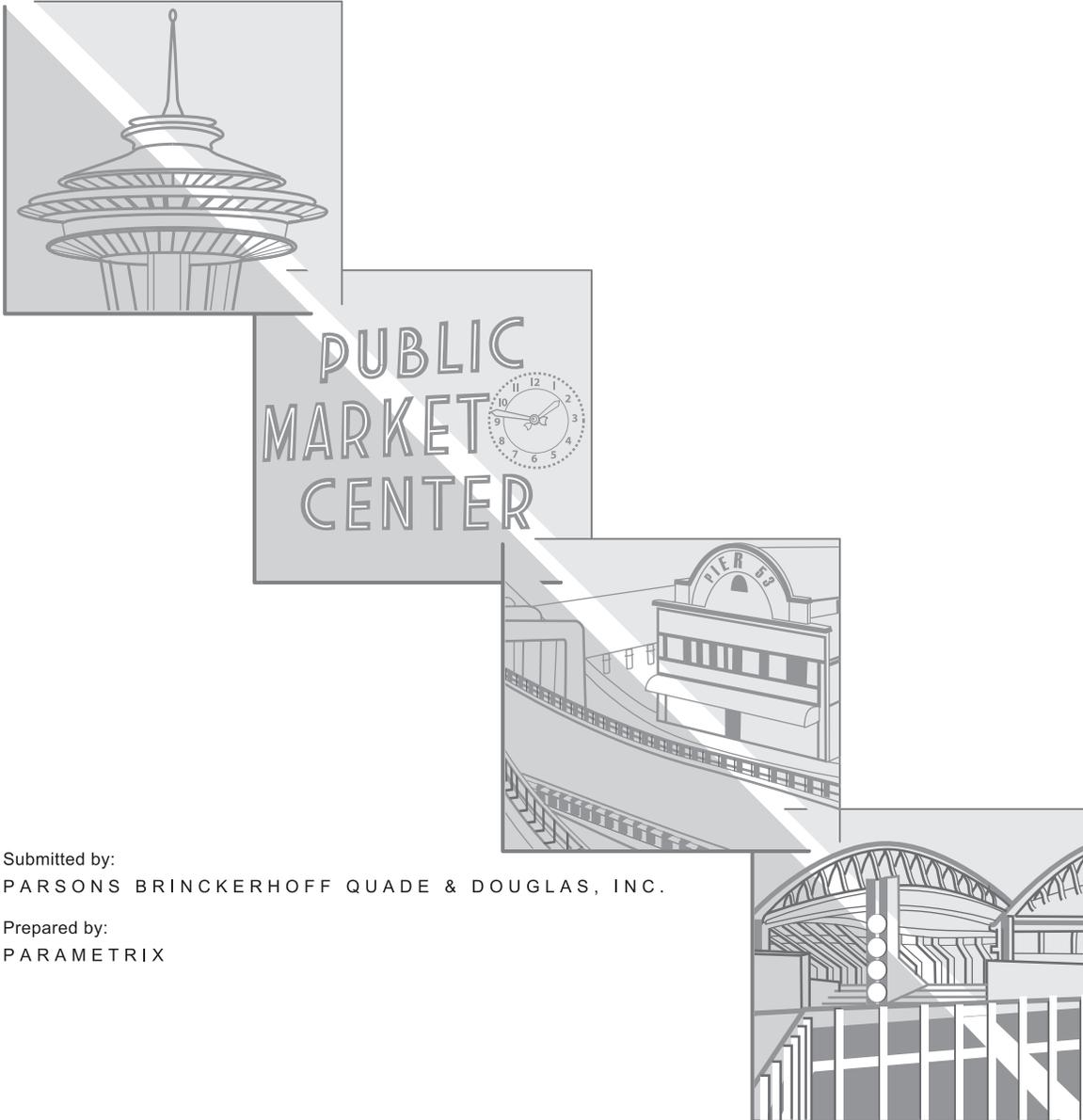


# SR 99: ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT

Supplemental Draft Environmental Impact Statement

## APPENDIX N

Section 4(f) Evaluation Parts A, B, C and D



Submitted by:  
PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.

Prepared by:  
PARAMETRIX

JULY 2006



SR 99: ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT

**Supplemental Draft EIS**

**Appendix N: Section 4(f) Evaluation Parts A, B, C, D**

**AGREEMENT NO. Y-7888**  
FHWA-WA-EIS-04-01-DS

Submitted to:

**Washington State Department of Transportation**  
Alaskan Way Viaduct and Seawall Replacement Project Office  
999 Third Avenue, Suite 2424  
Seattle, WA 98104

The SR 99: Alaskan Way Viaduct & Seawall Replacement Project is a joint effort between the Washington State Department of Transportation (WSDOT), the City of Seattle, and the Federal Highway Administration (FHWA). To conduct this project, WSDOT contracted with:

**Parsons Brinckerhoff Quade & Douglas, Inc.**  
999 Third Avenue, Suite 2200  
Seattle, WA 98104

**In association with:**

BERGER/ABAM Engineers Inc.  
BJT Associates  
David Evans and Associates, Inc.  
Entech Northwest  
EnviroIssues, Inc.  
Harvey Parker & Associates, Inc.  
Jacobs Civil Inc.  
HDR  
Larson Anthropological Archaeological Services Limited  
Mimi Sheridan, AICP  
Parametrix  
Power Engineers, Inc.  
Preston Gates & Ellis LLP  
ROMA Design Group  
RoseWater Engineering, Inc.  
Shannon & Wilson, Inc.  
So-Deep, Inc.  
Taylor Associates, Inc.  
Tom Warne and Associates, LLC  
William P. Ott

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# PARTS

- Part A Description of Section 4(f) Properties That Would Experience Use
- Part B Parks, Recreational Facilities, Wildlife Refuges, and Historic Properties NOT Protected by Section 4(f) or NOT Subject to Use
- Part C Section 106 Historic Resource Inventory Forms
- Part D Section 6(f) Evaluation

## ACRONYMS

BNSF	Burlington Northern Santa Fe Railway Company
EIS	Environmental Impact Statement
DPD	Seattle Department of Planning and Development
FHWA	Federal Highway Administration
HAER	Historic American Engineering Record
NPS	National Park Service
NRHP	National Register of Historic Places
SHPO	State Historic Preservation Officer
SIG	Seattle International Gateway
SR	State Route
WSDOT	Washington State Department of Transportation

**Part A**

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**Description of Section 4(f) Properties Subject to Use**

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## Description of Section 4(f) Properties with Use

This section evaluates parks, recreational facilities, and wildlife refuges that were evaluated for potential Section 4(f) protection and historic sites eligible for the National Register of Historic Places (NRHP) in the project vicinity that involve a “use” of Section 4(f) land.

The listing for each site provides a description of each resource with summary data on location, size, ownership, type of Section 4(f) property, and other relevant data.

This section does not describe the use that occurs in detail. That information is in the Section 4(f) Evaluation printed with the Supplemental Draft Environmental Impact Statement (EIS).

This section does not describe sites that either are not protected by Section 4(f) or are not subject to use. That information is available in Part B.

Historic Resource Inventory Forms have been prepared as part of the Section 106 analysis and distributed separately to the State Historic Preservation Officer.

Exhibit A-1 summarizes information regarding parks and recreational facilities subject to use under Section 4(f), while Exhibit A-2 summarizes information regarding historic resources subject to use under Section 4(f). Exhibit A-3 shows parks, recreation, and public access facilities subject to use in the project corridor, and Exhibit A-4 shows parks, recreation, and public access facilities subject to use in the south and central sections of the project corridor. Exhibits A-5, A-6, and A-7 show historic sites subject to use in the south, central, and north sections of the project corridor, respectively.

Exhibit A-1. Park and Recreational Facilities Subject to Use Under Section 4(f)

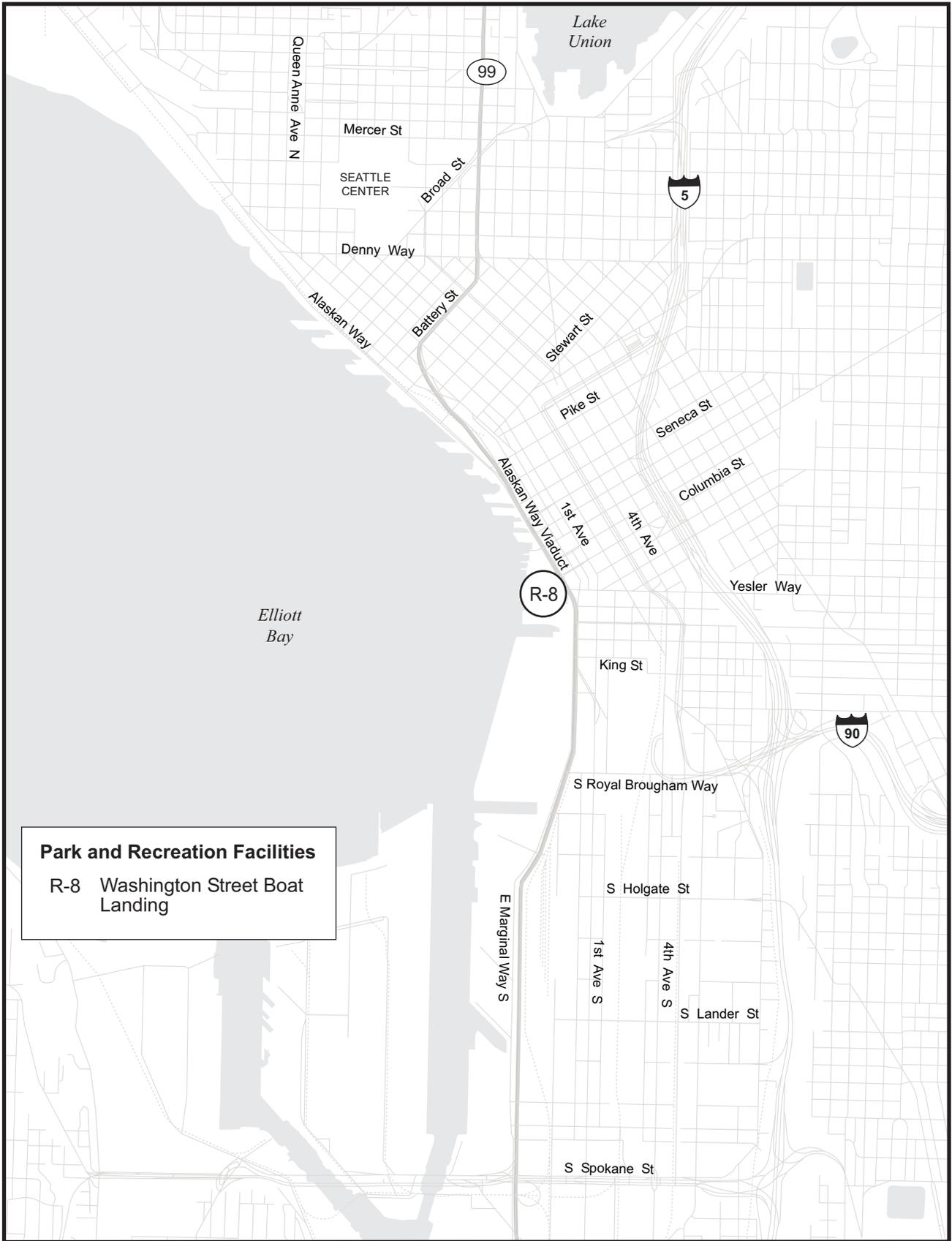
Map Code Number	Location	Facility Name	Owner	Section 4(f) Status	Size hectares or square meters (acres or square feet)	Primary Facilities	Primary Use	Project Use Area	Construction Impact	Substantial Impairment	Amount of Land Used	Facilities, Function, Activities Affected	Impact on Accessibility	Visual Impacts	Noise Impacts
R-8	S. Washington Street at Alaskan Way	Washington Street Boat Landing	City of Seattle	Protected by Section 4(f) See text	210 square meters (2,250 sq ft)	Hard Surfaces Seating	View Enjoyment Relaxation Fishing	Yes	Yes	No	2,000 sq ft	Relocated	No access during construction	DNA	DNA

DNA = Does not apply

Exhibit A-2. Historic Resources Subject to Use Under Section 4(f)

Map Code	Facility Name	Location	Owner	Section 4(f) Status	Primary Use	Potential Effects	
						Tunnel (Preferred)	Elevated Structure
S34	Bemis Building	55-65 S. Atlantic Street	Private	Determined eligible NRHP See text	Studios	Likely effects: altered context, altered access from S. Atlantic Street, restriction of loading dock access	Likely effects: altered context, altered access from S. Atlantic Street, restriction of loading dock access
	Alaskan Way Seawall	Alaskan Way	Public (City of Seattle)	Eligible NRHP		Demolished and replaced with different design	Demolished and replaced with different design
	Alaskan Way Viaduct	Alaskan Way Viaduct	Public (WSDOT)	Determined eligible NRHP	Transportation	Demolished and replaced with different design	Reconstructed such that the historic integrity would be lost
	Battery Street Tunnel	Battery Street Tunnel	Public (WSDOT)	Determined eligible NRHP	Transportation	Portals altered, internal configuration altered, historic integrity may be lost	Portals altered, internal configuration altered, historic integrity may be lost
C29	Washington Street Boat Landing	foot of S. Washington Street	Public (City of Seattle)	Listed NRHP		Displaced or relocated	Displaced or relocated
C 128	The McGraw Kittenger Case (Blu Canary/MGM) Building	2335 2 <sup>nd</sup> Avenue	Private	Eligible NRHP	Social services	Potential use due to widening of tunnel beneath building	Potential use due to widening of tunnel beneath building

NRHP = National Register of Historic Places

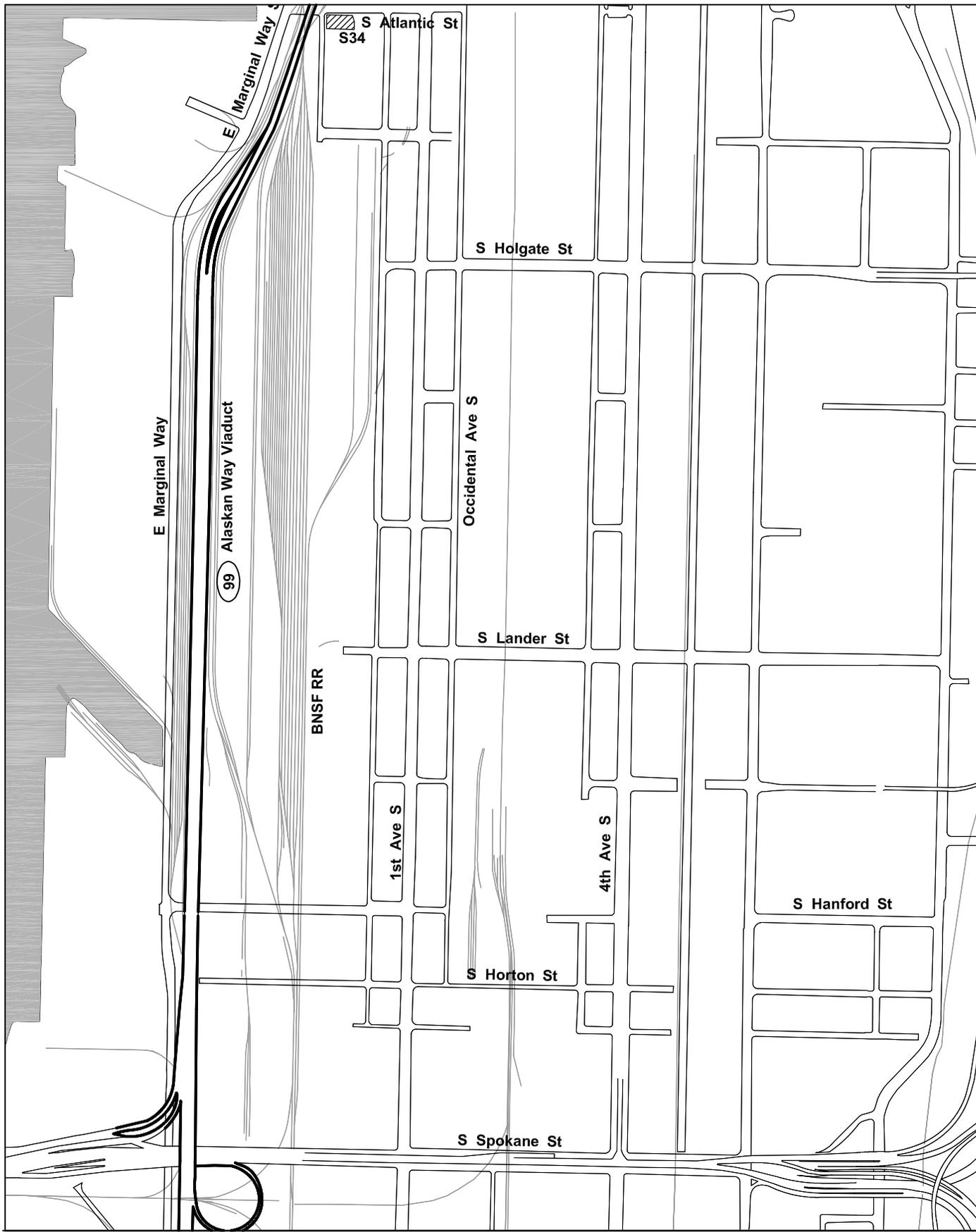


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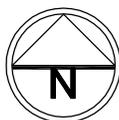


