

Good morning. My name is Stan Penkin.

The pile driving at Block 20 lasted 14 weeks. (Without the snow delays it still would have lasted 12.5 weeks.)

While still loud, it was much more bearable than the Block 17 pile driving in 2014 with the noise barely audible at the school.

DeWitt had some challenges with the first shroud tearing in high winds.

They constructed a new shroud from materials suggested by Kerrie Standlee and tested the new shroud on the last day of pile driving.

Mary Sipe checked out the "loaner noise meter" from the Noise Control Office and joined Rory Martindale, Andersen Construction Safety Supervisor, and Paul Van Orden at the site to monitor the effectiveness of the new shroud.

They all recorded noise meter readings between 85 & 96 decibels, a significant reduction from the 110 decibel readings taken at Block 17 in 2014... proving that noise mitigation is effective in significantly reducing the noise.

It will never be as quiet as the auger drill, but if the impact hammer pile driver is used we should require the use of this effective noise mitigation.

It was announced at the March 8, 2017 Noise Review Board meeting that the board was "*ready to put something together to send to the City Council.*"

Paul van Orden announced that the proposal had been placed on the City Council Agenda for June 21, 2017.

On June 9, 2017 Mr. van Orden notified us that David Austin, ONI Interim Director, had placed the proposal on hold "due to the Noise Control Office busy season".

Mr. Austin and Mr. van Orden both committed to bringing the proposal forward once the busy season was over.

Commissioner Eudaly's office committed to bringing the proposal forward in the fall or winter, but indicated there was no sense of urgency because there were no planned impact hammer projects in the near future.

Without the requirement for a Noise Variance Permit there is no sure way to know of upcoming impact hammer pile driving projects.

Riverplace Parcel #3 project has broken ground and is currently using the impact hammer.

The location is adjacent to apartments and the Marriott Residence Inn. The entire 5th floor of the Marriott Residence Inn is now the location of McDonald House where families and patients being treated at Doernbecher Children's Hospital stay.

How unfortunate that these families already under the stress of a child with serious medical issues are being subjected to the constant 100+ decibel hammering. They might have been spared this stress if the pile driving proposal had been presented to City Council for consideration.

The Noise Control Office busy season has passed, fall and winter have passed, and we are still waiting for the proposal to be placed on the City Council Agenda.

We see no valid reason to delay this any longer.

There is, however, valid reason to move forward with the proposal before the next impact hammer pile driving project gets underway.

Hoyt Street Properties has announced they are in the planning stages to build another high-rise on Block 23 less than 100 feet away from the Ramona Chapman Kindergarten

We need to ensure that if they use their preferred impact hammer method they will be required to obtain a Noise Variance Permit and use noise mitigation devices.

Parsons, Susan

From: Stanley Penkin <stanleypenkin@gmail.com>
Sent: Thursday, March 01, 2018 12:18 PM
To: Council Clerk – Testimony
Cc: Mary Sipe; Dave Mitchell-ICE
Subject: Re: Confirmation of Communications slot on May 2, 2018

I am writing to confirm my reservation for one of the Communications time slots at City Council at 9:30 a.m. on Wednesday, May 2, 2018

Thank you,

Stan Penkin
1075 NW Northrup St.
845 417.8756

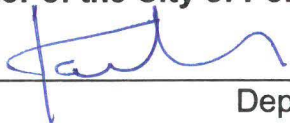
Request of Stan Penkin to address Council regarding Noise Review
Board pile driving proposal (Communication)

MAY 02 2018

PLACED ON FILE

Filed APR 24 2018

MARY HULL CABALLERO
Auditor of the City of Portland

By  Deputy

COMMISSIONERS VOTED AS FOLLOWS:		
	YEAS	NAYS
1. Fritz		
2. Fish		
3. Saltzman		
4. Eudaly		
Wheeler		