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**Subject:** Maintain Pioneer Square's Historic Value

I-044-001

Dear members of the Seattle Waterfront/Tunnel project,

Please make the utmost effort to preserve the historic value of Pioneer Square. The tunnel project does not include exits directly into downtown, which will dramatically increase the volume of traffic expected to channel through Seattle's premier historical district. This will not change Pioneer Square for the better, it will no longer attract as many tourists and the currently intact historical fabric will be destroyed as each of these buildings are demolished or damaged during the course of the project. In particular, the Western Building is vital to the art community in Pioneer Square, which provides a large draw to the area and necessary economic support.

These buildings are located within the Pioneer Square Historic District or listed on the National Register for Historic Places:

1 Yesler Building -- 1 Yesler Way  
Maritime Building -- 911 Western Ave  
Federal Building -- 900 First Ave  
National Building -- 1000 Western Ave  
Alexis Hotel/ Globe Building -- 1001 First Ave  
Arlington South/ Beebe Building -- 1015 First Ave  
Arlington North/ Hotel Cecil -- 1015 First Ave  
Grand Pacific Hotel -- 1115 First Ave  
Colonial Hotel -- 1123 First Ave  
Two Bells Tavern -- 2313 Fourth Ave  
Fire Station #2 -- 2334 Fourth Ave  
Seattle Housing Authority -- 120 Sixth Ave N.

Watermark / Colman Building -- 1107 First Ave.

Polson Building at 61 Columbia  
Western Building at 619 Western

Sincerely,  
Willow Fox

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Because traffic in Pioneer Square is controlled by signals, it is not anticipated that the increased volume will affect the pedestrian character nor will it make it more difficult to walk to shops or restaurants. Pioneer Square has historically been an active place with a high volume of traffic. Analysis of traffic patterns for vehicles accessing ramps to and from SR 99 in the stadium area show that vehicles would disperse onto several streets such as S. Royal Brougham Way, Alaskan Way, First Avenue, Fourth Avenue, etc. Please see the Final EIS Appendix C, Transportation Discipline Report for the transportation analysis.

The Western Building's existing poor structural condition means that it cannot withstand settlement as well as other nearby historic buildings. After studying various options for retrofitting or demolishing the building, and receiving public input, WSDOT determined that a protection plan for the Western Building could be implemented with the Bored Tunnel Alternative. The settlement impacts would be mitigated by:

1. Strengthening the foundation with micro piles and grade beams, or constructing a reinforced concrete wall system, or using a combination of both approaches.
2. Installing epoxy grout and wrap on cracked concrete columns and beams.
3. Constructing a temporary exterior steel frame and interior shoring and bracing.
4. Injecting compensation grout to manage building settlement to less than 0.5 inches.

The steel framing and the interior shoring and bracing would be removed when the risk of settlement diminishes, leaving the exterior appearance of the building approximately the same as it is currently. The work would be reviewed by the Pioneer Square Preservation Board and would be done in compliance with the Secretary of the Interior's Standards for

Rehabilitation of Historic Buildings (36 CFR 67.6). This work would require tenants to be relocated. The building would be unavailable for 12 to 20 months while it is being reinforced.

The Polson Building is not at risk of collapse or demolition, even though it shares an adjoining wall with the Western Building. The surrounding soil would be stabilized with compaction grouting and, if needed, the basement would be reinforced on the interior.

Buildings and structures (both historic and non-historic) along the alignment have been inspected and evaluated by structural engineers. The potentially affected buildings and the monitoring plan are discussed in Chapter 6 of Appendix I, Historic, Cultural and Archaeological Discipline Report, of the Final EIS. The construction process includes monitoring of selected buildings and structures before, during and after tunneling. This will enable any settlement impacts to be detected immediately so that they can be prevented or minimized. If damage does occur to historic buildings, it will be repaired according to the Secretary of the Interior's Standards for Rehabilitation of Historic Properties.