PUGET SOUND ENERGY
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PSE.com

May 31, 2016

City of Bellevue
Development Services Department
Attn: Heidi Bedwell, Senior Land Use Planner
450 110th Avenue NE
Bellevue, WA 98004

RE: Energize Eastside Phase 2 EIS Scoping Comments – Bypass Routes

Dear Ms. Bedwell:

Puget Sound Energy (PSE) is providing the following scoping information to be included as part of the Phase 2 DEIS for the Energize Eastside Project. PSE's strong preference is to use, to the extent possible, the existing Sammamish-Lakeside-Talbot Hill dual 115 kV transmission line corridor. Our preferred route, Willow 2, reflects this value. However, based on recent events involving the East Bellevue Community Council (EBCC), PSE's ability to build the least impactful route in a timely manner could be at significant risk.

As a result, PSE has developed two bypass route alignments that avoid the boundaries of the EBCC. Both bypass routes are modifications of the existing 115 kV corridor identified as Segment 1 in the EIS process. Specifically these alternative alignments are situated south of State Route 520, east of Interstate 405, west of the existing 115 kV corridor, and north of the existing PSE Lakeside substation.

We believe inclusion of these bypass alignments in the Phase 2 DEIS is necessary to address permitting risk associated with the EBCC. PSE is responsible for complying with federal planning standards, as well as keeping the lights on for all customers. We take this responsibility very seriously. The two bypass routes are described below.

Bypass Route 1
Bypass Route 1 starts along from EIS Phase 2 Segment 1 alignment, immediately south of SR-520 and winds through portions of the Spring District, Bel-Red Corridor, Wilburton neighborhood and along Lake Hills Connector before rejoining the existing corridor (see Figure 1). Pole types and heights for this route have not yet been determined; however, following a series of land surveys to inform engineering and design, this information will be available in preliminary form. A specific description of Bypass Route 1 is as follows:

> Bypass Route 1 initiates along the south side of SR-520 at the intersection of the existing Sammamish-Lakeside 115 kV corridor. From this point, the route heads west on Northup Way, turning south onto 132nd Avenue Northeast.

At Bel-Red Road, the alignment turns southwest and continues to 120th Avenue Northeast, where it turns south. At Northeast 1st Street, the route turns west to the Eastside Rail Corridor, where it again turns south.

When the route reaches the intersecting point of the Eastside Rail Corridor and the Lake Hills Connector, the route heads east along Lake Hills Connector to approximately 500 feet northeast of 134th Avenue SE. At that point the line would head east to PSE's existing transmission line corridor.

At the intersection of Lake Hills Connector and the existing transmission line corridor, the route then rejoins with Segment 1 to the Richards Creek substation.

Bypass Route 2

Similar to Bypass Route 1, Bypass Route 2 winds through the Spring District, Bel-Red Corridor, Wilburton neighborhood, and Lake Hills Connector (see Figure 2). Pole types and heights for this route have not yet been determined; however, following a series of land surveys to inform engineering and design, this information will be available in preliminary form. A specific description of this route is as follows:

Bypass Route 2 initiates along the south side of SR-520 at the intersection of the existing Sammamish-Lakeside 115 kV corridor. From this point, the route heads west on Northup Way, turning south onto 132nd Avenue Northeast where it continues to Bel-Red Road.

At Bel-Red Road, it turns to the southwest and continues to 120th Avenue Northeast. At 120th Avenue NE, the route turns west, continuing to Northeast 1st Street where it turns south and runs along the Eastside Rail Corridor.

When the route reaches the intersecting point of the Eastside Rail Corridor and the Lake Hills Connector, the route heads east along Lake Hills Connector.

The route travels east along Lake Hills Connector until the arterial intersects Richards Road, where the transmission line turns south.

The line follows Richards Road until Southeast 26th Street; the route turns east onto SE 26th Street, where it intersects the existing transmission line corridor (Segment 1). At this point, the route heads south to the proposed Richards Creek substation.

To reiterate, PSEs preferred alternative is the Willow 2 route; however, due to recent events, we believe that it is prudent to evaluate routes in the EIS that avoid an EBCC permit review to ensure that PSE can meet its federal planning requirements.

