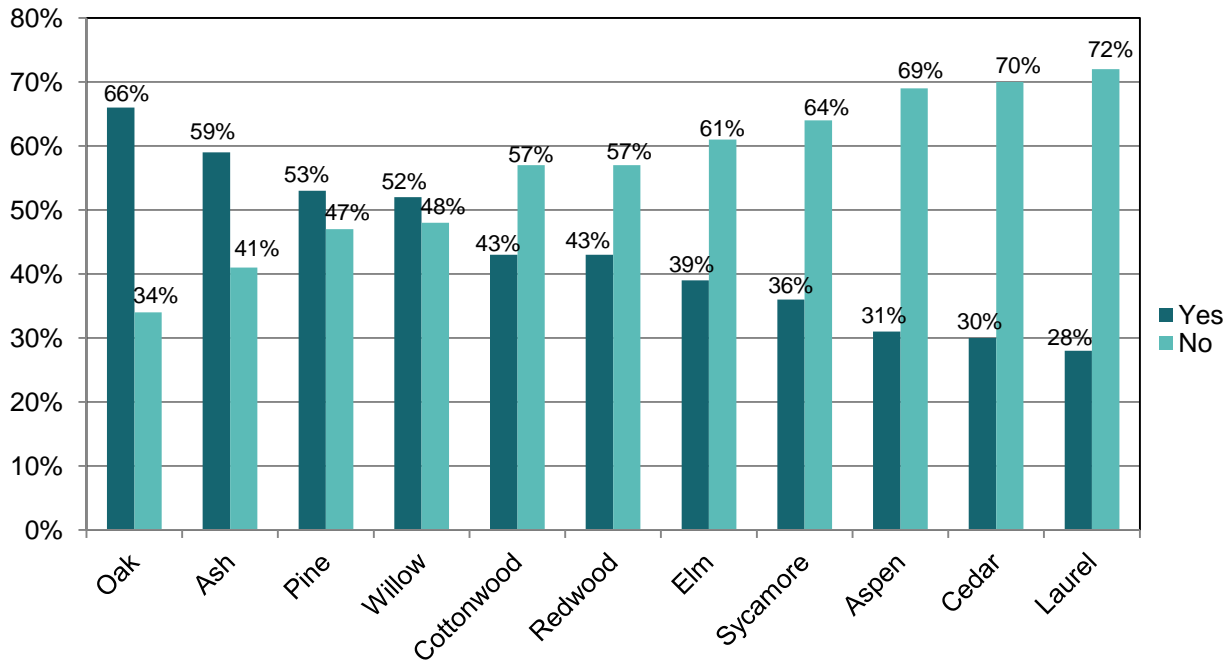
**ROUTE OPTIONS RECOMMENDED**  
for further evaluation by the Community Advisory Group

The Community Advisory Group recommended further evaluation of the following 11 potential routes options:



The following graph shows the responses to Question 1 organized by route option, in descending order of percentage of “Yes” responses. A higher percentage of “Yes” responses indicates greater agreement with the advisory group’s recommendation to further evaluate the route option.

**Question 1:** Do you agree these routes should be further evaluated? (501 responses)



In follow-up to Question 1, respondents were invited to provide an explanatory comment if they selected “No” for any of the route options. Many respondents who selected “Yes” also shared comments. The following table displays responses by route option, listed in descending order of percentage of “Yes” responses. Included are key themes shared about each route option, the total number of comments submitted about that route, and representative excerpts of the comments and concerns shared by respondents. Each comment may relate to one or more key theme.

**Question 1b:** If you selected no, why do you think those route or routes should not be further evaluated?  
(381 responses)