**Exhibit A-3  
Park, Recreation  
Facilities with  
Use Corridor**



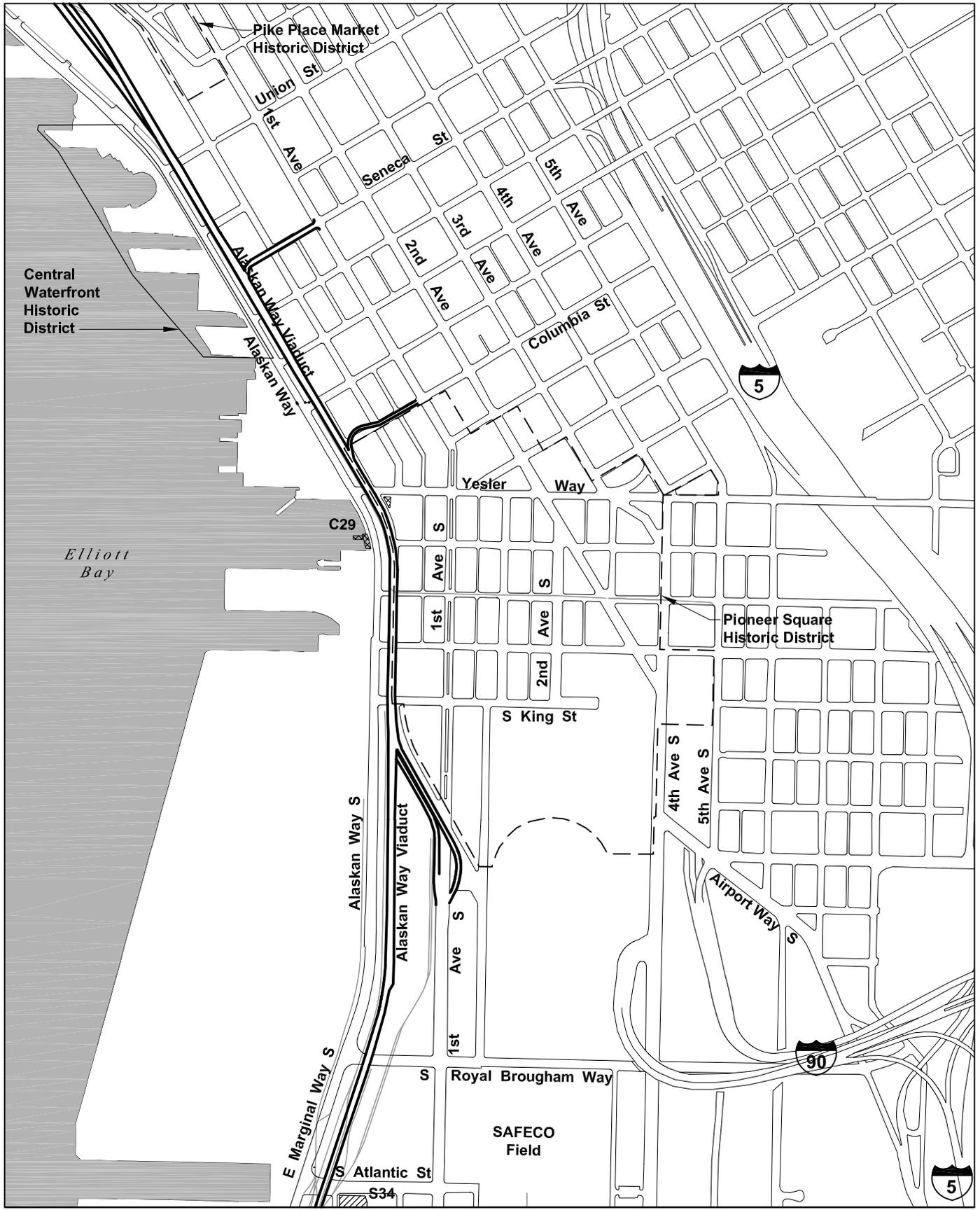


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-  National Register
-  Eligible for NRHP
-  National Historic District

**Exhibit A-5  
Historic Sites with Use  
South**

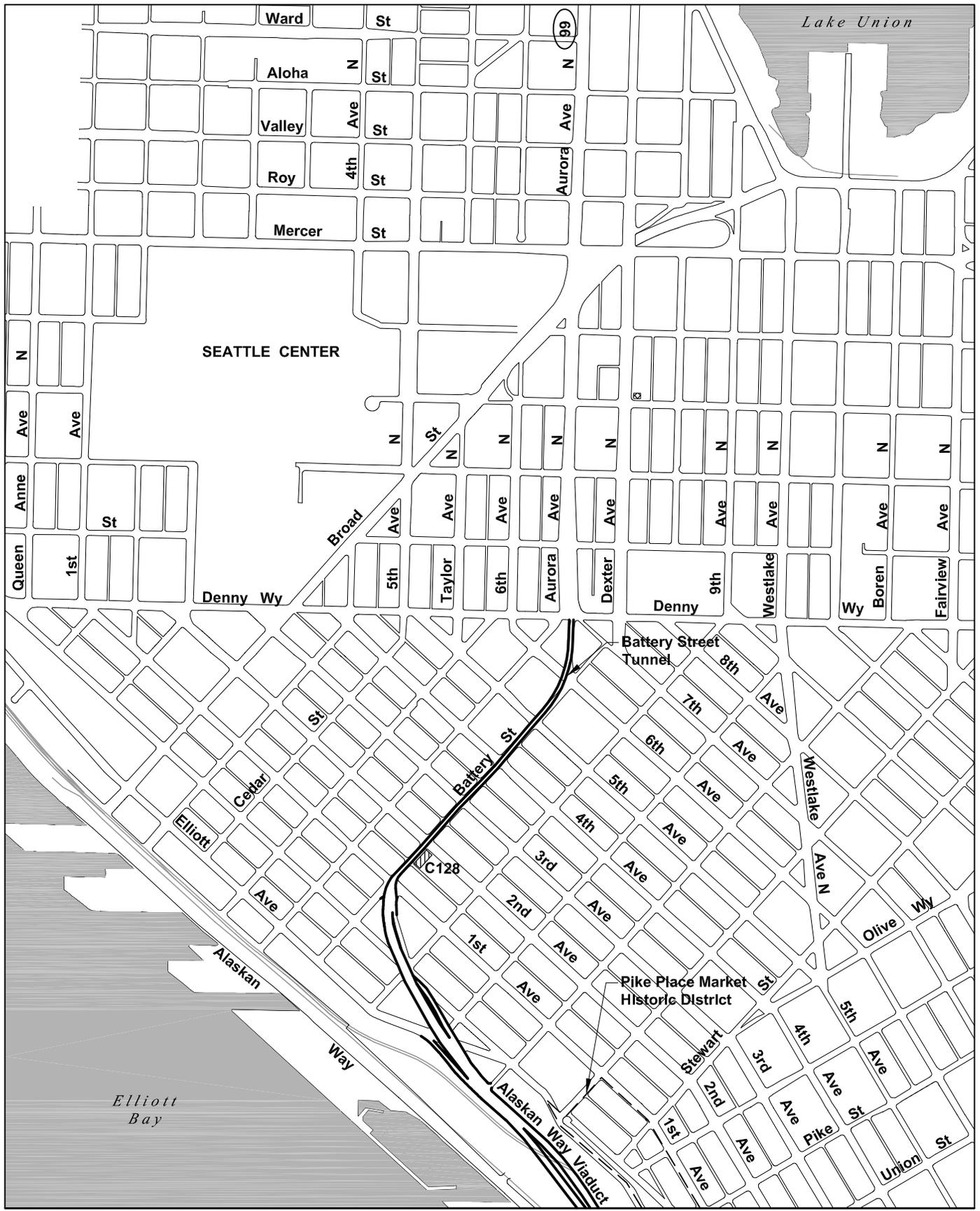


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-  National Register
-  Eligible for NRHP
-  National Historic District

### Exhibit A-6 Historic Sites with Use Central



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-  National Register
-  Eligible for NRHP
-  National Historic District

## Exhibit A-7 Historic Sites with Use North

## **Resource:** Alaskan Way Viaduct

**Location:** This double-level elevated highway extends from S. Holgate Street on the south to the Battery Street Tunnel on the north. The viaduct is shown on Exhibits A-5, A-6, and A-7.

**Section 4(f) Use:** Both alternatives include demolition of the existing viaduct.

**Address:** Does not apply (DNA).

**Size:** About 3,500 linear meters (11,156 linear feet, approximately 2.1 miles), with a width of approximately 15 meters (50 feet).

### **Site Plan or Photograph:**

Alaskan Way Viaduct at Alaskan Way surface street and Union Street.

**Ownership:** Washington State Department of Transportation (WSDOT).

**Type of Section 4(f) property:** Historic. The Alaskan Way Viaduct has been determined eligible for listing in the NRHP under Criterion A for its association with bridge and tunnel building in Washington in the 1950s and under Criterion C for its type, period, materials, and methods of construction. It is the only multi-span concrete double-level bridge in the state. It is also significant for its role in the development of the regional transportation system and of Seattle's waterfront.



**Available activities or functions:** Transportation.

**Description and location of all existing and planned facilities:** DNA.

**Type of access to the property:** Vehicular access is provided at the north end from Aurora Avenue N. and the Battery Street Tunnel, at the south end from State Route (SR) 99, and from several entrance ramps in between.

**Usage:** About 100,000 vehicles per day.

**Relationship to other similarly used lands in the vicinity:** DNA.

**Applicable clauses affecting the ownership:** The viaduct is located on the public right-of-way of Alaskan Way (Railroad Avenue in the original Seattle Tidelands Plat of 1896) and on separate purchased right-of-way between Pike Street and Battery Street Tunnel.

**Unusual characteristics of the Section 4(f) property:** DNA.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None.

## **Resource:** Alaskan Way Seawall

**Location:** The seawall is located at the west edge of the Alaskan Way right-of-way and extends from the sheet pile seawall of Pier 48 at the south edge of the S. Washington Street right-of-way to the north edge of the Bay Street right-of-way adjacent to Myrtle Edwards Park.

**Section 4(f) Use:** Both alternatives include demolition of the existing seawall. The Alaskan Way Viaduct and Seawall Replacement Project includes replacement of the seawall to Broad Street. The Olympic Sculpture Park is replacing the section from Broad Street to Myrtle Edwards Park.

**Address:** DNA.

**Size:** About 3,000 linear meters (about 10,000 linear feet).

**Site Plan or Photograph:**

Seawall north of Broad Street.

**Ownership:** City of Seattle

**Type of Section 4(f) property:**

Historic. The Alaskan Way Seawall has been determined eligible for listing in the NRHP under Criterion A for its unique design by the City of Seattle Engineering Department. It is also significant under Criterion C for the type, period, materials, and methods of construction. In addition to its engineering importance, it is significant for its contribution to the development of the Seattle waterfront.



**Available activities or functions:** Structural support for city streets and inland properties.

**Description and location of all existing and planned facilities:** DNA.

**Type of access to the property:** DNA.

**Usage:** DNA.

**Relationship to other similarly used lands in the vicinity:** DNA.

**Applicable clauses affecting the ownership:** The seawall is located on the public right-of-way of Alaskan Way (Railroad Avenue in the original Seattle Tidelands Plat of 1896).

**Unusual characteristics of the Section 4(f) property:** DNA.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None.

## **Resource:** Battery Street Tunnel

**Location:** This four-lane tunnel is located primarily within the right-of-way of Battery Street and Aurora Avenue N. from First Avenue on the south to Denny Way on the north. The tunnel is shown on Exhibit A-7.

**Section 4(f) Use:** Both alternatives include alterations to the tunnel for fire/life safety improvements.

**Address:** DNA.

**Size:** About 900 linear meters (3,000 linear feet), with a width of approximately 15 meters (50 feet).

**Site Plan or Photograph:**

View from south.

**Ownership:** WSDOT.

**Type of Section 4(f) property:**

Historic. The Battery Street Tunnel, along with the Alaskan Way Viaduct, has been determined eligible for listing in the NRHP under Criterion A for its association with tunnel building in Washington in the 1950s and as the first tunnel designed and built by the



City of Seattle Engineering Department. It is also significant under Criterion C for the type, period, materials, and methods of construction. In addition to its engineering importance, it is significant for its contribution to the development of the local transportation system, connecting SR 99, built in the 1930s, with the Alaskan Way Viaduct, completed in the 1950s.

**Available activities or functions:** Transportation.

**Description and location of all existing and planned facilities:** DNA.

**Type of access to the property:** DNA.

**Relationship to other similarly used lands in the vicinity:** DNA.

**Applicable clauses affecting the ownership:** The tunnel is located on the public right-of-way of Battery Street and Aurora Avenue N.

**Unusual characteristics of the Section 4(f) property:** DNA.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None.

## **Resource: Bemis Building**

**Site Identification No.:** HS35

**Location:** This building is located at S. Atlantic Street at E. Marginal Way. The building is shown on Exhibit A-8.

**Section 4(f) Use:** Both alternatives include elevated ramps either west or north of the building.

**Address:** 65 S. Atlantic Street.

**Size:** 49,000 square feet.

**Site Plan or Photograph:** View from the southeast.

**Ownership:** Private.

**Type of Section 4(f) property:** Historic. This building was the manufacturing plant for Bemis Brothers Bag Company for more than 80 years. It has been determined eligible for listing in the NRHP and is important under Criterion C as an example of an early twentieth century industrial building.

The main façade is on the north, with a distinctive entry and terra cotta ornament completed in the 1950s.



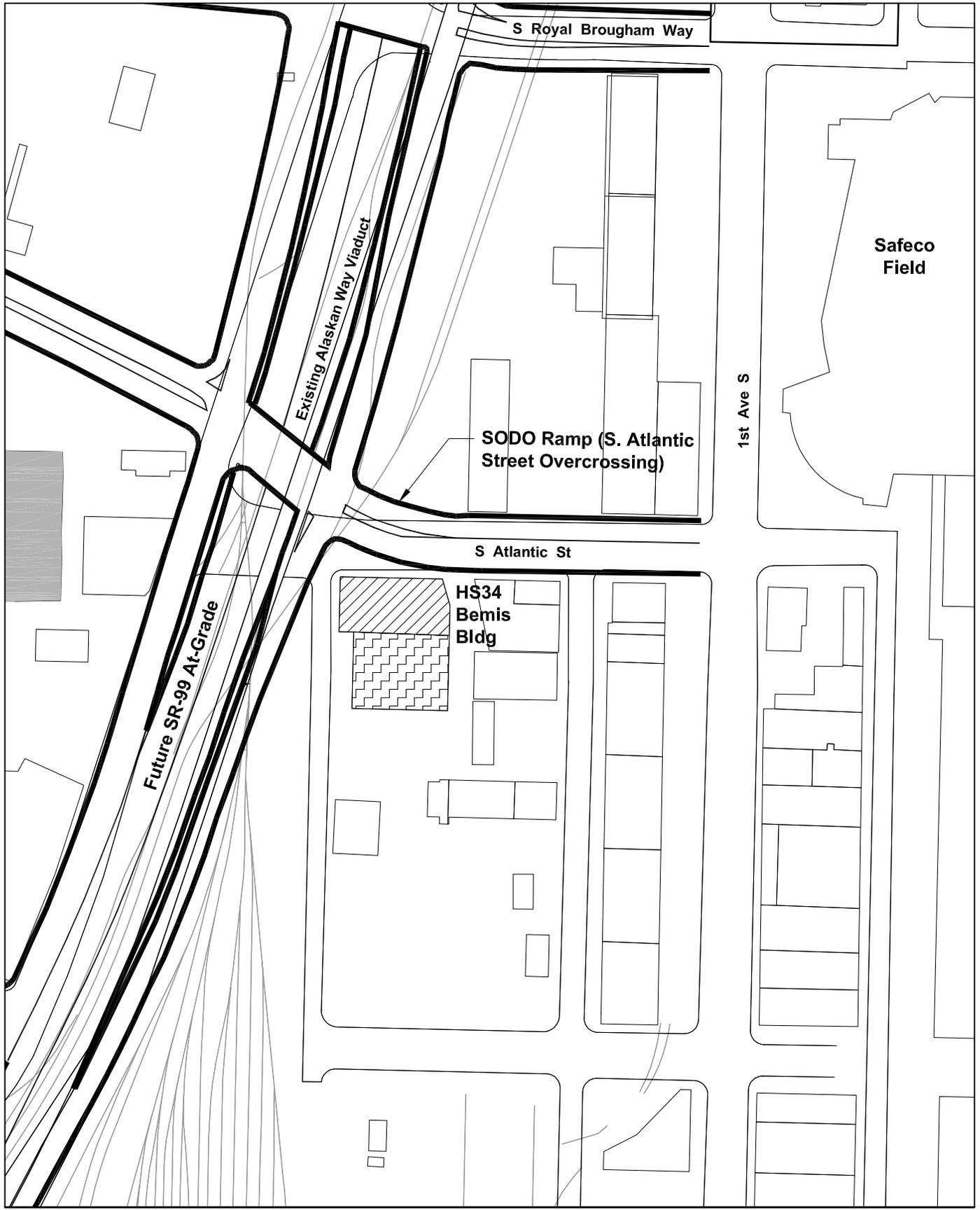
**Available activities or functions:** Warehouse, office.

**Description and location of all existing and planned facilities:** DNA.

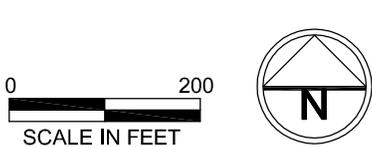
**Applicable clauses affecting the ownership:** None known.

**Unusual characteristics of the Section 4(f) property:** None.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None.



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-  National Register
-  Eligible for NRHP
-  Non-Contributing Structure
-  National Historic District

**Exhibit A-8  
Location Map  
Section 4(f) Resources  
Atlantic Street**

## **Resource:** Washington Street Boat Landing

**Site Identification No.:** R-8, HC29

**Location:** The boat landing and pergola is located at the foot of S. Washington Street at the edge of Alaskan Way. The location of the boat landing is shown on Exhibit A-9.

**Section 4(f) Use:** Both alternatives would displace the pergola.

**Address:** DNA.

**Size:** The pergola is approximately 86 feet long and 30 feet wide. The area is 210 square meters (2,250 square feet).

**Site Plan or Photograph:** View of the pergola looking northwest.

**Ownership:** City of Seattle.

**Type of Section 4(f) property:** Historic and recreational resource. The pergola is on the NRHP. It is significant under Criterion C for the type, period, materials, and methods of construction. The boundary of the historic site is limited to the pergola. The recreation facility includes the associated dock.



**Available activities or functions/existing and planned facilities:**

Hard surfaces, seating.

**Type of access to the property:** Pedestrian.

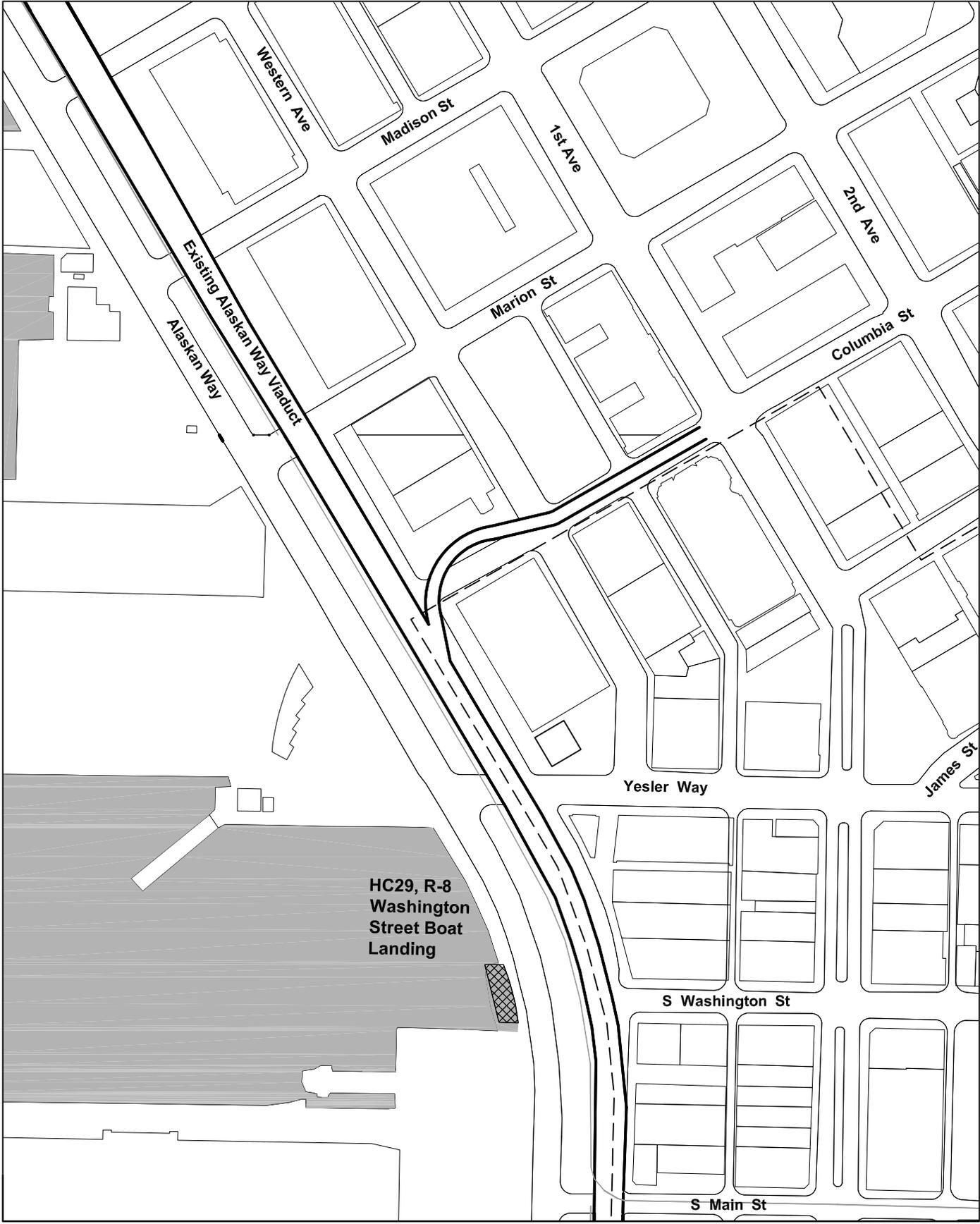
**Usage:** Unknown.

