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April 19, 2017

To Whom It May Concern at the Seattle Department of Construction and Inspections:

The Montlake Community Club vehemently opposes the proposed noise variance that WSDOT has requested from the City of Seattle (#3027364). In simple terms, the variance will have a devastating effect on the various residential neighborhoods in and around SR 520. The proposed variance to go to 80 decibels, 24 hours a day, 7 days a week, is unworkable. The unacceptable, exponential increase in noise will also directly affect Montlake Elementary, the Montlake Branch of the Seattle Public Library, local businesses (particularly the Montlake Blvd. Market), the Greek Church, Montlake Community Center, Seattle Yacht Club, Queen City Yacht Club, Seattle Prep and St. Patrick's Catholic Church.

The Montlake Community Club agrees with State legislators who support the idea that the City of Seattle should deny WSDOT's request. We appreciate the State legislators' response that they have "zero interest" in having other neighborhoods experience what the Shelby/Hamlin neighbors have been through for the last couple of years. Their letter is attached to this email.

Attached to this email is a copy of a letter that the Laurelhurst Community Club has sent to the City of Seattle. Their letter addresses the Seattle Municipal Code and the standards that the City of Medina used for the SR 520 work on the Eastside. Without taking the time to restate their letter, the Montlake Community Club supports the Laurelhurst Community Club position.

North Capitol Hill Neighborhood Association and Seattle Prep responses are also attached. With such a wide range of opposition, we hope that the City of Seattle appreciates our concerns and denies the issuance of the variance.

We would like to expand our concerns to include the construction practices that are being used in the current phase of the project. To summarize, the current practices and the equipment being used are antiquated and ill-advised for a residential, urban neighborhood. The current

disruptions caused by these activities are a precursor to disruptions for the next seven years if WSDOT proceeds with the Design/Build process.

The Montlake Community Club asks that WSDOT be required to contract with highway and heavy demolition experts to develop detailed plans and specifications for the demolition of the existing structures and roadways. As our current experiences have shown, it is a mistake to allow the Design/Build Contractor to dictate the demolition standards and practices. To allow the noise variance would exasperate the noise and construction disruption that portions of Montlake have already experienced. To be successful with the next phase, the demolition plans and specifications need to be developed before the RFP is issued for the next phase. We believe that WSDOT should be held to the same standards that Sound Transit has maintained with all of their projects.

Sincerely,

A handwritten signature in black ink, appearing to read "Bryan Haworth", is centered below the text. The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Bryan Haworth
President, Montlake Community Club