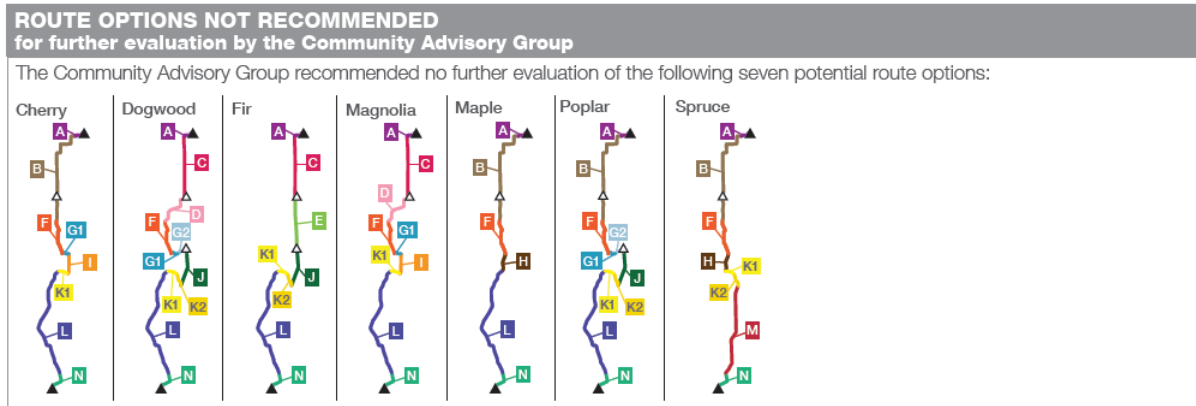
Route options recommended for further evaluation				
Route option	Key comment themes	Representative excerpts	Level of agreement	
			Yes	No
Oak (A-C-E-G2-I-K2-M-N)  <b>10</b> total comments	<b>7</b> Community character or residential concerns <b>4</b> Cost <b>4</b> Visual concerns	<ul style="list-style-type: none"> <li><i>This would be a visual blight not on just on the residents in J but also many other communities thereby changing the character of the Eastside.</i></li> <li><i>Oak seems the least intrusive on most of the criteria for selection (fewer schools nearby, less tax increases, less impact on environment, fewer trees removed, future flexibility, use of existing routes, etc.).</i></li> <li><i>Most direct route so there should be a cost savings.</i></li> </ul>	66%	34%
Ash (A-C-D-F-G1-I-K2-M-N)  <b>6</b> total comments	<b>4</b> Community character or residential concerns <b>4</b> Property value concerns <b>3</b> Visual concerns	<ul style="list-style-type: none"> <li><i>Ash looks like the best choice.</i></li> <li><i>Less damage to the existing areas as they are primarily not residential.</i></li> <li><i>Offer[s] a more suitable commercial route via segments...K2 &amp; I.</i></li> </ul>	59%	41%
Pine (A-B-F-G1-I-K2-M-N)  <b>22</b> total comments	<b>14</b> Community character or residential concerns <b>10</b> Schools <b>7</b> Vegetation	<ul style="list-style-type: none"> <li><i>Large impact on mature trees and wetland areas that should be preserved as is.</i></li> <li><i>Problematic because of proximity to too many schools.</i></li> <li><i>Less damage to the existing areas as they are primarily not residential.</i></li> </ul>	53%	47%
Willow A-C-E-J-M-N  <b>24</b> total comments	<b>13</b> Community character or residential concerns <b>8</b> Visual concerns <b>6</b> Environmental concerns	<ul style="list-style-type: none"> <li><i>The only logical proposed route is Willow based on the existing and proposed substation and the most direct route.</i></li> <li><i>Run through Somerset and would dramatically change the character of that beautiful neighborhood as well.</i></li> <li><i>Encounter too many fault lines &amp; maximum encounter with fuel pipeline.</i></li> </ul>	52%	48%
Cottonwood (A-C-D-F-G1-G2-J-M-N)  <b>12</b> total comments	<b>7</b> Community character or residential concerns <b>7</b> Visual concerns <b>4</b> Vegetation	<ul style="list-style-type: none"> <li><i>Adversely affects beauty, views and home values.</i></li> <li><i>Encounter too many fault lines &amp; cost too much.</i></li> <li><i>Taxpayer cost, amount of vegetation removal, fuel pipeline, low rail corridor.</i></li> </ul>	43%	57%