**Relationship to other similarly used lands in the vicinity:** 2 blocks (850 feet) to Occidental Park, 2 blocks (900 feet) to Pioneer Square, 280 feet to Colman Dock Shoreline Public Access area.

**Applicable clauses affecting the ownership:** None known.

**Unusual characteristics of the Section 4(f) property:** Unique pergola constructed in 1920s.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None.



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-  National Register
-  Eligible for NRHP
-  Parks and Recreation Sites Subject to "Use"
-  National Historic District

**Exhibit A-9  
Location Map  
Section 4(f) Resources  
Main to Madison Streets**

## **Resource:** The McGraw Kittenger Case (Blu Canary/MGM) Building

**Site Identification No.:** HC128

**Location:** This building is located on Second Avenue at Battery Street. The building is shown on Exhibit A-10.

**Section 4(f) Use:** The Tunnel Alternative with the option for widened curves at the portals would require the building foundation to be supported temporarily with some type of piles while the soil below is excavated and the tunnel constructed. The Tunnel Alternative with existing curves at the north and south portals would not require the same support methods, but may require soil stabilization during tunnel construction to prevent cracking or settlement of the building.

**Address:** 2331 Second Avenue, Seattle, WA 98116.

**Size:** The building footprint is about 595 square meters (6,500 square feet).

**Site Plan or Photograph:**

View from northeast.

**Owner:** CFS Group.

**Type of Section 4(f) property:**

Historic: This structure is the most architecturally interesting and most intact of the local film distribution buildings. This small Art Deco building was constructed in the 1930s for the



Alexander Myers Company. From 1936 until the 1950s it was the regional film distribution center for Metro-Goldwyn-Mayer. Interior alterations have been made; however, the Art Deco exterior remains highly intact. It is eligible for listing in the NRHP under Criterion A for its unique design and under Criterion C for the type, period, materials, and methods of construction.

**Available activities or functions:** Office.

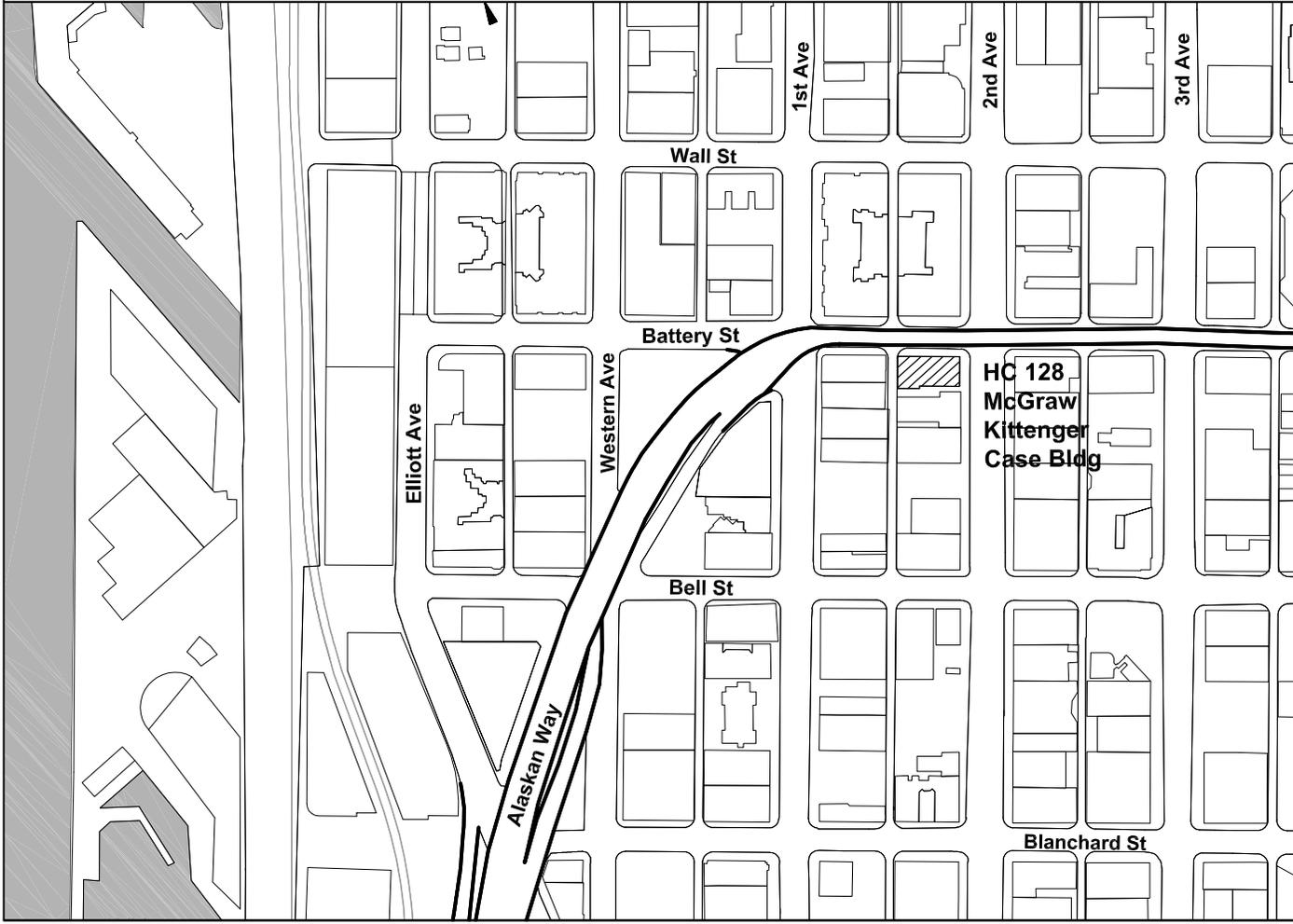
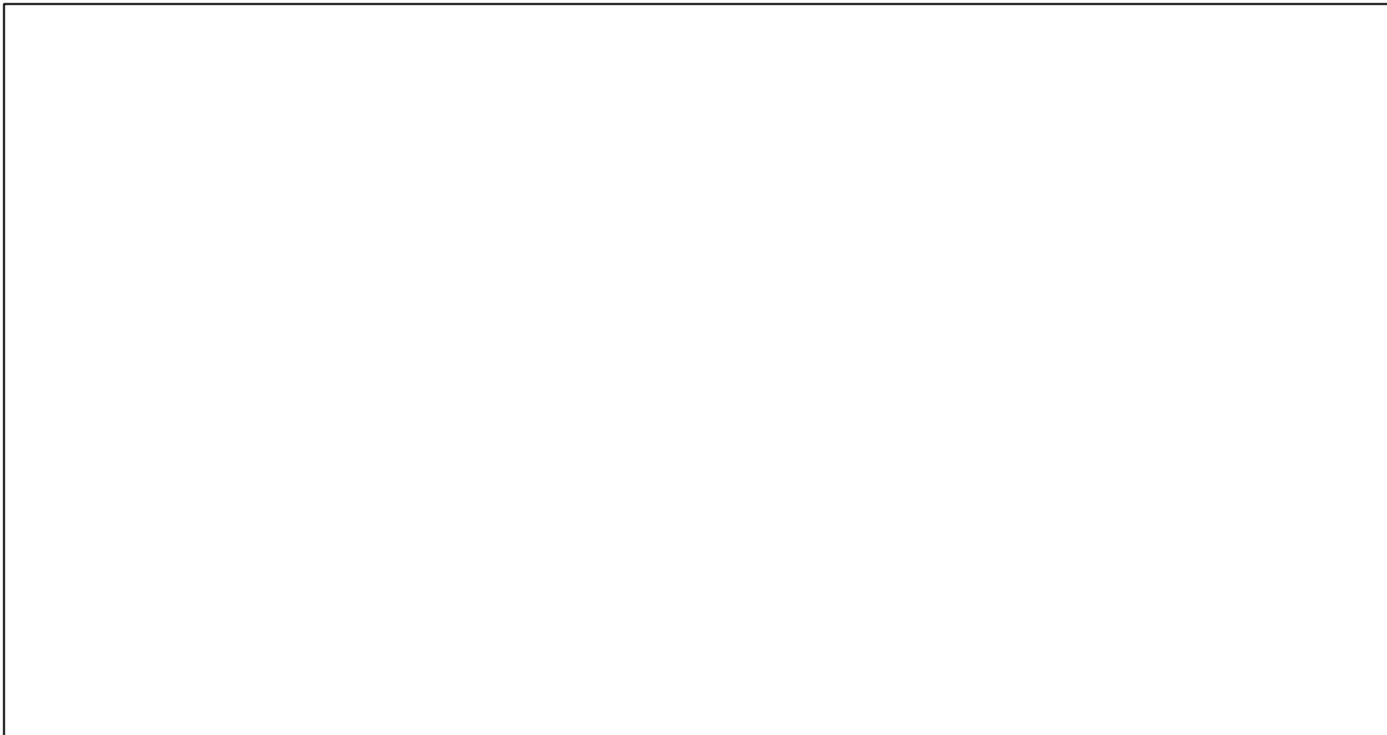
**Description and location of all existing and planned facilities:** If the Tunnel Alternative with the option for widened curves at the Battery Street Tunnel portals is selected, the widened curve would be under the northeast corner of the building.

**Applicable clauses affecting the ownership:** None known.

**Relationship to other similarly used lands in the vicinity:** See Exhibit A-11.

**Unusual characteristics of the Section 4(f) property:** Most intact building related to the Seattle film distribution center.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None.



DATE: 06/14/06 6:17pm FILE: K1585025P06T0610-Exh-A10 (Exhibit A Series)



-  National Register
-  Eligible for NRHP
-  National Historic District

**Exhibit A-10  
Location Map  
Section 4(f) Resources  
Battery Street Tunnel  
Portal Vicinity**

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**Part B**

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**Parks, Recreational Facilities, Wildlife  
Refuges, and Historic Properties  
NOT Protected by Section 4(f)  
or NOT Subject to Use**

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## **Sites *Not* Protected by Section 4(f) and Sites That Are Protected by Section 4(f) but Are *Not* Subject to Use or Substantial Impairment**

This section evaluates parks, recreational facilities, and wildlife refuges that were evaluated for potential Section 4(f) protection and historic sites eligible for the National Register of Historic Places (NRHP) in the project vicinity that do not involve a use of Section 4(f) land.

The listing for each site describes each resource and then either:

- (1) Explains why it is not protected by Section 4(f), or
- (2) Demonstrates that the proximity impacts would not rise to a level that would substantially impair the activities, features, or attributes that qualified the resource for protection under Section 4(f).

All public and private parks, recreational facilities, wildlife refuges, and historic sites eligible for the NRHP within the Section 106 area of potential effect (APE) and within approximately 0.8 kilometer (one-half mile) of any of the project alternatives are discussed below.

A list of all park and recreation facilities addressed in this section is contained in the summary table, Exhibit B-1, which indicates the major features and why the provisions of Section 4(f) do not come into play. Exhibit B-2 shows park, recreation, and public access facilities that are not protected or not subject to use in the project corridor, while Exhibit B-3 shows such facilities in the south and central sections of the project corridor and Exhibit B-4 shows such facilities in the north section of the project corridor. Exhibit B-5 shows trails in the project area that are not protected or not subject to use.

For historic resources, a streamlined presentation is provided because of the great number of potential resources. The survey of potential historic resources included 312 properties of 40 or more years of age. Each of these has been evaluated and a determination made regarding eligibility for listing in the NRHP. An individual rating sheet was prepared for each property and submitted to the Washington State Department of Transportation (WSDOT) cultural resources staff and the Washington State Office of Archaeology and Historic Preservation for their review and concurrence (see Part C).

Exhibits B-6, B-7, and B-8 show historic sites that are not protected or not subject to use in the south, central, and north sections of the project corridor, respectively. Exhibit B-20 includes a listing of all historic resources determined eligible for the NRHP not subject to use or substantial impairment, together with a summary description of the rationale for the determination.

Exhibit B-1. Park and Recreational Facilities Evaluated Relative to the Requirements of Section 4(f)

Map Code Number	Location	Facility Name	Owner	Section 4(f) Status	Size hectares or square meters (acres or square feet)	Primary Facilities	Primary Use	Project Use Area	Construction Impact	Use	Amount of Land Used	Facilities, Function, Activities Affected	Impact on Accessibility	Visual Impacts	Noise Impacts	Vibration Impacts	Air Quality Impacts	Vegetation Impacts	Wildlife Impacts	Water Quality Impacts	Impact on Historic Features	Impact on Historic Context
R-1	1733 Alaskan Way S., Seattle, WA 98134 Terminal 30 Massachusetts Street at E. Marginal Way	Jack Perry Memorial Viewpoint	Port of Seattle	Not protected by Section 4(f); Public shoreline access is not a park or recreation facility; See Part B text	0.43 acre	Hard Surfaces, Soft Surfaces, Seating, Picnic Tables/Shelters, Restrooms, Parking	Waterfront View Enjoyment	None	Yes	Public Access	None	None	During Construction	No	No	No	No	No	No	No	Does Not Apply	Does Not Apply
R-4	S. Atlantic Street at Alaskan Way	Mountains to Sound Greenway Trail	City of Seattle	Protected by Section 4(f); No use; See Part B text	NA	Trail	View Enjoyment, Walking, Jogging, Bicycling, Skating, Waterfront Views, Urban Views	Yes	Yes	Trail	Construction: 600 linear feet	Construction: Connection to Waterfront	During Construction	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply
R-5	Alaskan Way from S. Royal Brougham Way to Bay Street	Waterfront Bicycle/Pedestrian Facility	City of Seattle	Not protected by Section 4(f); See Part B text	NA	Trail	View Enjoyment, Walking, Jogging, Bicycling, Skating	None	None	Trail	8,500 linear feet	All	During Construction	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply
R-6	101 Alaskan Way S., Seattle, WA 98104 Pier 48 S. Main Street at Alaskan Way	Pier 48: Periscope Viewpoint	Port of Seattle	Not protected by Section 4(f); Public shoreline access is not a park or recreation facility; See Part B text	500 sq ft	View Periscopes, Hard Surfaces, Seating	View Enjoyment, Relaxation	Yes	Yes	Public Access	6,500 sq ft	All	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply
R-7	101 Alaskan Way S., Seattle, WA 98104 Pier 48 S. Washington Street at Alaskan Way	Pier 48: Alaska Square	Port of Seattle	Not protected by Section 4(f); Public shoreline access is not a park or recreation facility; See Part B text		Totem poles, Hard Surfaces, Seating, Landscaping	View Enjoyment, Relaxation, Picnicking, People Watching, Fishing	Yes	Yes	Park Closed	10,800 sq ft	All	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply

Exhibit B-1. Park and Recreational Facilities Evaluated Relative to the Requirements of Section 4(f) (continued)

Map Code Number	Location	Facility Name	Owner	Section 4(f) Status	Size hectares or square meters (acres or square feet)	Primary Facilities	Primary Use	Project Use Area	Construction Impact	Use	Amount of Land Used	Facilities, Function, Activities Affected	Impact on Accessibility	Visual Impacts	Noise Impacts	Vibration Impacts	Air Quality Impacts	Vegetation Impacts	Wildlife Impacts	Water Quality Impacts	Impact on Historic Features	Impact on Historic Context
R-9	117 S. Main Street	Klondike Gold Rush National Historic Park – Seattle Unit	National Park Service	Not Protected by Section 4(f); No use; See Part B text	NA	Historic Exhibits	Historic Interpretation	None	None	Museum	None	None	During Construction	No	No	No	No	No	No	No	Does Not Apply	Does Not Apply
R-10	Occidental Avenue between S. Washington and S. Main Streets	Occidental Park	City of Seattle	Protected by Section 4(f); No use; See Part B text	0.6 acre	Hard Surfaces, Seating, Picnic Tables/Shelters	Relaxation, Picnicking, People Watching	None	None	Park	None	None	During Construction	No	No	No	No	No	No	No	Does Not Apply	Does Not Apply
R-11	Yesler Way and First Avenue	Pioneer Square	City of Seattle	Protected by Section 4(f); No use; See Part B text	14,000 sq ft	Totem Pole, Hard Surfaces, Seating	Relaxation, Picnicking, People Watching	None	None	Park	None	None	During Construction	No	No	No	No	No	No	No	Does Not Apply	Does Not Apply
R-12	801 Alaskan Way, Seattle, WA 98104 Piers 50 and 52 Alaskan Way between Yesler Way and Madison Street	Public Access at Colman Dock Ferry Terminal	Washington State Department of Transportation	Not protected by Section 4(f); Public shoreline access is not a park or recreation facility; See Part B text	6,430 sq ft	Public Viewing Areas, Hard Surfaces, Seating, Water Feature	View Enjoyment, Relaxation	None	Yes	Public Access	None	Construction: Noise and access interrupted for varying periods	During Construction	No	During Construction	During Construction	No	No	No	No	Does Not Apply	Does Not Apply
R-13	929 Alaskan Way, Seattle, WA 98104 Madison Street Right-of-Way	Fire Station No. 5 Public Viewing Area	City of Seattle	Not protected by Section 4(f); Public shoreline access is not a park or recreation facility; See Part B text	720 sq ft	Public Access	Public Access	None	Yes	Public Access	None	Construction: Noise and access interrupted for varying periods	During Construction	No	During Construction	During Construction	No	No	No	No	Does Not Apply	Does Not Apply

Exhibit B-1. Park and Recreational Facilities Evaluated Relative to the Requirements of Section 4(f) (continued)