Sincerely,

Jens Nedrud
Energize
Sr. Project Manager

Attachments

East Bellevue Community Council bypass route 1

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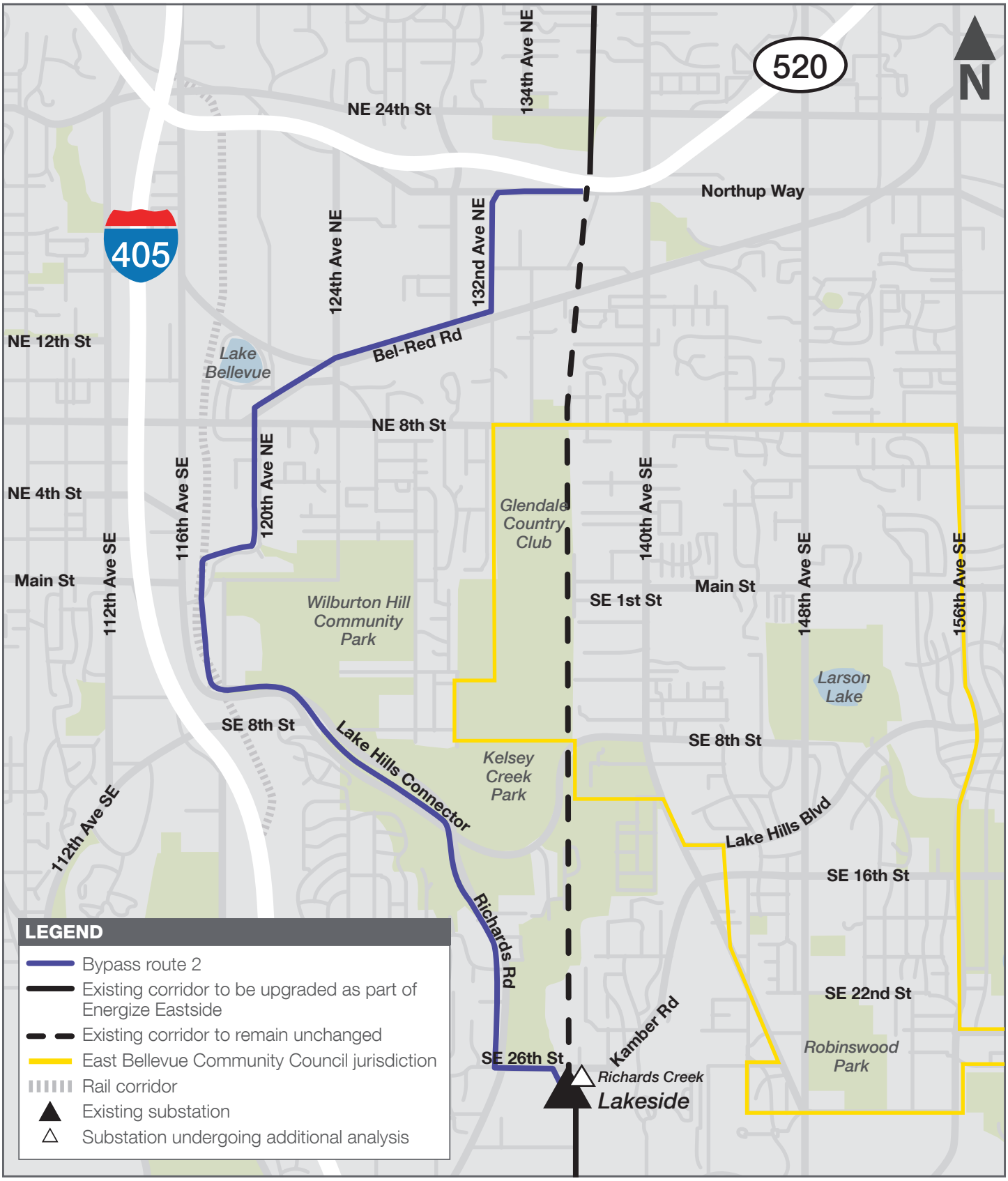
East Bellevue Community Council bypass route 2



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