Route options recommended for further evaluation				
Route option	Key comment themes	Representative excerpts	Level of agreement	
			Yes	No
Redwood (A-C-E-G2-G1-H-K1-K2-M-N)  8 total comments	4 Community character or residential concerns 4 Vegetation 3 Geology/soils/steep slopes 3 Property value concerns	<ul style="list-style-type: none"> <li>• Areas of the route that would include cutting of trees, effecting wildlife egress, diminish the appeal of the 405 corridor and forever mar the gateway to the city of Bellevue.</li> <li>• Excess tree cutting &amp; unstable steep slope.</li> <li>• Redwood makes no sense to me since you may never be able to jog into those communities, nor do I see the value in doing so. It would probably be a more expensive fight and doesn't look terribly logical.</li> </ul>	43%	57%
Elm (A-C-D-F-H-K1-K2-M-N)  10 total comments	6 Vegetation 5 Community character or residential concerns 5 Geology/soils/steep slopes 5 Visual concerns	<ul style="list-style-type: none"> <li>• Too many trees would need to be cut down.</li> <li>• Slope stability issues in section H.</li> <li>• Currently has no power lines and are not near potential substations.</li> </ul>	39%	61%
Sycamore (A-B-F-G1-G2-J-M-N)  32 total comments	19 Community character or residential concerns 11 Visual concerns 10 Schools	<ul style="list-style-type: none"> <li>• Disrupts too many nice views.</li> <li>• These routes run through high single residential areas which may cause potential problems and dangers to families.</li> <li>• School proximity (LWHS), sensitive wetland area off 122nd NE, mature trees/aesthetic impact, residential area.</li> </ul>	36%	64%
Aspen (A-C-E-G2-I-K1-L-N)  24 total comments	16 Community character or residential concerns 13 Visual concerns 8 Environmental concerns 8 Easement	<ul style="list-style-type: none"> <li>• Narrow corridor, proximity to homes, sensitive land</li> <li>• [Aspen] would dramatically change the look of the shoreline there and change the aesthetics for all who enjoy south Lake Washington.</li> <li>• Major negative impact along the Lake Washington shoreline due to aesthetics, environmentally sensitive area and residential areas.</li> </ul>	31%	69%
Cedar (A-C-E-G2-G1-H-L-N)  28 total comments	18 Community character or residential concerns 14 Visual concerns 9 Environmental concerns	<ul style="list-style-type: none"> <li>• The impacts to homeowners are too significant.</li> <li>• I think that segment L should not be considered due to the damage caused to the scenic beauty of this area.</li> <li>• [Goes] directly through neighborhoods destroying hundreds of trees, environmental issues with land slides and devalue these homes for no reason.</li> </ul>	30%	70%

Route options recommended for further evaluation				
Route option	Key comment themes	Representative excerpts	Level of agreement	
			Yes	No
Laurel (A-C-D-F-H-L-N)  28 total comments	18 Community character or residential concerns 14 Visual 9 Environmental	<ul style="list-style-type: none"> <li>Run[s] along the lake where there is very little land and would be right on top of the homes there.</li> <li>Should not be further evaluated because this would be in line with Shoreline Mgmt Act protections for sensitive land use, on narrow corridors on lanes, these high power transmission lines would be immediately adjacent to homes.</li> <li>Laurel shouldn't be evaluated due to the route shifting west then coming back.</li> </ul>	28%	72%