Map Code Number	Location	Facility Name	Owner	Section 4(f) Status	Size hectares or square meters (acres or square feet)	Primary Facilities	Primary Use	Project Use Area	Construction Impact	Use	Amount of Land Used	Facilities, Function, Activities Affected	Impact on Accessibility	Visual Impacts	Noise Impacts	Vibration Impacts	Air Quality Impacts	Vegetation Impacts	Wildlife Impacts	Water Quality Impacts	Impact on Historic Features	Impact on Historic Context
R-16	1201 Alaskan Way, Seattle, WA 98104 Pier 55 Alaskan Way and Seneca Street	Access to Blake Island/Tillicum Village	Blake Island is owned by the Washington State Parks and Recreation Commission Tillicum Village is a franchisee of the park The boat access is Private	Blake Island is protected by Section 4(f); No use; See Part B text	NA	NA	Provides boat access to Blake Island State Park	None	Yes	Private Ferry	None	Construction: Noise and access interrupted for Varying Periods Depending on Alternative	During Construction	No	During Construction	During Construction	No	No	No	No	Does Not Apply	Does Not Apply
R-20	100 University Street, Seattle, WA 98101	Seattle Art Museum University Street Plaza	Non-Profit Corporation, Seattle Municipal Development Authority	Not protected by Section 4(f); No use; See Part B text	10,000 sq ft	Hard Surfaces, Seating, Picnic Tables	View Enjoyment, Relaxation, Picnicking, People Watching	None	None	Plaza	None	None	During Construction	No	No	No	No	No	No	No	Does Not Apply	Does Not Apply
R-21	200 University Street, Seattle, WA 98101	Benaroya Hall, University Street Plaza	Non-Profit Corporation, Municipal Development Authority	Not protected by Section 4(f); No use; See Part B text	20,000 sq ft	Hard Surfaces, Seating	View Enjoyment, Relaxation, Picnicking, People Watching	None	None	Plaza	None	None	No	No	No	No	No	No	No	No	Does Not Apply	Does Not Apply
R-22	Alaskan Way between University and Pike Streets	Waterfront Park	City of Seattle	Protected by Section 4(f); No use; See Part B text	34,000 sq ft	Hard Surfaces, Seating, Picnic Tables, Restrooms	View Enjoyment, Relaxation, Picnicking, People Watching, Fishing	None	Yes	Plaza	None	Construction: Noise and access interrupted for	During Construction	During Construction	During Construction	During Construction	No	No	No	No	Does Not Apply	Does Not Apply
R-23	1483 Alaskan Way, Seattle, WA 98101 Piers 59 and 60 Alaskan Way at Pike Street	Seattle Aquarium	City of Seattle	Not protected by Section 4(f); Construction effects; See Part B text	68,000 sq ft	Interpretive Displays, Research Facilities	Interpretive Displays, Education, Research	None	Yes	Aquarium	None	Construction: Noise and access interrupted	During Construction	During Construction	During Construction	During Construction	No	No	No	No	Does Not Apply	Does Not Apply

Exhibit B-1. Park and Recreational Facilities Evaluated Relative to the Requirements of Section 4(f) (continued)

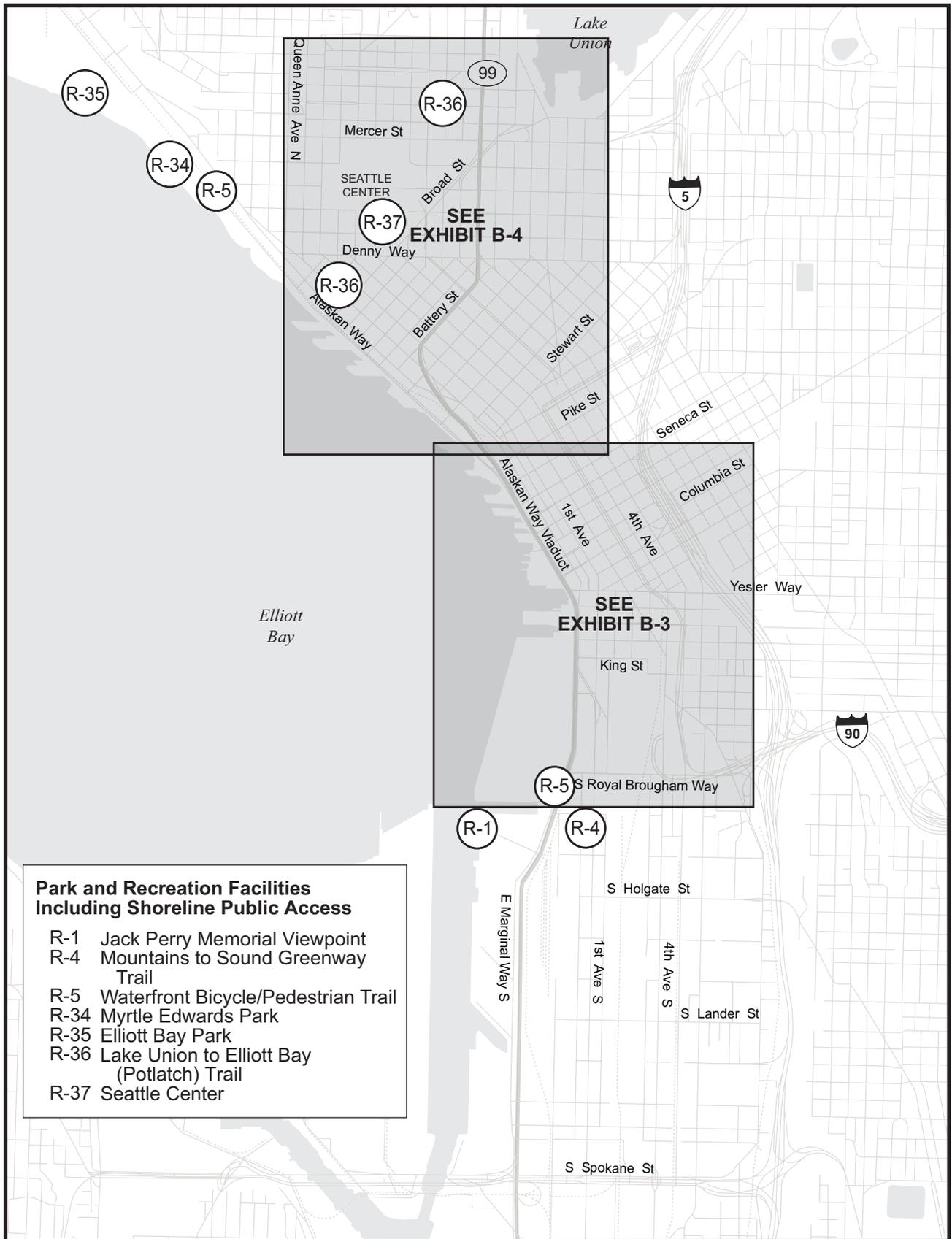
Map Code Number	Location	Facility Name	Owner	Section 4(f) Status	Size hectares or square meters (acres or square feet)	Primary Facilities	Primary Use	Project Use Area	Construction Impact	Use	Amount of Land Used	Facilities, Function, Activities Affected	Impact on Accessibility	Visual Impacts	Noise Impacts	Vibration Impacts	Air Quality Impacts	Vegetation Impacts	Wildlife Impacts	Water Quality Impacts	Impact on Historic Features	Impact on Historic Context
R-24	1901 Alaskan Way, Seattle, WA 98101 Alaskan Way at Pine Street	Pier 62/63 Park	City of Seattle	Protected by Section 4(f); No use; See Part B text	1.9 acres	Hard Surfaces, Performance Facilities	View Enjoyment, Relaxation, Picnicking, Summer Concert Series	None	Yes	Park	None	Construction: Noise and access Interrupted	During Construction	No	During Construction	During Construction	No	No	No	No	Does Not Apply	Does Not Apply
R-25	Western Avenue at Virginia Street	Victor Steinbrueck Park	City of Seattle	Protected by Section 4(f); No use; See Part B text	15,000 sq ft	Hard Surfaces, Soft Surfaces, Seating, Picnic Tables	View Enjoyment, Relaxation, Picnicking, People Watching,	None	None	Park	None	None	During Construction	No	During Construction	During Construction	No	No	No	No	Does Not Apply	Does Not Apply
R-27	2233 Alaskan Way, Seattle, WA 98101 Alaskan Way at Bell Street	Pier 66, the Bell Street Terminal, Shoreline Public Access	Port of Seattle	Not protected by Section 4(f); Public shoreline access is not a park or recreation facility; See Part B text	25,000 sq ft	Hard Surfaces, Seating, Restrooms	View Enjoyment, Relaxation, People Watching	None	Yes	Public Access	None	Construction: Noise and access interrupted for Varying Periods	During Construction	No	During Construction	During Construction	No	No	No	No	Does Not Apply	Does Not Apply
R-29	2512 Elliott Avenue, Seattle, WA 98119	Belltown Cottage Park	City of Seattle	Protected by Section 4(f); No use; See Part B text	6,000 sq ft	Hard Surfaces, Soft Surfaces, Seating, Picnic Tables	View Enjoyment, Relaxation, Picnicking, People Watching	None	None	Park	None	None	During Construction	No	During Construction	No	No	No	No	No	Does Not Apply	Does Not Apply
R-30	2520 Elliott Avenue, Seattle, WA 98119	Belltown Pea Patch	City of Seattle	Not protected by Section 4(f); Community gardens; See Part B text	5,820 sq ft	Garden	Garden	None	None	Garden	None	None	None	None	None	None	None	None	None	None	Does Not Apply	Does Not Apply
R-31	2411 Alaskan Way, Seattle, WA 98119  Alaskan Way at Cedar Street	Pier 69, Shoreline Public Access	Port of Seattle	Not protected by Section 4(f); Public shoreline access is not a park or recreation facility; See Part B text	14,000 sq ft	Hard Surfaces, Seating	View Enjoyment, Relaxation, Picnicking, Fishing	None	Yes	Public Access	None	Construction: Noise and access interrupted for	During Construction	No	During Construction	During Construction	No	No	No	No	Does Not Apply	Does Not Apply

Exhibit B-1. Park and Recreational Facilities Evaluated Relative to the Requirements of Section 4(f) (continued)

Map Code Number	Location	Facility Name	Owner	Section 4(f) Status	Size hectares or square meters (acres or square feet)	Primary Facilities	Primary Use	Project Use Area	Construction Impact	Use	Amount of Land Used	Facilities, Function, Activities Affected	Impact on Accessibility	Visual Impacts	Noise Impacts	Vibration Impacts	Air Quality Impacts	Vegetation Impacts	Wildlife Impacts	Water Quality Impacts	Impact on Historic Features	Impact on Historic Context
R-33	Between Western Avenue and Alaskan Way at Broad Street	Olympic Sculpture Park	Seattle Municipal Development Authority, and Non-Profit Corporation,	Protected by Section 4(f); No use; See Part B text		Hard Surfaces, Soft Surfaces, Seating, Picnic Tables, Art Display, Restrooms, Parking	View Enjoyment, Relaxation, Picnicking, People Watching, Cultural Activities	None	Yes	Park	None	Construction: Noise, visual and access interrupted for Varying Periods	During Construction	Yes, From Detour	During Construction	During Construction of Seawall	No	No	No	No	Does Not Apply	Does Not Apply
R-34	3130 Alaskan Way W., Seattle, WA Along the waterfront and Alaskan Way	Myrtle Edwards Park	City of Seattle	Protected by Section 4(f); No use; See Part B text	4.8 acres	Parking, Hard Surfaces, Soft Surfaces, Active Use Facilities, Seating, Picnic Tables/Shelters, Children's Play Area, Restrooms, Trail	View Enjoyment, Relaxation, Picnicking, People Watching, Walking, Jogging, Bicycling, Skating, Fishing, Informal Sports	None	Yes	Park	None	Construction: Noise and access interrupted for varying periods depending on alternative	During Construction	No	During Construction	During Construction	No	No	No	No	Does Not Apply	Does Not Apply
R-35	Waterfront between Harrison Street and 16 <sup>th</sup> Avenue W.	Elliott Bay Park	Port of Seattle	Protected by Section 4(f); No use; See Part B text		Parking, Hard Surfaces, Soft Surfaces, Active Use Facilities, Seating, Picnic Tables/Shelters, Children's Play Area, Restrooms, Trail	View Enjoyment, Relaxation, Picnicking, People Watching, Walking, Jogging, Bicycling, Skating, Fishing, Informal Sports	None	Yes	Park	None	Construction: Access interrupted for varying periods depending on alternative	During Construction	No	No	No	No	No	No	No	Does Not Apply	Does Not Apply
R-36	Between Lake Union and the waterfront at Broad Street	Lake Union to Elliott Bay Trail (formerly Potlatch Trail)	City of Seattle	Protected by Section 4(f); No use; See Part B text		Trail	View Enjoyment, People Watching, Walking, Jogging, Bicycling, Skating	None	Yes	Trail	None	Construction: Installation delayed	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply	Does Not Apply

Exhibit B-1. Park and Recreational Facilities Evaluated Relative to the Requirements of Section 4(f) (continued)

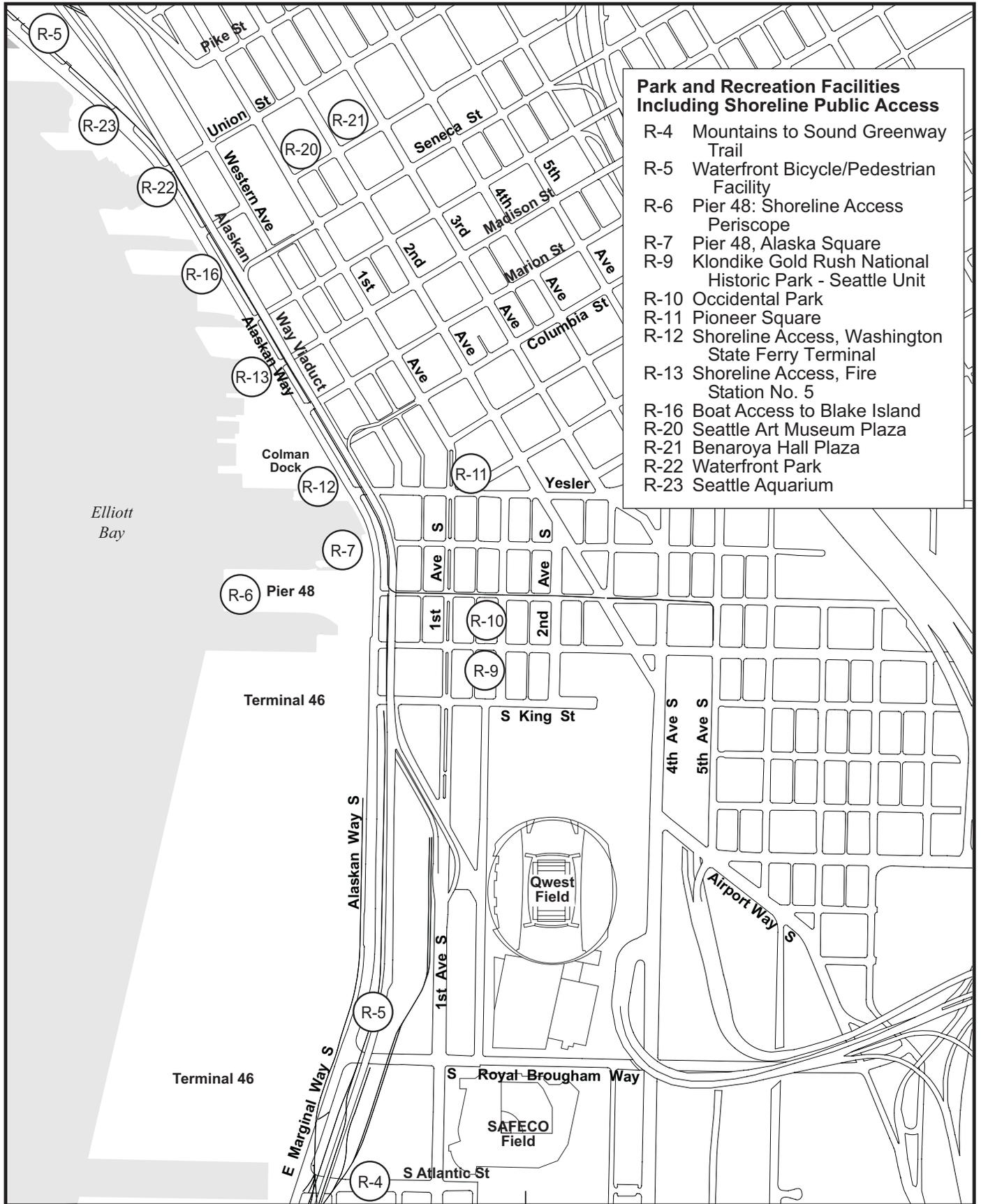
Map Code Number	Location	Facility Name	Owner	Section 4(f) Status	Size hectares or square meters (acres or square feet)	Primary Facilities	Primary Use	Project Use Area	Construction Impact	Use	Amount of Land Used	Facilities, Function, Activities Affected	Impact on Accessibility	Visual Impacts	Noise Impacts	Vibration Impacts	Air Quality Impacts	Vegetation Impacts	Wildlife Impacts	Water Quality Impacts	Impact on Historic Features	Impact on Historic Context	
R-37	Between Broad Street and Mercer Street and First Avenue N. and Fifth Avenue N.	Seattle Center	City of Seattle	Some facilities protected by Section 4(f) as recreation uses, some as historic resources; No use; See Part B text	74 acres	Hard Surfaces, Soft Surfaces, Seating, Picnic Tables or Shelters, Children's Play Area, Art Display, Active Use Facilities, Passive Use Facilities, Performance Facilities, Sport Arenas, Museums, Restaurants, Restrooms, Parking, School	View Enjoyment, Relaxation, Picnicking, People Watching, Walking, Jogging, Bicycling, Skating, Fishing, Informal Sports, Professional Sports, Cultural Activities	None	Yes	Multi-Purpose	None	Construction: Noise and access degraded due to detour depending on alternative	During Construction	No	During Construction from Detour	No	No	No	No	No	No	Does Not Apply	Does Not Apply



