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**From:** Maryann Rogers [mrogers@gmail.com]  
**Sent:** Tuesday, November 16, 2010 4:37 PM  
**Subject:** Seattle's Historical Buildings

**I-132-001**

I have a deep and abiding love of Seattle's historical architecture, and I live in a historic building myself. I read the Supplemental Draft Environmental Impact Statement on the deep bore tunnel. Two historic buildings could collapse and several others could be severely damaged. That's it, once you've destroyed a historic building, **it's gone forever**. You can't get it back. It's not worth the risk.

Truly,  
Maryann

### **I-132-001**

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.