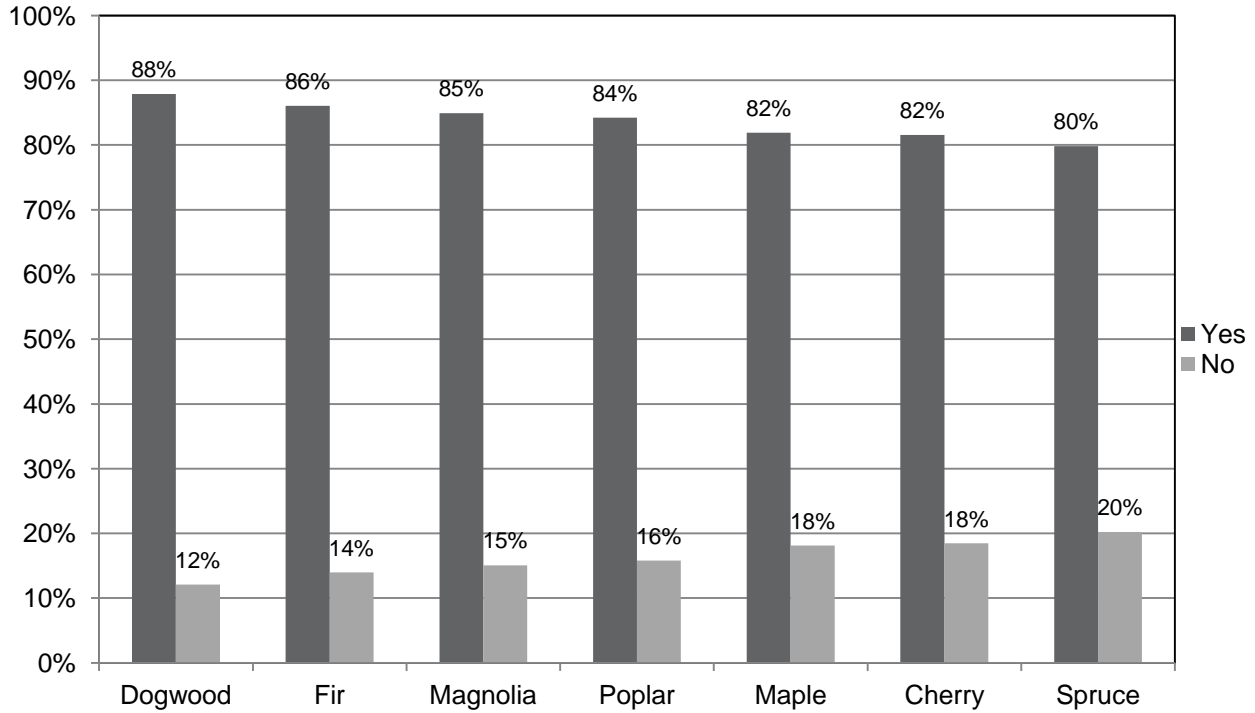
**Question 2: Route options not recommend for further evaluation by the Community Advisory Group**

For the second question on the survey, respondents were shown the seven route options the advisory group did not recommended for further evaluation and asked if they agreed with the advisory group's recommendation that they be removed from consideration.



The graph shows the responses to Question 2 organized by route option, in descending order of percentage of “Yes” responses. A higher percentage of “Yes” responses indicates greater agreement with the advisory group’s recommendation not to further evaluate the route option.

**Question 2:** Do you agree with the advisory group that these route options should be removed from further evaluation? (438 responses)



In follow-up to Question 2, respondents were invited to provide an explanatory comment if they selected “No” for any of the route options. Many respondents who selected “Yes” also shared comments. The following table displays responses by route option, listed in descending order of percentage of “Yes” responses. Included are key themes shared about each route option, the total number of comments submitted about that route, and representative excerpts of the comments and concerns shared by respondents. Each comment may relate to one or more key theme.

Fewer respondents commented on the route options recommended for removal than the routes recommended for further evaluation.

**Question 2b:** If you selected no, why do you think the route or routes should be retained for further evaluation? (113 responses)

Route options not recommended for further evaluation				
Route options	Key comment themes	Representative excerpts	Level of agreement	
			Yes	No
Dogwood (A-C-D-F-G1-G2-J-K2-K1-L-N)  1 total comment	1 Environmental concerns 1 Noise concerns 1 Visual concerns 1 Property value concerns	<ul style="list-style-type: none"> <li><i>I feel that it is not good for the wildlife, noise and not to mention how horrible it will look from the other side of the lake.</i></li> </ul>	88%	12%