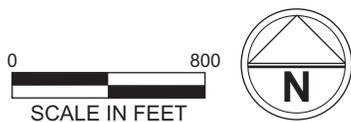
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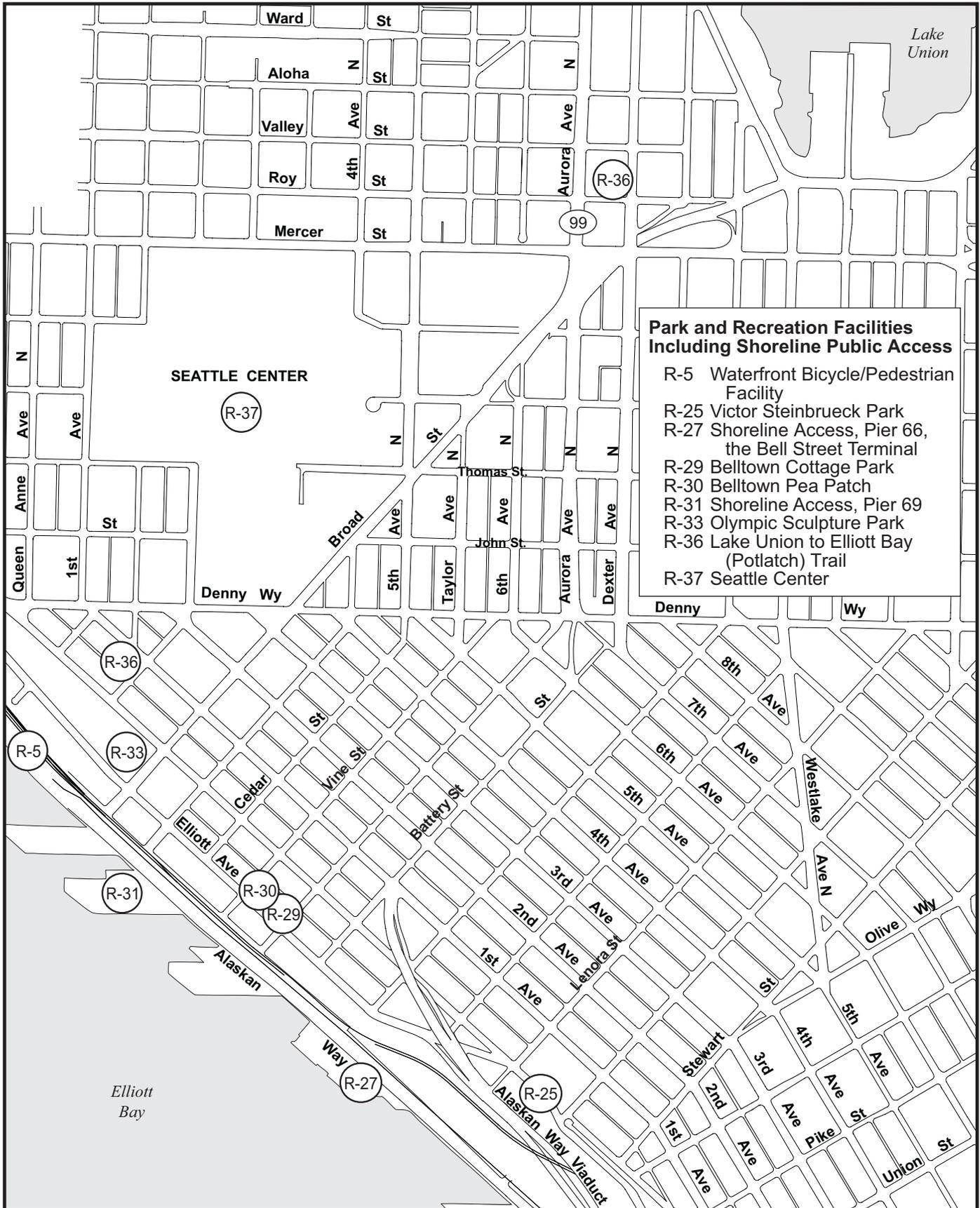
**Exhibit B-2  
Park, Recreation and Public Access  
Facilities Not Protected or with No Use  
Corridor**



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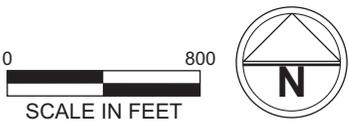


**Exhibit B-3**  
**Park, Recreation and Public Access**  
**Facilities Not Protected or with No Use**  
**South and Central**

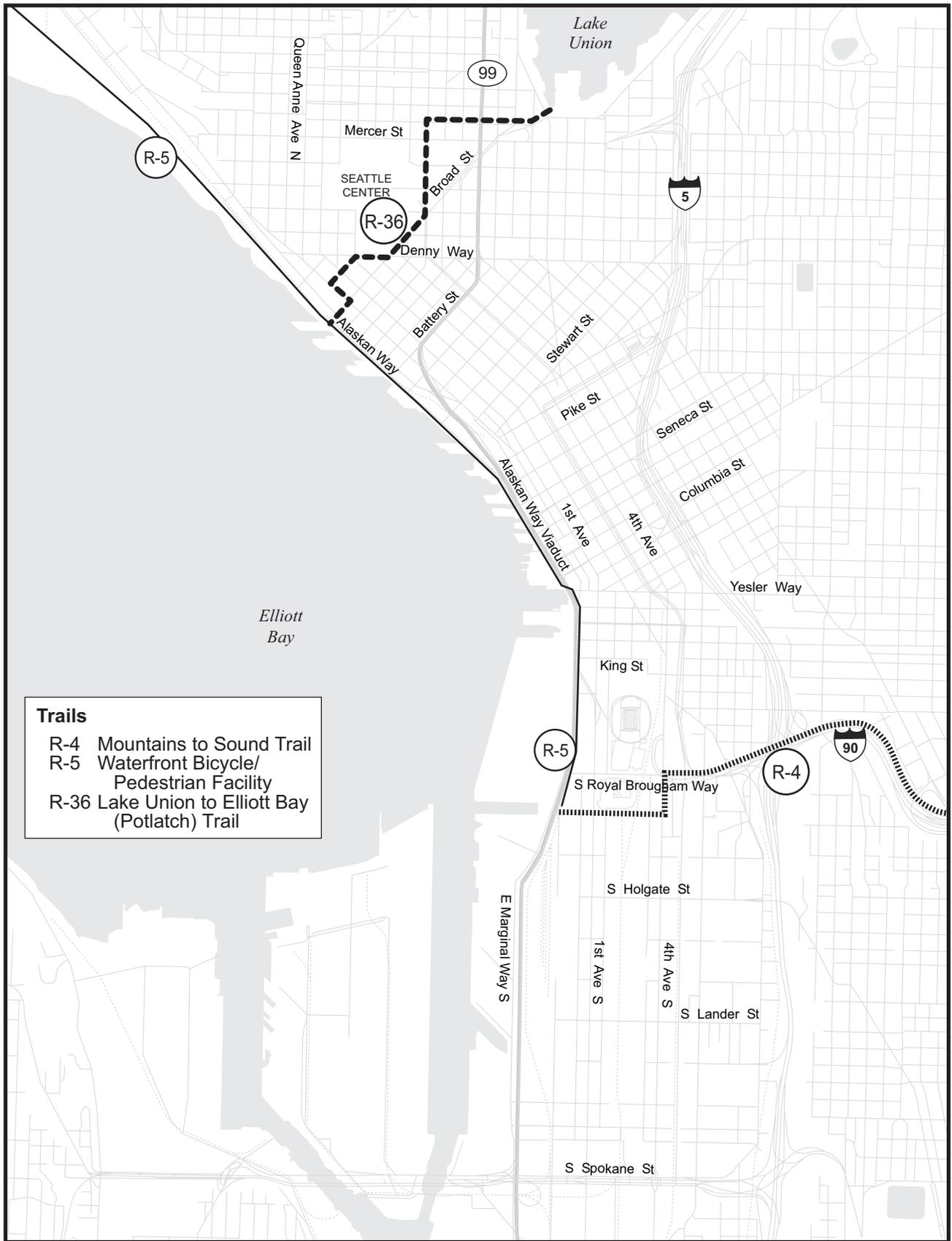


- Park and Recreation Facilities  
Including Shoreline Public Access**
- R-5 Waterfront Bicycle/Pedestrian Facility
  - R-25 Victor Steinbrueck Park
  - R-27 Shoreline Access, Pier 66, the Bell Street Terminal
  - R-29 Belltown Cottage Park
  - R-30 Belltown Pea Patch
  - R-31 Shoreline Access, Pier 69
  - R-33 Olympic Sculpture Park
  - R-36 Lake Union to Elliott Bay (Potlatch) Trail
  - R-37 Seattle Center

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**Exhibit B-4  
Park, Recreation, and Public Access  
Facilities Not Protected or with No Use  
North and Central**

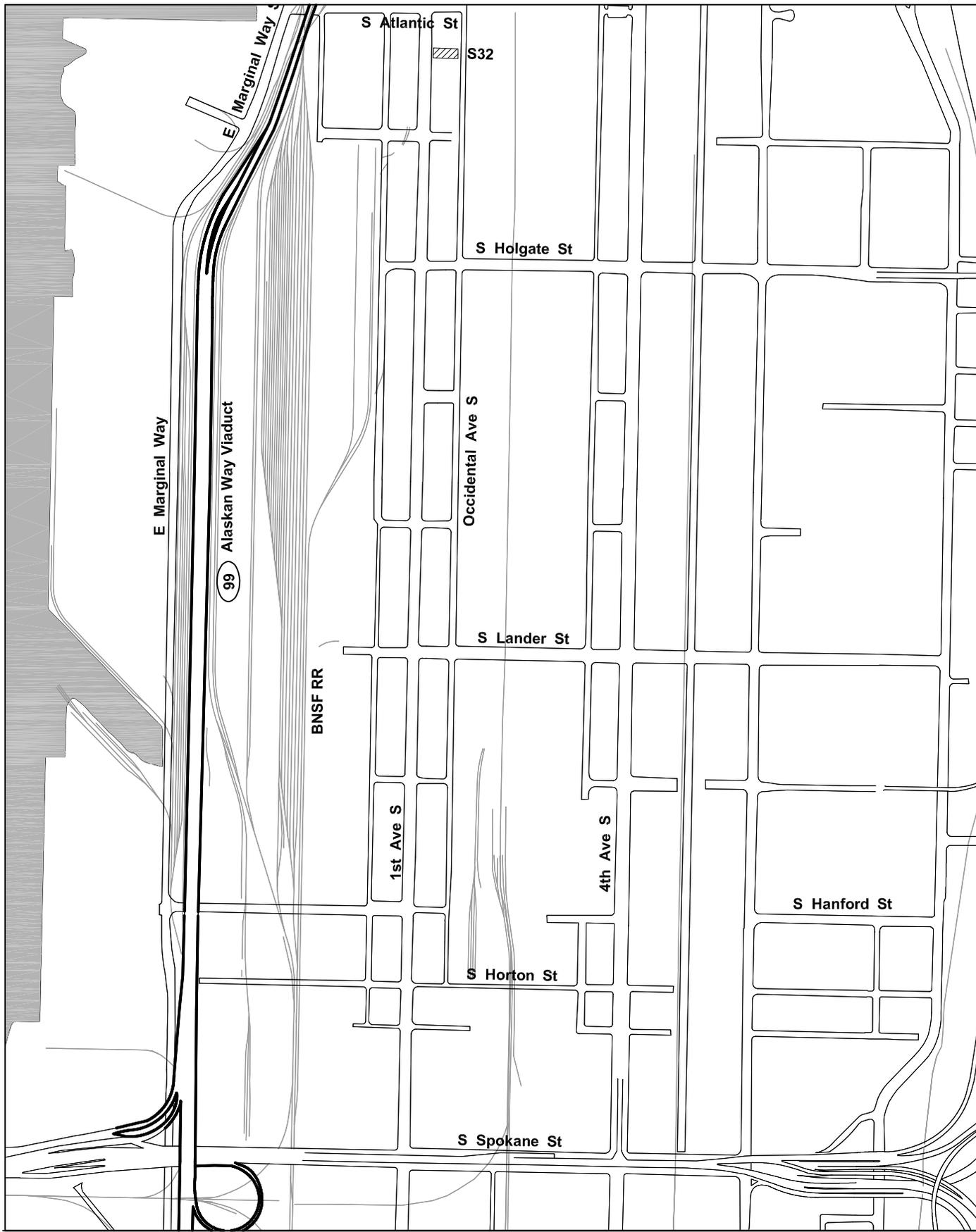


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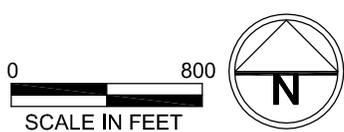


..... R-4 Mountains to Sound Trail  
 - - - - R-36 Lake Union to Elliott Bay Trail

**Exhibit B-5**  
**Trails Not Protected**  
**or With No Use**

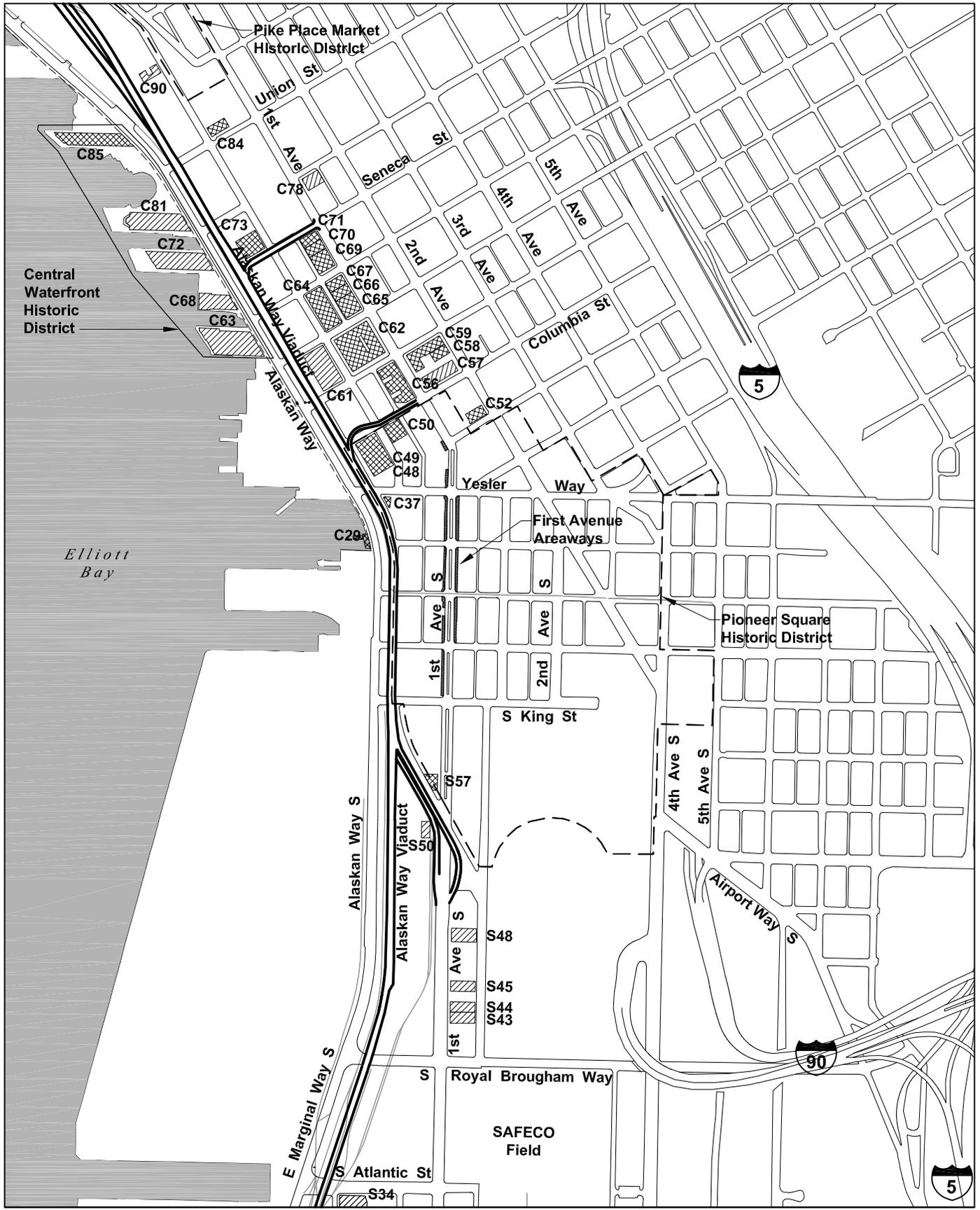


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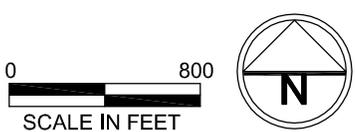


-  National Register
-  Eligible for NRHP
-  National Historic District

**Exhibit B-6  
Historic Sites Not  
Protected or with No Use  
South**



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-  National Register
-  Eligible for NRHP
-  National Historic District

**Exhibit B-7  
Historic Sites Not  
Protected or with No Use  
Central**



## **Resource:** Jack Perry Memorial Viewpoint

### **Site Identification No.:** R-1

**Location:** South of Pier 36, just south of S. Massachusetts Street on the East Duwamish Waterway. The viewpoint is shown on Exhibit B-9. The State Route (SR) 99 corridor is about 800 feet to the east.

**Address:** 1733 Alaskan Way S., Seattle, WA 98134.

**Size:** Approximately 1,740 square meters (18,750 square feet), or about 0.17 hectare (0.43 acre), excluding driveway. The site is triangular in shape with approximately 50 meters (170 feet) of frontage on the East Channel of the Duwamish River and a depth of approximately 75 meters (250 feet).

### **Site Plan or Photograph:**

View to the west from parking lot.

**Ownership:** Port of Seattle.

### **Available activities or functions:**

The site has benches and tables for viewing the waterfront. The primary activity provided by the site is viewing of waterfront activities, in conjunction with seating and picnic facilities. It is used as a launch site for kayaks and small boats.



### **Description and location of all existing and planned facilities:**

Benches  
Picnic tables  
Landscape areas  
Interpretive display  
11 parking spaces

**Type of access to the property:** Vehicular access is provided by a driveway off E. Marginal Way. The site is accessible by bicycles and pedestrians from the Waterfront Bicycle/Pedestrian Facility, consisting of a shared-use path (bike lane and sidewalks) on E. Marginal Way. It is, however, distant from other pedestrian attractions, and the walking environment on E. Marginal Way is compromised by truck traffic and the lack of interest of adjacent terminal and industrial uses.

**Usage:** The number of visitors is unknown.

**Relationship to other similarly used lands in the vicinity:** There are no other park and recreation facilities within a half-mile.

**Applicable clauses affecting the ownership:** Shoreline Substantial Development Permit conditions requiring shoreline public access are an enforceable condition of use that runs with the land.

**Unusual characteristics of the Section 4(f) property:** None.

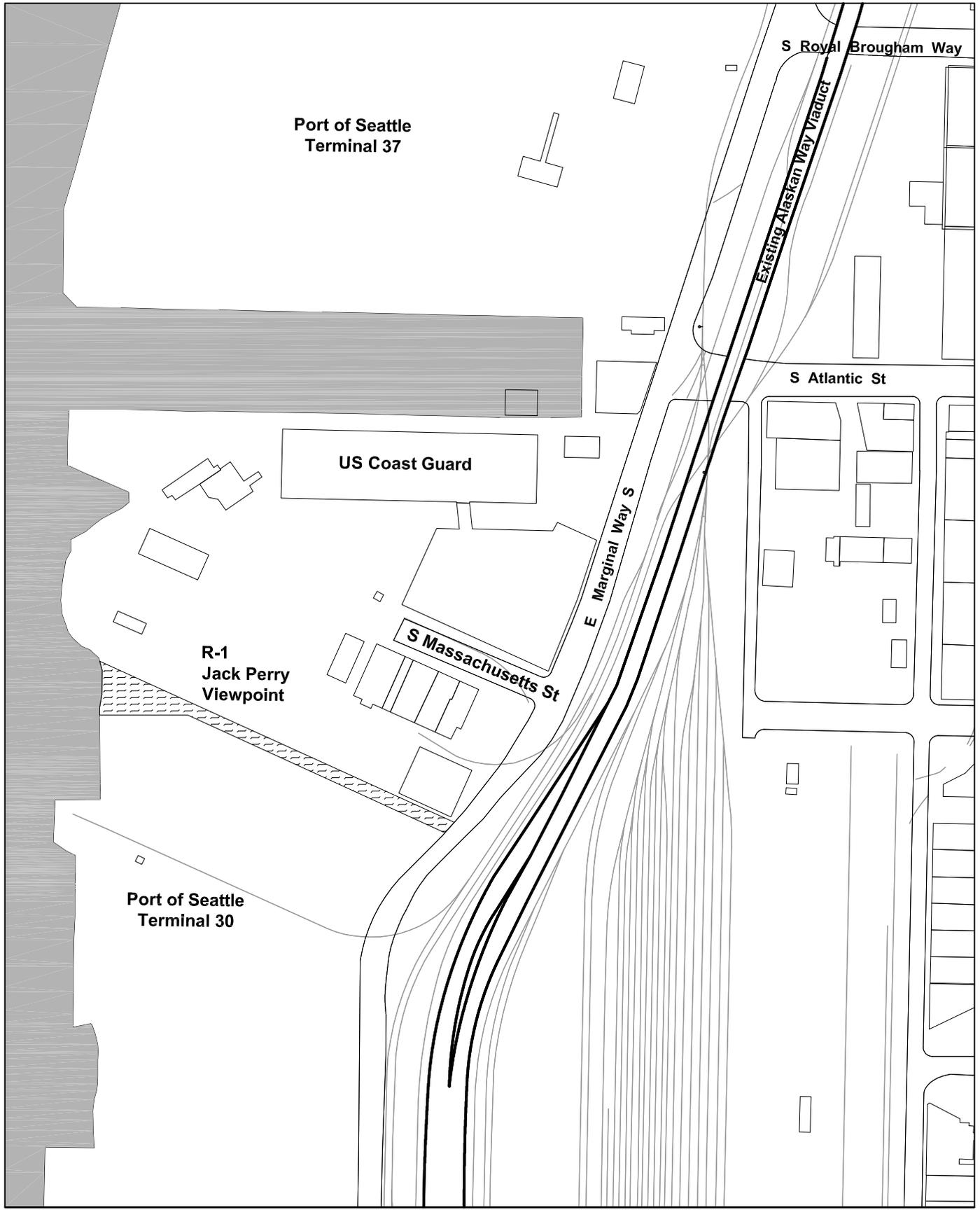
**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None identified by the Interagency Committee for Outdoor Recreation.

**Conclusion regarding Section 4(f) use:** The Jack Perry Memorial Viewpoint is not protected by the provisions of Section 4(f) because it is primarily designed for passive viewing and as such is not considered a park or recreation resource. In addition, neither of the alternatives under consideration would cause a Section 4(f) use by:

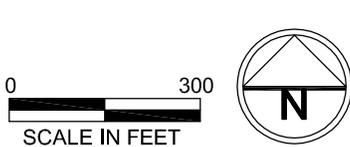
- a) Permanently incorporating land into the project—there would be no acquisition of any part of the property.
- b) Temporarily occupying the land or facility.
- c) Substantially impairing the activities, features, or attributes of the resource.

Construction impacts of both alternatives would occur over a long duration. During construction, access from E. Marginal Way would be maintained. Changes in circulation patterns due to detours may lead users to utilize different routes.

The proximity impacts of noise and vibration during construction would not be of a magnitude to substantially impair the enjoyment of the viewpoint because of the distance of about 240 meters (800 feet) from the SR 99 corridor and the shoreline viewing area.



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-  National Register
-  Eligible for NRHP
-  Parks and Recreation Sites with "No Use"
-  National Historic District

**Exhibit B-9**  
**Location Map**  
**Sites Not Protected or No Use**  
**Jack Perry Viewpoint**

## **Resource:** Waterfront Bicycle/Pedestrian Facility

**Site Identification No.:** R-5

**Type of Resource:** Transportation

**Location:** This multi-purpose asphalt shared-use path extends from S. Royal Brougham Way on the south to Broad Street on the north, where it connects to the Elliott Bay Trail. The shared-use path is shown on Exhibit B-5. Both alternatives would displace portions of the pathway.

**Size:** About 3,750 linear meters (12,300 linear feet), with a width of 2.73 meters (9 feet); the area is 10, 270 square meters (110,550 square feet).

**Site Plan or Photograph:**

Waterfront Bicycle/Pedestrian Facility,  
King Street.

See also the 2004 Draft EIS Appendix E, Visual Simulations, Exhibits A-7, A-17, A-21, A-53, and A-59. In all of these, the pathway is visible at the base of the existing viaduct.



**Ownership:** City of Seattle. The pathway is on street right-of-way and is maintained by the Seattle Department of Transportation.

**Type of property:** Multi-use pathway.

Waterfront Bicycle/Pedestrian Facility,  
Pine Street.

**Available activities or functions:** Nonmotorized transportation facility. Exercise-related activities such as walking, bicycling, and skating. Passive activities such as enjoyment of scenery and people watching.



**Description and location of all existing and planned facilities:**

Approximately 3-meter-wide

(9-foot) asphalt pathway. The Waterfront Bicycle/Pedestrian Facility is designated as part of the Seattle Urban Trails System in the City's Comprehensive Plan. The Urban Trails System is designated to facilitate walking and bicycling as viable transportation choices, provide recreational opportunities, and link major parks and open spaces with Seattle

neighborhoods. Because the pathway was built before standards for bicycle facilities were developed, it does not meet minimum American Association of State Highway and Transportation Officials (AASHTO) (national) design guidelines. Generally, the multi-purpose pathway fills with pedestrians during midday, making it unworkable for heavy bicycle use (Lagerwey 2002 personal communication).

**Type of access to the property:** The pathway is accessible to pedestrians along its length. Persons can access the area by vehicle and park at numerous on-street or commercial lots adjacent to the pathway.

**Usage:** Pedestrian and bicycle counts have not been taken. There has been no characterization of patterns of use. Pedestrian use is presumed to vary by season, with the peak use during summer afternoons.

**Relationship to other similarly used lands in the vicinity:** The pathway is one of the linear pedestrian facilities connecting uses along the waterfront. It provides less direct access to those uses than the waterfront promenade on the opposite (west) side of the street.

**Applicable clauses affecting the ownership:** The pathway is located on the public right-of-way of Alaskan Way.

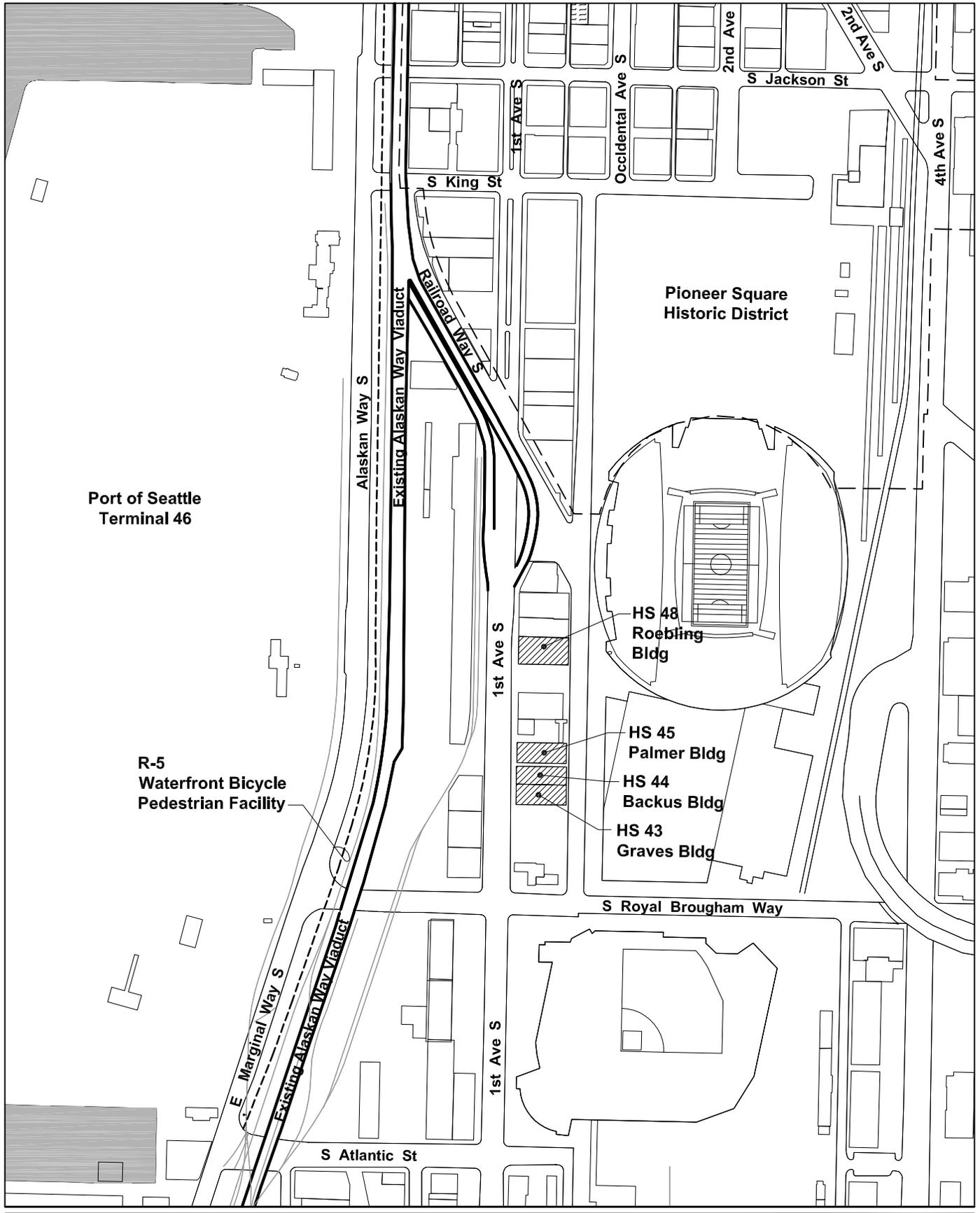
**Unusual characteristics of the Section 4(f) property:** None.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None is identified in City of Seattle records.

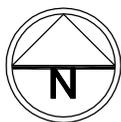
**Conclusion regarding Section 4(f) use:** This pathway is not considered a recreational trail protected by Section 4(f). The pathway is on the street right-of-way and is primarily a transportation facility.

In addition, neither of the alternatives under consideration would cause substantial impairment of the purposes of the pathway because equivalent facilities to serve pedestrians and bicyclists (consisting of sidewalks, bike lanes on the street, and some areas of trail) would be incorporated into the design of the alternatives. The amenities provided by the Elevated Structure Alternative would result in somewhat lower amenities that may affect use for those utilizing the pathway for walking, bicycling, and skating not related to commuting and passive activities such as enjoyment of scenery and people watching.

Construction impacts of both alternatives would occur over a long duration. During construction, there would be a temporary occupancy; however, alternative routes for north-south bicycle and pedestrian movement would be provided on parallel city streets.



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-  National Register
-  Eligible for NRHP
-  Parks and Recreation Sites with "No Use"
-  National Historic District

**Exhibit B-10**  
**Location Map**  
**Sites Not Protected or No Use**  
**Royal Brougham Way Area**

## **Resource:** Mountains to Sound Greenway Trail

**Site Identification No.:** R-4

**Location:** The location of the planned trail is shown on Exhibit B-5. The closest alternative to the site is adjacent to the trail.

**Size:** 9- to 16-foot-wide multi-purpose trail.

**Site Plan or Photograph:** The location of the planned trail and relation to the alternatives is shown in Exhibit B-5.

**Ownership:** City of Seattle.

**Section 4(f) Status:** This trail is a Section 4(f) recreation resource.

**Available activities or functions:** Planned trail.

**Type of access to the property:** Pedestrian.

**Usage of the Section 4(f) resource:** Planned, no current use.

**Relationship to other similarly used lands in the vicinity:** Will connect to the Waterfront Bicycle/Pedestrian Facility.

**Applicable clauses affecting the ownership:** None known.

**Unusual characteristics of the Section 4(f) property:** None.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None identified by the Interagency Committee for Outdoor Recreation.

**Conclusion regarding Section 4(f) use:** This trail would not involve a Section 4(f) use because the displacement of the one-block section between First Avenue and Alaskan Way during construction would not substantially impair the function of the trail corridor in connecting to the waterfront. Connections to the portion of the Waterfront Bicycle/Pedestrian Facility south of S. Atlantic Street would be maintained during construction. Connections to downtown and other portions of the waterfront can be maintained through connections on First Avenue or other corridors.

Overall, the construction phase changes in the trail route would be a temporary occupancy and would not substantially impair the purposes for which the trail is proposed.

**Resource:** WOSCA Freight House

**Site Identification No.:** HS50

**Location:** First Avenue S. at Railroad Way.

The site is shown on Exhibit B-11. Both alternatives would potentially use this site for construction staging or ferry parking.

**Address:** 801 First Avenue S.

**Site Plan or Photograph:**

**Ownership:** Private.

**Type of Section 4(f) property:**

Historic. This building (not the altered freight shed) has been determined eligible for listing in the NRHP and is important under Criterion A as one of the last and most intact of the numerous railroad freight houses that once determined the character of this area.

View from south.



**Available activities or functions:** Office.

**Description and location of all existing and planned facilities:** Does Not Apply (DNA).

**Type of access to the property:** Access is currently provided from S. Dearborn Street, immediately north of the property.

**Usage:** Office and parking.

**Relationship to other similarly used lands in the vicinity:** DNA.

**Applicable clauses affecting the ownership:** None.

**Unusual characteristics of the Section 4(f) property:** None.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None.

**Conclusion regarding Section 4(f) use:** This building is protected by Section 4(f) as a historic resource eligible for listing in the NRHP.

There would be no Section 4(f) use because no part of the structure would be displaced, and the existing ramps adjacent to the building can be removed without damaging the resource with normal protective practices during construction.

## **Resource:** Triangle Building

**Site Identification No.:** HS57

**Location:** First Avenue S. at the northwest corner of Railroad Way S.

The building is shown on Exhibit B-11. It may be subject to structural damage from demolition of the First Avenue S. on-ramp across the street.

**Address:** 547 First Avenue S., Seattle, WA 98104.

**Size:** The building footprint is about 590 square meters (6,400 square feet).

**Site Plan or Photograph:** View from southeast.

**Ownership:** Private.

### **Type of Section 4(f) property:**

Historic: On the NRHP.

Within Pioneer Square National Historic District. Built in 1909 by real estate magnate Victor Hugo Smith. The ground floor remained the Triangle Bar until Western Union Telegraph Company located its "C" Branch here from 1929 until 1954. Today the building is a tavern on the first floor and residences above.



**Available activities or functions:** Retail, residential.

**Description and location of all existing and planned facilities:** DNA.

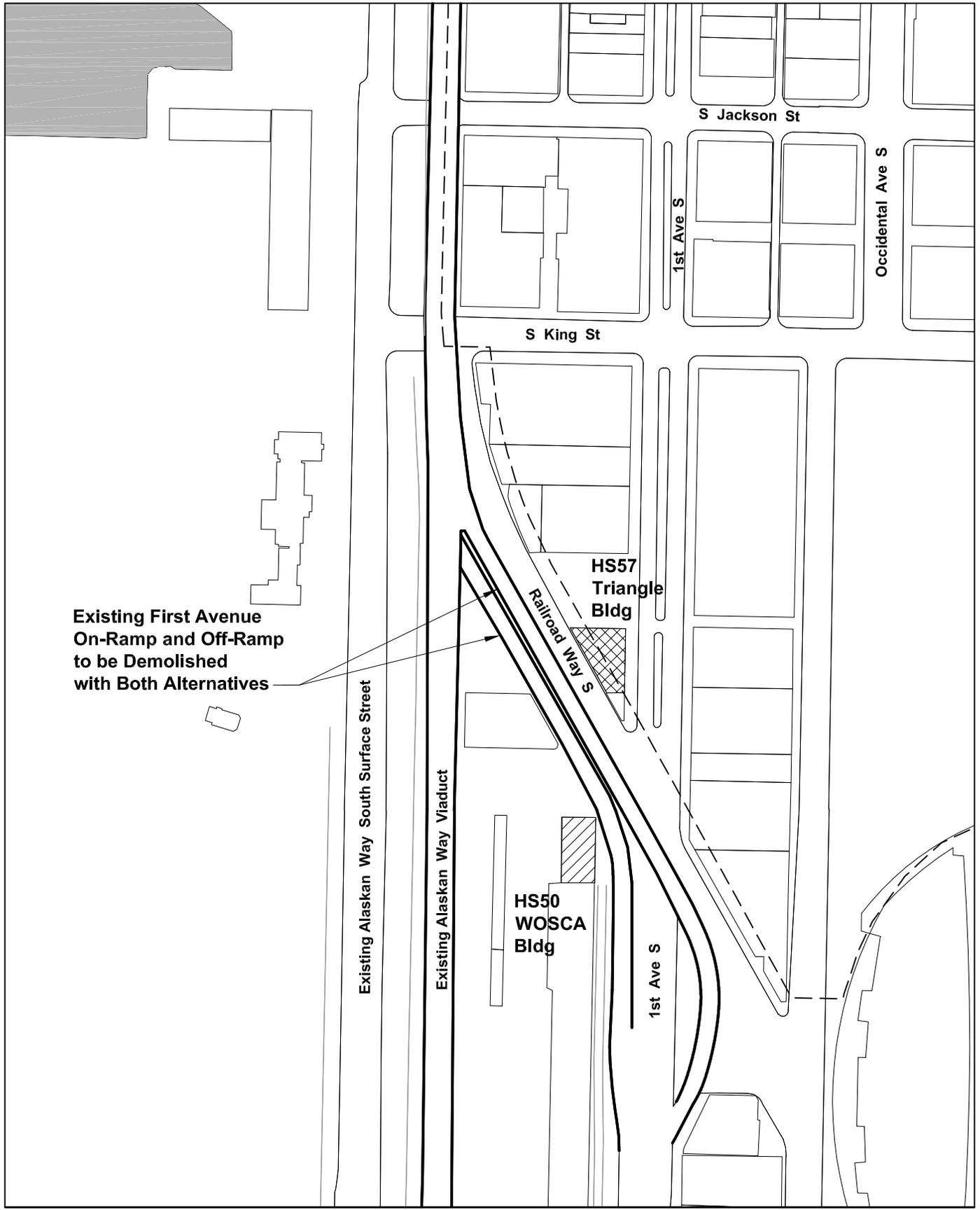
**Applicable clauses affecting the ownership:** None known.

**Unusual characteristics of the Section 4(f) property:** None.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None.

**Conclusion regarding Section 4(f) use:** This building is protected by Section 4(f) as a historic resource listed on the NRHP.

There would be no Section 4(f) use because no part of the site would be displaced, and the existing ramps across the street from the building can be removed without damaging the building with normal protective practices during construction.



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-  National Register
-  Eligible for NRHP
-  National Historic District

**Exhibit B-11  
Location Map  
Section 4(f) Resources  
Railroad Way**

## **Resource:** First Avenue S. Areaways

**Site Identification No.:** HC4A

**Location:** On First Avenue S. between Cherry Street and S. King Street.

This vicinity is shown on Exhibit B-12. The closest alternative to the areaways results from detours during construction that would add heavy vehicle traffic in the curb lane of First Avenue S. adjacent to the outer walls of the areaways.

**Address:** DNA.

**Size:** Approximately six blocks including both sides of the street, about 1,100 linear meters (about 3,600 linear feet); the width of individual areaways varies considerably, but is generally between 3 and 6 meters (10 to 20 feet).

**Ownership:** City of Seattle. The areaways are within street right-of-way.

### **Site Plan or Photograph:**

**Type of Section 4(f) property:** Historic. Areaways are the usable areas, generally in the street right-of-way, below the sidewalk and between the building foundation and the street wall. The street wall holds back the earth below the road surface and provides support for the sidewalk between the street and the building walls. Many areaways in the Pioneer Square Historic District were created when City engineers raised Pioneer Square's streets a full story following the Great Seattle Fire of 1889. Since many buildings were already under construction, architects provided for two ground floors, the lower at the level beneath the new sidewalks. Merchants on the lower level tried to survive with skylights in the sidewalks and stairways, but most soon failed and access to their businesses was paved over. In addition to being located in the historic district, many areaways are the preserved remains of original Seattle buildings and are historically significant in their own right.