Route options not recommended for further evaluation				
Route options	Key comment themes	Representative excerpts	Level of agreement	
			Yes	No
Fir (A-C-E-J-K2-K1-L-N)  2 total comments	2 Visual concerns 1 Community character or residential concerns 1 Environmental concerns 1 Noise concerns 1 Property value concerns	<ul style="list-style-type: none"> <li><i>Fir is less invasive for the downtown Bellevue core.</i></li> </ul>	86%	14%
Magnolia (A-C-D-F-G1-I-K1-L-N)  4 total comments	2 Community character or residential concerns 2 Visual concerns	<ul style="list-style-type: none"> <li><i>Any route that is flat should be considered for use first because it will have less impact on the visual character of the Eastside.</i></li> </ul>	85%	15%
Poplar (A-B-F-G1-G2-J-K2-K1-L-N)  1 total comment	1 Environmental concerns 1 Noise concerns 1 Property value concerns	<ul style="list-style-type: none"> <li><i>Probably the biggest loss will be the value of the homes. As if this does go thru along the water front many may want to sell and will take a big loss.</i></li> </ul>	84%	16%
Cherry (A-B-F-G1-I-K1-L-N)  3 total comments	2 Visual concerns 1 Business impacts 1 Community character or residential concerns 1 Environmental concerns 1 Noise 1 Property value concerns	<ul style="list-style-type: none"> <li><i>Commercially zoned or mixed versus J which is residential.</i></li> </ul>	82%	18%
Maple (A-B-F-H-L-N)  3 total comments	2 Community character or residential concerns 2 Visual concerns	<ul style="list-style-type: none"> <li><i>Magnolia and Maple are the least disruptive to homeowners and should be retained.</i></li> </ul>	82%	18%
Spruce (A-B-F-H-K1-K2-M-N)  9 total comments	2 Community character/residential concerns 2 Design structure location	<ul style="list-style-type: none"> <li><i>Spruce has less impact to communities.</i></li> <li><i>Lower number of tax payers. Lower than average length of corridor, average tree removal, average ease of permitting, construction and maintenance.</i></li> <li><i>I fail to see the specific negatives of the Spruce alignment.</i></li> </ul>	80%	20%

### Other survey comment themes

In Questions 1b and 2b, respondents commonly shared comments that were not specific to any one route or referenced route segments rather than full routes. Below are key themes from the comments as well as the most frequently mentioned route segments. Each comment can relate to more than one theme.

#### 1. Community character or residential concerns (219 comments)

Respondents shared concerns about the proximity of proposed transmission lines to residential neighborhoods.

- *All of these routes will have excessive impact on residences.*
- *All the routes will ruin the communities they pass through.*
- *Avoid residential areas*

#### 2. Visual concerns (109 comments)

Respondents provided comments about the visual effects of the lines, often relating to their effect on property values and the beauty of the shoreline along Lake Washington.

- *Any route impacting the aesthetics to this degree is in conflict with the Washington state shoreline programs mission.*
- *I do not believe that homeowners views and property values should be negatively impacted.*
- *Impact views of homeowners who purchased their properties at a high premium because of the views.*

#### 3. Design structure location (88 comments)

Many respondents provided comments either for or against using the existing corridor, including comments about using the straightest or most direct route options. Others mentioned the fairness of using the existing corridor or routes that use some segments in the vicinity of the Seattle City Light corridor.

- *Share the infrastructure with other routing. The other routes already have PSE power and Seattle City Light lines, gas pipeline and water pipelines. Take on a challenge for fairness.*
- *Take advantage of existing lines and as a result are less expensive as well as less intrusive to the neighborhoods impacted.*
- *The new lines should go on the straightest route possible from substation to substation. Zig-zagging back and forth doesn't make any sense.*

#### 4. Environmental concerns (87 comments)

Some respondents shared concerns about environmental factors, including concerns about the area along Lake Washington.

- *All routes adjacent to lake washington will cause loss of animal life in the area and spawning of fish in lake washington.*
- *Extensive tree cutting and impact to sensitive areas.*
- *Routes along the lake front will eliminate more wildlife and cause issues to the environment from run off to lack of vegetation for the existing wildlife and spawning of fish in lake washington.*

#### 5. Recreation (62 comments)

Respondents provided comments about parks and trails, as well as other recreational community land uses.

- *Any route that runs through a developed community especially if located near schools, pools, parks, housing should not be considered.*
- *Cannot co-exist with trail and light rail.*
- *Severe impacts to Bridle Trails State Park.*

**Top segments mentioned**

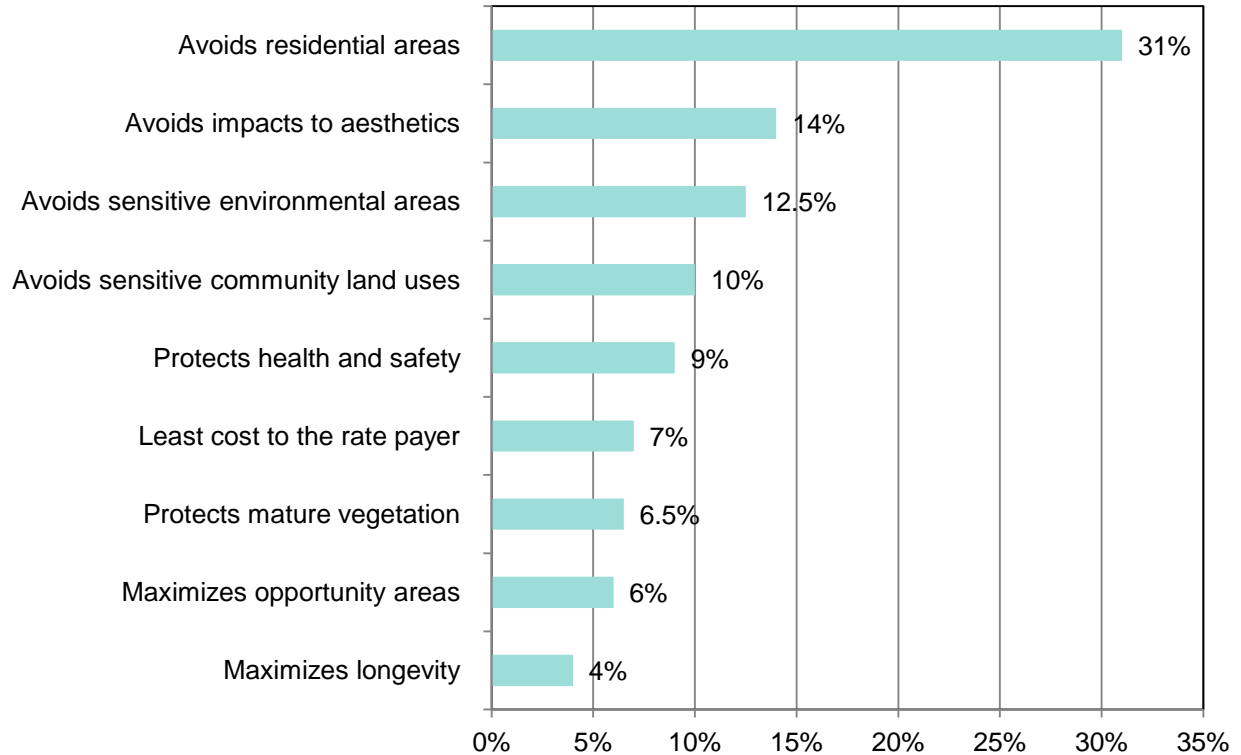
The following five segments were the most frequently mentioned by respondents in their comments. The bolded number indicates the number of comments that referred to that segment.

- **58** Segment L
- **34** Segment B
- **26** Segment C
- **26** Segment H
- **17** Segment J

**Question 3: Evaluation factor weighting**

The Community Advisory Group identified nine evaluation factors based on previous community input to objectively evaluate the potential route options. In the third survey question, respondents were asked to weight the factors depending on how important each factor was to them. The average weighted percentages provided by the community are shared in the following chart.

**Question 3:** Which of the below evaluation factors are the most important to you? (461 responses)



## Comment summary

At the in-person open houses some attendees submitted written comments about the project.

On Sept. 10, attendees submitted five total comments that included the following topics:

- Asking about alternative solutions
- Concern about views and community character
- Feedback regarding which specific route options should be chosen
- Feedback suggesting the use of the Seattle City Light corridor
- Questioning the need for the project
- Safety concerns related to fires

On Sept. 11, attendees submitted 15 total comments that included the following topics:

- Asking about alternative solutions, including interest in a third-party evaluation
- Concern about businesses
- Concern about sensitive environmental areas, vegetation and parks (e.g., Mercer Slough and Lake Washington)
- Concern over close proximity to residences and views and property values
- Feedback regarding which specific route and substation should be chosen, including the existing transmission line corridor and the rail corridor
- Feedback suggesting the use of the Seattle City Light corridor
- Questioning the need for the project
- Safety concerns related to proximity to lines and EMF