**Available activities or functions:** The most extensive current use is for historic interpretation by the Seattle Underground Tour. Some areaways are used by adjacent businesses for store or office space, parking, or storage.

Areaways near Yesler Way.



Areaway during reconstruction.



**Description and location of all existing and planned facilities:** DNA.

**Type of access to the property:** Access is available primarily through the basements of adjacent buildings.

**Usage of the Section 4(f) resource:** Some areaways are used by adjacent buildings for storage. Many areaways are part of the Seattle Underground Tour, a historical interpretive tour that has operated since the early 1960s.

**Relationship to other similarly used lands in the vicinity:** DNA.

**Applicable clauses affecting the ownership:** None.

**Unusual characteristics of the Section 4(f) property:** See description of historic status above under "Type of Section 4(f) property."

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None.

**Conclusion regarding Section 4(f) use:** The areaways are protected by Section 4(f) as a historic resource within a national and local historic district.

Potential vibration impacts to the areaways due to additional heavy vehicle traffic on the curb lanes from detour use during construction could be prevented through the stabilization and strengthening of portions of the areaways most susceptible to damage, prior to construction or use of the above streets for detour routes. There would be no Section 4(f) use because these impacts can be prevented and/or mitigated through the use of a monitoring plan to identify and correct unanticipated effects.

**Resource:** Buildings Adjacent to First Avenue S. Areaways

**Site Identification No.:** HC 4–6, 11–16, 23–28, 35, 36, 42, 45–47

**Location:** On First Avenue S. between Cherry Street and S. King Street.

The area in which these buildings are located is shown on Exhibit B-12. Both alternatives include detours during construction that would add heavy vehicle traffic in the curb lane of First Avenue S. that may affect the structural integrity of the buildings if areaways fail.

**Addresses:**

**Block photos.**

83 S. King St., Seattle Hardware Co.

500-502 First Ave. S.

419 First Ave. S., Merrill Place  
(Hambach Building)

414 First Ave. S., Westland Building

411 First Ave. S., Merrill Place  
(Seller Building)

401 First Ave. S., Merrill Place  
(Schwabacher Hardware Building)

80 S. Jackson St. Condominium

101 S. Jackson St.



322-324 First Ave. S., Seattle Quilt

321 First Ave. S., Smith Building

317 First Ave. S., Squire Building

312-314 First Ave. S., Nord Hotel

313 First Ave. S., Hotel Crown

309 First Ave. S., Maud Building

306-310 First Ave. S., Globe Hotel

301 First Ave. S., Bread of Life  
Mission

300-304 First Ave. S., Elliott Bay  
Books



**Addresses:**

**Block photos.**

217-19 First Ave. S., New England Hotel

213 First Ave. S., Rugs & Arts of Asia

211 First Ave. S., Lucky Hotel

209 First Ave. S., Larry's

207 First Ave. S., Skagit Hotel

206 First Ave. S., City Loan Building

204 First Ave. S., Buttnick Building

201-05 First Ave. S., J&M Hotel & Café

200 First Ave. S., Grand Central Building



120 First Ave. S., Delmar Building

104 First Ave. S., New Orleans

110-12 First Ave. S., City Club Building

106-08 First Ave. S., Lippy Building

103 First Ave. S., Schwabacher Building

100 Yesler Way, Olympic Building

95 Yesler Way, Yesler Building

92-94 Yesler Way, Mutual Life Building



103-107 Cherry St., Lowman Building

102-110 Cherry St., Scheuerman Building

625 First Ave., Flavor of India

627 First Ave., Yam Oriental Rugs



**Size:** Approximately six blocks, 1,100 meters (about 3,600 linear feet including both sides of the street).

**Ownership:** Private.

**Type of Section 4(f) property:** Historic, in Pioneer Square National Historic District.

**Available activities or functions:** Retail, restaurant, office, and residential.

**Description and location of all existing and planned facilities:** DNA.

**Type of access to the property:** DNA.

**Relationship to other similarly used lands in the vicinity:** DNA.

**Applicable clauses affecting the ownership:** None.

**Unusual characteristics of the Section 4(f) property:** DNA.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None.

**Conclusion regarding Section 4(f) use:** These resources are protected by Section 4(f) as historic resources within a national and local historic district.

There would be no Section 4(f) use because potential vibration from additional heavy vehicle traffic on the curb lane as a result of detours during construction would not result in damage to the areaways and hence potential damage to adjacent buildings with the incorporation of stabilization and strengthening of portions of the areaways most susceptible to damage, together with a monitoring plan to identify and correct unanticipated effects.

**Resource:** Buildings Adjacent to the Existing Viaduct in the Pioneer Square Historic District

**Site Identification No.:** HC 7, 8, 11, 19, 21, 30, 32–34, 37, 48, 49

**Location:** On Alaskan Way between Railroad Way S. and Yesler Way.

This vicinity is shown on Exhibit B-12. Both alternatives include demolition of the existing viaduct, which may affect the structural integrity of the buildings through vibration impacts.

**Addresses:**

**Block photos.**

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83 S. King St., Seattle Hardware Co.



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304 Alaskan Way S., C&H Bldg.

75 S. Main St., Our Home Hotel



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76 S. Main St., Old Boston Hotel

212 Alaskan Way S., OK Hotel

77 S. Washington St., Compass Center



**Addresses:****Block photos.**

68 S. Washington St.  
114 Alaskan Way S., Prudential Bldg.  
110 Alaskan Way S., Old Firehouse  
One Yesler Way, see HC 37



619 Western Ave., Snoboard Conn.  
61 Columbia St., Polson Bldg.



**Size:** Approximately six blocks, about 700 meters (about 2,300 linear feet).

**Ownership:** Private.

**Type of Section 4(f) property:** Historic, in Pioneer Square National Historic District.

**Available activities or functions:** Retail, restaurant, office, and residential.

**Description and location of all existing and planned facilities:** DNA.

**Type of access to the property:** DNA.

**Relationship to other similarly used lands in the vicinity:** DNA.

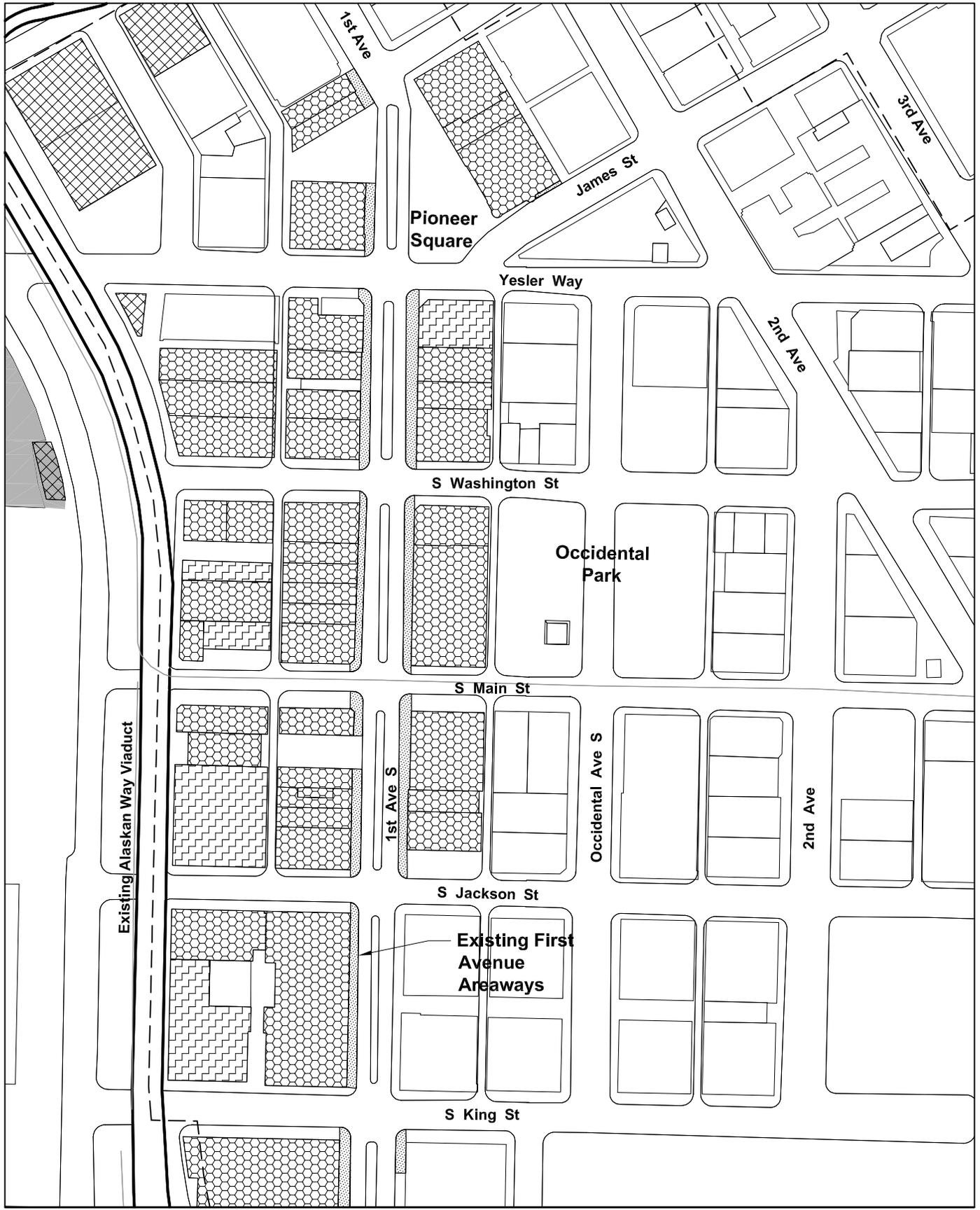
**Applicable clauses affecting the ownership:** None.

**Unusual characteristics of the Section 4(f) property:** DNA.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None.

**Conclusion regarding Section 4(f) use:** These buildings are protected by Section 4(f) as historic resources within a national and local historic district.

There would be no Section 4(f) use because the existing viaduct adjacent to the buildings can be removed and either the Tunnel or Elevated Structure Alternative can be built without damaging these buildings with normal protective practices in place during construction.



DATE: 06/14/06 6:37pm FILE: K1585025P06T0610-Exh-B12 (Exhibit A Series)

-  National Register
-  Eligible for NRHP
-  Existing Areaways on First Avenue
-  Historic Building Potentially Impacted by Vibration
-  Non-Contributing Structure
-  National Historic District

**Exhibit B-12  
Location Map  
Section 4(f) Resources  
Pioneer Square Areaways**



**Resource:** Pier 48 Periscopes, Public Access, and Viewing Area

**Site Identification No.:** R-6

**Location:** Southeast corner of Pier 48 at S. Main Street.

The site is shown on Exhibit B-13. The closest alternative to the site is 400 feet from the site.

**Address:** 101 Alaskan Way S., Seattle, WA 98104.

**Size:** Approximately 45 square meters (500 square feet).

**Site Plan or Photograph:** View from viaduct.

**Ownership:** Port of Seattle.

**Usage:** Currently closed due to lack of structural integrity of pier.

**Available activities or functions:**

The site has benches and three periscopes for viewing the waterfront. The primary activity provided by the site is viewing of waterfront activities.



**Description and location of all existing and planned facilities:**

Benches

Periscopes

The site is currently closed due to structural deficiencies in the Pier 48 Transit Shed (Kristin 2003).

**Type of access to the property:** Vehicular access is not provided. The site is accessible to pedestrians from the sidewalk on the west side of the Alaskan Way surface street and the Waterfront Bicycle/Pedestrian Facility on the east side of the Alaskan Way surface street.

**Usage:** The site is not currently open due to structural deficiencies of Pier 48.

**Relationship to other similarly used lands in the vicinity:** The closest public park is the Alaska Square on Pier 48 at S. Washington Street.

**Applicable clauses affecting the ownership:** Shoreline Substantial Development Permit conditions requiring shoreline public access are an enforceable condition of use that runs with the land.

**Unusual characteristics:** None.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:**  
None identified by the Interagency Committee for Outdoor Recreation.

**Conclusion regarding Section 4(f) use:** The Pier 48 Periscopes Viewpoint is not protected by the provisions of Section 4(f) because it is primarily designed for passive viewing and as such is not considered a park or recreation resource.

In addition, the viewpoint is currently closed because of structural deficiencies of Pier 48.

Both alternatives under consideration would permanently displace the viewpoint. Pier 48 is anticipated to be removed to accommodate construction staging. Pier 48 also may be removed by Washington State Ferries in conjunction with expansion of the Colman Dock Ferry Terminal as a separate project prior to initiation of the Alaskan Way Viaduct and Seawall Replacement Project.

Because this is a public access facility required for the development of Terminal 46, the Port of Seattle has taken the position that the project would need to provide equivalent facilities or relieve the Port from the City of Seattle Shoreline Substantial Development Permit requirements in some other manner. Compliance with the Seattle Shoreline Master Program is required for Coastal Zone Management compliance.

**Resource:** Pier 48 Alaska Square

**Site Identification No.:** R-7

**Location:** Northeast corner of Pier 48, at S. Washington Street, adjacent to the Washington Street Boat Landing.

The site is shown on Exhibit B-13. Both alternatives would displace the park.

**Address:** 101 Alaskan Way S., Seattle, WA 98104.

**Size:** Approximately 485 square meters (5,200 square feet).

**Site Plan or Photograph:**

View from Alaskan Way to the north.



**Ownership:** Port of Seattle.

**Type of access to the property:**

Vehicular access is not provided.

The site is accessible to pedestrians from the sidewalk on the west side of the Alaskan Way surface street and the Waterfront Bicycle/Pedestrian Facility on the east side of the Alaskan Way surface street.

View of sinkhole.



**Usage:** The site is currently closed due to damage to the bulkhead. The Port of Seattle has deferred repairing and reopening the site pending action on the Alaskan Way Viaduct (Kristin 2003).

**Relationship to other similarly used lands in the vicinity:** The

Washington Street Boat Landing is adjacent to the site. The closest public park is the Pioneer Square at First Avenue and Yesler Way, three city blocks away. Other passive open space areas are located on Colman Dock one block away.

**Applicable clauses affecting the ownership:** Shoreline Substantial Development Permit conditions requiring shoreline public access are an enforceable condition of use that runs with the land.

**Unusual characteristics of the Section 4(f) property:** None.

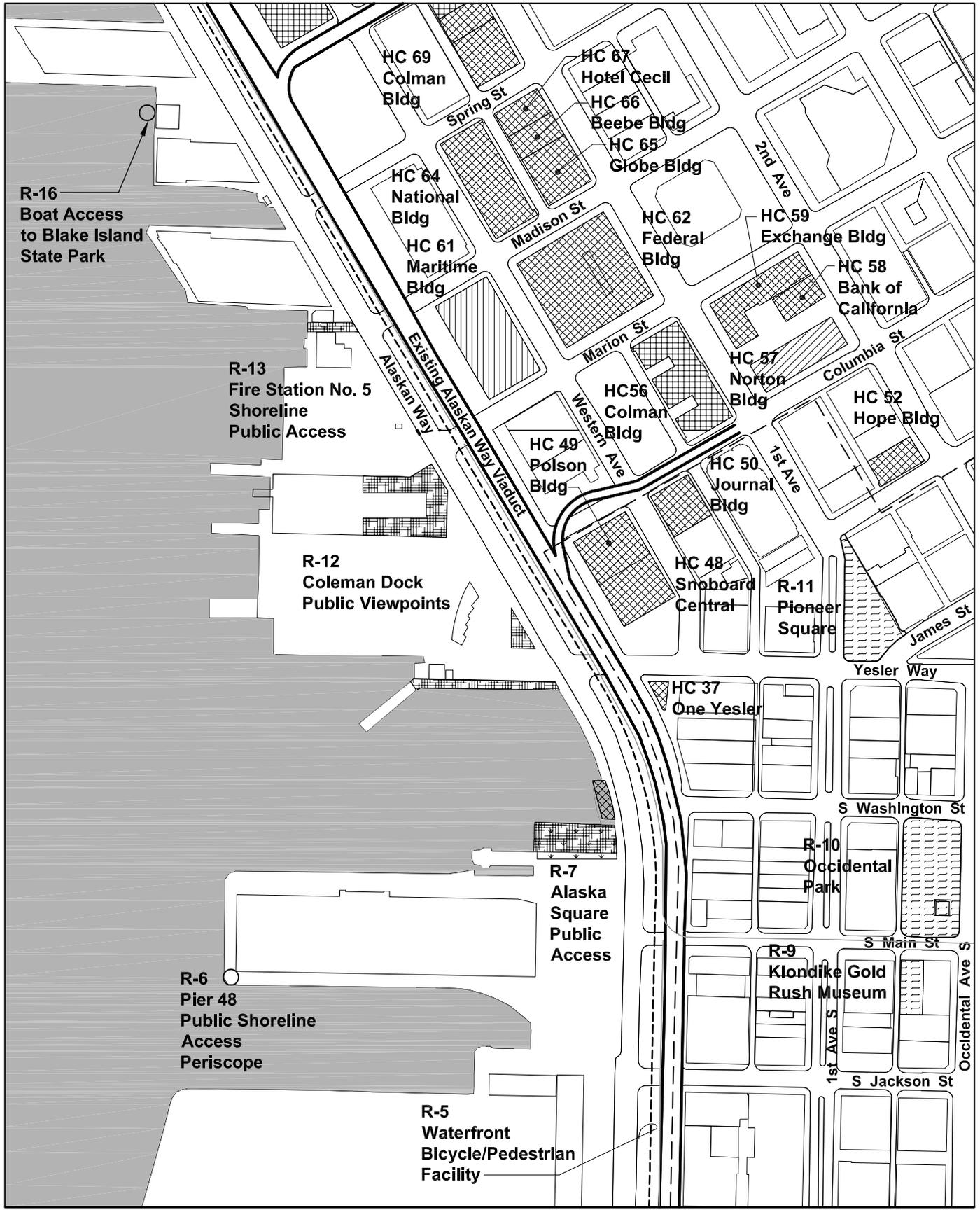
**Funding under Section 6(f) of the Land and Water Conservation Fund Act:**

None identified by the Interagency Committee for Outdoor Recreation.

**Conclusion regarding Section 4(f) use:** This resource is not protected by the provisions of Section 4(f) because it is primarily designed for passive viewing and as such is not considered a park or recreation resource.

Both alternatives would permanently displace the site during construction due to Colman Dock access that would be located on a new over-water structure between S. Washington Street and Yesler Way. During construction, Pier 48 also may be displaced by a construction staging area. Replacement of the area and functions could be provided on the over-water structure proposed for access to the Colman Dock Ferry Terminal.

Because this is a public access facility required for the development of Terminal 46, the Port of Seattle has taken the position that the project would need to provide equivalent facilities or relieve the Port from the City of Seattle Shoreline Substantial Development Permit requirements in some other manner. Compliance with the Seattle Shoreline Master Program is required for Coastal Zone Management compliance.



DATE: 06/14/06 6:36pm FILE: K1585025P06T0610-Exh-B13

-  National Register
-  Eligible for NRHP
-  Parks and Recreation Sites with "No Use"
-  Sites not Protected by Section 4(f)
-  National Historic District

**Exhibit B-13  
Location Map  
Sites Not Protected or No Use  
Jackson to Spring**



## **Resource:** Klondike Gold Rush National Historic Park

### **Site Identification No.:** R-9

**Location:** Half-block bounded by S. Washington Street, Occidental Avenue S., and S. Main Street.

The site is shown on Exhibit B-13. The closest alternative to the site is 200 meters (700 feet) from the site.

**Address:** 117 S. Main Street, Seattle, WA 98104.

**Size:** Approximately 450 square meters (5,000 square feet).

### **Site Plan or Photograph:**

**Ownership:** National Park Service leases space in a privately owned building.

### **Available activities or functions:**

The site consists of interior space with historic displays.

### **Type of access to the property:**

Vehicular access is not provided. The site is accessible to pedestrians from the sidewalks on the perimeter of the building. The Waterfront Streetcar runs on S. Main Street with a stop immediately south of the site. Parking is available on the street and at commercial parking lots.

**Usage:** The number of visitors is unknown.

**Relationship to other similarly used lands in the vicinity:** Pioneer Square is about 150 meters (500 feet) from the site. The Washington Street Boat Landing is about 200 meters (700 feet) from the site.

**Applicable clauses affecting the ownership:** None identified.

**Unusual characteristics of the Section 4(f) property:** None.

### **Funding under Section 6(f) of the Land and Water Conservation Fund Act:**

None identified by the Interagency Committee for Outdoor Recreation.

**Conclusion Regarding Section 4(f) Use:** This site is not protected by Section 4(f). It is a museum and not a park or recreation facility.

In addition, no use and no substantial impairment of the site would occur. The site is distant enough from construction that proximity impacts such as noise would not be substantially greater than background noise from traffic on adjacent streets. Construction noise would also be reduced by three rows of intervening buildings averaging three to four stories in height that would act as a barrier to noise. Additional traffic on local streets during construction is not likely to affect access to or use of the historic park.

View from the north.



## **Resource:** Occidental Park

### **Site Identification No.:** R-10

**Location:** Half-block bounded by S. Washington Street, Occidental Avenue S., and S. Main Street.

The park is shown on Exhibit B-13. The closest alternative to the park is 200 meters (700 feet) from the site.

**Address:** 200 Occidental Avenue S., Seattle, WA 98104.

**Size:** Approximately 2,475 square meters (26,400 square feet).

### **Site Plan or Photograph:**

View from the south.

**Ownership:** City of Seattle.

### **Description and location of all existing and planned facilities:**

Benches, Hard surfaces,  
Landscaping

### **Type of access to the property:**

Vehicular access is not provided. The site is accessible to pedestrians from the sidewalks on the perimeter of the park. The Waterfront Streetcar runs on S. Main Street with a stop immediately south of the park. Parking is available on the street and at commercial parking lots.



**Usage:** The number of visitors is unknown.

**Relationship to other similarly used lands in the vicinity:** Pioneer Square is about 150 meters (500 feet) from the site. The Washington Street Boat Landing is about 200 meters (700 feet) from the site.

**Applicable clauses affecting the ownership:** None identified.

**Unusual characteristics of the Section 4(f) property:** None.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None identified by the Interagency Committee for Outdoor Recreation.

**Conclusion regarding Section 4(f) use:** This park is a protected Section 4(f) resource. There would be no use and no substantial impairment of the activities, features, or attributes of the park. The site is distant enough from construction that proximity impacts such as noise would not be substantially greater than background noise from traffic on adjacent streets. Construction noise would also be reduced by three rows of intervening buildings averaging three to four stories in height that would act as a barrier to noise. Additional traffic on local streets during construction is not likely to affect access to or use of the park. Areaways are not present on the park frontage; therefore, the park would not experience potential harm from risks of structural failure of areaways due to detoured traffic.

**Resource:** One Yesler Building

**Site Identification No.:** HC 37

**Location:** Yesler Way at the southeast corner of the intersection with Alaskan Way.

The building is shown on Exhibit B-13.

**Address:** One Yesler Way, Seattle, WA 98104.

**Site Plan or Photograph:**

View from northwest.

**Ownership:** Private.

**Type of Section 4(f) property:**  
Historic: This small brick building, originally the Pacific Banking Company and later the Bedford Hotel, is in the Pioneer Square Historic District (listed in the NRHP) and is part of the overall historic context of the district.



**Available activities or functions:**  
Retail, office.

**Description and location of all existing and planned facilities:**  
DNA.

**Relationship to other similarly used lands in the vicinity:** 2 blocks (850 feet) to Pioneer Square, 180 feet across Alaskan Way to Colman Dock shoreline public access area.

**Applicable clauses affecting the ownership:** None known.

**Unusual characteristics of the Section 4(f) property:** None.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:**  
None.

**Conclusion regarding Section 4(f) use:** This building is protected by Section 4(f) as a historic resource within a national and local historic district.

There would be no Section 4(f) use because the existing viaduct adjacent to the building can be removed and either the Tunnel or Elevated Structure Alternative can be built without damaging the building with normal protective practices during construction.

**Resource:** Pioneer Square Park

**Site Identification No.:** R-11

**Location:** Corner of Yesler Way and First Avenue S.

The park is shown on Exhibit B-13. The closest alternative to the site is 200 meters (700 feet) feet from the park.

**Address:** 101 First Avenue S., Seattle, WA 98104.

**Size:** Approximately 1,301 square meters (14,003 square feet).

**Site Plan or Photograph:**

Pioneer Square from the north.

**Ownership:** City of Seattle Parks.

**Available activities or functions:**  
The site has benches, a totem pole feature, landscaping, and hard-surfaced areas. The primary activity provided by the site is passive relaxation.



**Description and location of all existing and planned facilities:**

- Benches
- Hard surfaces
- Landscaping
- Totem pole
- Bust of Chief Seattle

**Type of access to the property:** Vehicular access is not provided. The site is accessible to pedestrians from the sidewalks on the perimeter of the park. Parking is available on the street and at commercial parking lots.

**Usage:** The number of visitors is unknown.

**Relationship to other similarly used lands in the vicinity:** Occidental Park is about 150 meters (500 feet) from the site. Passive open space areas on Colman Dock are about 200 meters (700 feet) away. The Washington Street Boat Landing is about 270 meters (900 feet) from the site.

**Applicable clauses affecting the ownership:** None identified.

**Unusual characteristics of the Section 4(f) property:** None.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None identified by the Interagency Committee for Outdoor Recreation.

**Conclusion regarding Section 4(f) use:** This park is a protected Section 4(f) resource. There would be no use and no substantial impairment of the activities, features, or attributes of the park. The site is distant enough from construction that proximity impacts such as noise would not be substantially greater than background noise from traffic on adjacent streets. Areaways are not present on the First Avenue frontage; therefore, the park would not experience potential harm from risks of structural failure of areaways due to detoured traffic. Additional traffic on local streets during construction is not likely to affect access to or use of the park.

## **Resource:** Colman Dock Public Access Facilities

### **Site Identification No.:** R-12

**Location:** West of Alaskan Way between Yesler Way and Madison Street.

The dock is shown on Exhibit B-13.

Public access areas required by Shoreline Substantial Development Permits include:

- The south side of the Pier 50 passenger ferry terminal walkway,
- An open space along the Alaskan Way promenade near Yesler Way, and
- Portions of the upper level deck of the terminal building.

The seawall reconstruction or the Tunnel Alternative would involve construction directly adjacent to the site. The Elevated Structure Alternative would be about 30 meters (100 feet) from the site.

**Address:** 801 Alaskan Way, Seattle, WA 98104.

### **Site Plan or Photograph:**

**Ownership:** WSDOT

### **Type of access to the property:**

Vehicular access is not provided to public access areas. Users of the ferry system cannot access the public access areas after passing through the ticket booths.

The site is accessible to pedestrians from the sidewalk (waterfront promenade) on the west side of the Alaskan Way surface street.

### **Size:**

1. Area at the south side of the Pier 50 passenger ferry terminal walkway: 100 linear meters (330 linear feet), 306 square meters (3,300 square feet) assuming 10-foot width available for public access.
2. Area of open space along the Alaskan Way promenade near Yesler Way: 204 square meters (2,200 square feet).

Seating and fountain on Alaska Way.



South side of dock.



3. Area along the upper level deck of the terminal building: 930 square meters (10,000 square feet).

**Usage:** The number of persons who use the public access areas who are not ferry passengers is unknown; 4.4 million annual foot passengers used the Colman Dock in 2002 (WSDOT 2002).

**Relationship to other similarly used lands in the vicinity:** The Alaska Square Park and Washington Street Boat Landing are one block from the site. The closest public park is the Pioneer Square at First Avenue and Yesler Way, two city blocks away. Other shoreline public access areas are located at Fire Station No. 5 and Pier 54 adjacent to Colman Dock, but about 300 feet north of the public access areas on Colman Dock.

**Applicable clauses affecting the ownership:** Shoreline Substantial Development Permit conditions requiring shoreline public access are an enforceable condition of use that runs with the land. The Shoreline Public Access on the pier provides the public with the right of use on an unrestricted 24-hour basis. The right of use is provided through a legal agreement similar to an easement or covenant pursuant to Seattle Municipal Code (SMC) 23.60.160 and is imposed as a condition of the Shoreline Substantial Development Permit. Public access provisions are also required under terms of the lease of public aquatic lands.

**Unusual characteristics of the Section 4(f) property:** None.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None identified by the Interagency Committee for Outdoor Recreation.

**Conclusion regarding Section 4(f) use:** Shoreline public access facilities are not considered park and recreation resources protected under the provisions of Section 4(f).

No part of the shoreline public access area would be permanently displaced. During construction, access may be temporarily curtailed. Noise impacts from construction would be high at times. Use of shoreline access facilities may be reduced because of public avoidance of the construction area but would continue to be available. After construction is completed, use at a similar level can be expected to be resumed.

**Resource:** Historic Buildings Adjacent to the Existing Viaduct, Columbia to Seneca Streets

**Site Identification No.:** HC 7, 8, 11, 19, 21, 30, 32–34, 37, 48, 49

**Location:** On Alaskan Way between Railroad Way S. and Yesler Way.

This vicinity is shown on Exhibits B-13 and B-14. Both alternatives include demolition of the existing viaduct and ramps at Columbia and Seneca Streets that may affect the structural integrity of the buildings through vibration impacts.

**Addresses:**

**Photos:**

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61 Columbia Street, Polson Building



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83 Columbia Street, Journal Building



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801 First Avenue, Colman Building



**Addresses:**

**Photos:**

911 Western Avenue, Maritime Building



1119 First Avenue, Colonial Hotel



1201 Western Avenue, Immunex/Amgen Building (Olympic Warehouse)



**Size:** Six buildings over an area of approximately five blocks.

**Ownership:** Private.

**Type of Section 4(f) property:** Historic: eligible for NRHP.

**Available activities or functions:** Retail, restaurant, office, and residential.

**Relationship to other similarly used lands in the vicinity:** See Exhibits B-13 and B-14.

**Applicable clauses affecting the ownership:** None known.

**Unusual characteristics of the Section 4(f) property:** None.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None.

**Conclusion regarding Section 4(f) use:** These buildings are protected by Section 4(f) as historic resources within a national and local historic district or individually eligible for the NRHP.

There would be no Section 4(f) use because the existing viaduct adjacent to the buildings can be removed and either the Tunnel or Elevated Structure Alternative can be built without damaging the resources with normal protective practices during construction.



**Resource:** Fire Station No. 5, Public Access Facilities

**Site Identification No.:** R-13

**Location:** West of Alaskan Way at the foot of Madison Street.

The fire station is shown on Exhibits B-13 and B-14. The seawall reconstruction or the Tunnel Alternative would involve construction directly adjacent to the site. The Elevated Structure Alternative would be about 30 meters (100 feet) from the site.

**Address:** 929 Alaskan Way, Seattle, WA 98104.

**Size:** Public access areas include an area about 4 meters (16 feet) wide and 15 meters (45 feet) long to the north of the fire station, including an area adjacent to the water that provides for viewing of fire boats, ferries, and general waterfront activities.

**Site Plan or Photograph:**

**Ownership:** City of Seattle Fire Department.

**Facilities and functions provided:**

The areas provide for standing and viewing waterfront activities, viewing fire boats, reading the historic display, and people watching.

View from the east.



**Type of access to the property:** Vehicular access is not provided to public access areas. The site is accessible to pedestrians from the sidewalk (waterfront promenade) on the west side of the Alaskan Way surface street.

**Usage:** The number of persons who use the public access areas is unknown.

**Relationship to other similarly used lands in the vicinity:** The Colman Dock public access areas are about 100 meters (300 feet) to the south. The Pier 54 public access area is adjacent to the north.

**Applicable clauses affecting the ownership:** None identified.

**Unusual characteristics of the property:** None.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:**

None identified by the Interagency Committee for Outdoor Recreation.

**Conclusion regarding Section 4(f) use:** Shoreline public access facilities are not considered park and recreation resources protected under the provisions of Section 4(f).

No part of the shoreline public access area would be permanently displaced. During construction, access may be temporarily curtailed. Noise impacts from construction would be high at times. Use of shoreline access facilities may be reduced because of public avoidance of the construction area, but access would continue to be available. After construction is completed, use at a similar level can be expected to be resumed.

**Resource:** Historic Piers 54, 55, 56, 57, 59

**Site Identification No.:** HC 63, 68, 72, 81, 85

**Location:** On the west side of Alaskan Way between Madison and Pike Streets.

The location of these piers is shown on Exhibits B-14 and B-15. Both alternatives include either seawall reconstruction or tunnel construction adjacent to the piers. Construction activity is likely to include vibration that may affect the structural integrity of the piers. The majority of the piers are supported by wooden piles of unknown age and structural integrity. Piers 55 and 56 were recently remodeled and may have support systems that are less sensitive.

**Resource:**

**Photos:**

Pier 54



Pier 55



**Resource:**

**Photos:**

Pier 56



Pier 57



Pier 59



**Size:** The piers vary from about 1.2 to about 2.5 acres in size.

**Ownership:** Private, except for Pier 59, which is owned by the City of Seattle Parks Department and is occupied by the Seattle Aquarium.

**Type of Section 4(f) property:** Historic, eligible for NRHP.

**Available activities or functions:** Retail, restaurant, office, and residential.

**Description and location of all existing and planned facilities:** DNA.

**Relationship to other similarly used lands in the vicinity:** See Exhibits B-13 and B-14.

**Applicable clauses affecting the ownership:** None known.

**Unusual characteristics of the Section 4(f) property:** Wooden transit sheds constructed in the 1890s through 1915. Supported by wooden pilings.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None.

**Conclusion regarding Section 4(f) use:** These piers are protected by Section 4(f) as historic resources eligible for listing in the NRHP as a historic district.

There would be no Section 4(f) use because the existing seawall and existing viaduct adjacent to the buildings can be removed and either the Tunnel or Elevated Structure Alternative can be built without damaging the resources with normal protective practices during construction.

## **Resource:** Blake Island State Park Boat Access

**Site Identification No.:** R-16

### **Location:**

The boat access is located on Pier 55 and shown on Exhibits B-13 and B-14. The seawall reconstruction or the Tunnel Alternative would involve construction directly adjacent to the site. The Elevated Structure Alternative would be about 30 meters (100 feet) from the site.

**Address:** 1201 Alaskan Way, Seattle, WA 98104.

### **Site Plan or Photograph:**

View from the southeast.

**Ownership:** Owned by Argosy Cruise Lines.



### **Available activities or functions:**

Boat access to travel to the State Parks concessionaire, Tillicum Village, on Blake Island State Park.

### **Description and location of all existing and planned facilities:**

Boat loading area.

**Type of access to the property:** Pedestrian access is provided by Argosy Tours. A variety of parking is available in the vicinity in commercial parking lots.

**Usage of the resource:** Blake Island State Park is located in Puget Sound about 5 miles from the Seattle waterfront. The park is 475 acres in size with 5 miles of saltwater beach shoreline and provides 15 miles of day-use trails, 51 individual campsites, and a group camping area in addition to Tillicum Village. Tillicum Village has been located on the island since the establishment of the state park and is a concessionaire of the state parks, providing a Pacific Northwest Native American style dinner and interpretive program based on legends of various Northwest Coast tribes. The recreational and interpretive services provided by the concessionaire are considered by State Parks to constitute public services necessary or appropriate for the public use and enjoyment of the park (McKaughlin 2006).

Passenger service to Tillicum Village and Blake Island is provided from Pier 55 by Argosy Cruise Line. Access is also available by individual private boats. More than 90 percent of the Tillicum Village visitors use Argosy Cruise Line for access. Argosy carried 52,700 persons to Blake Island in 2005 and

estimates that 99 percent of the persons it carries are attending events at Tillicum Village (Pease 2006 personal communication).

Blake Island State Park has an estimated 148,500 visitors per year. Tillicum Village served about 57,000 visitors in 2005 (Greer 2006 personal communication). Overnight boaters total 14,200. Overnight campers total 4,200. Of the estimated balance of 73,000 day users not associated with Tillicum Village, the park staff estimates that about half are short-term users of moorage and spend a limited amount of time on the island to use the rest rooms, purchase items at the store, or stretch their legs. Other day users spend more time using hiking trails and other amenities (Ruppert 2006 personal communication).

**Relationship to other similarly used lands in the vicinity:** The Pier 54 public access area is about 150 meters (about 450 feet) to the south. The Pier 55/56 public access area is adjacent to the boat loading area.

**Applicable clauses affecting the ownership:** None identified.

**Unusual characteristics of the property:** None.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** Blake Island State Park received LWCF funding in 1975.

**Applicable clauses affecting the ownership:** None known.

**Conclusion regarding Section 4(f) use:** The Blake Island Park is protected by Section 4(f) as a public park facility.

The project would not result in use because access would be maintained to Argosy Cruises during construction, because alternative embarkation points can be developed if access is interrupted for short periods, and because private boat access is available to the park.

General avoidance of the waterfront during construction of either alternative may result in less patronage using the existing embarkation from Pier 55. It is likely, however, that trips to the island can be maintained at similar levels because such trips are generally planned in advance, especially those to Tillicum Village. Ample opportunities exist for State Parks, Tillicum Village, and Argosy Tours to develop options for continuing to use this site for access or to investigate other access options at other locations and make these options known to potential visitors through advertising and other means.

## **Resource:** Seattle Art Museum Plaza

**Site Identification No.:** R-20

**Location:** Adjacent to University Street.

The Seattle Art Museum plaza is shown on Exhibit B-14. The closest alternative to the site is about 150 meters (500 feet) from the site.

**Address:** 1300 First Avenue, Seattle, WA 98101.

**Size:** 10,000 square feet.

### **Site Plan or Photograph:**

The location of the plaza and its relation to the alternatives is shown in Exhibit B-13.

**Ownership:** Museum Development Authority.

**Section 4(f) Status:** This is not a Section 4(f) resource.

### **Available activities or functions:**

Hard surfaces

Soft surfaces

Seating

**Type of access to the property:** Pedestrian.

**Usage:** The number of visitors is unknown.

**Relationship to other similarly used lands in the vicinity:** 250 meters (800 feet) from Waterfront Park, across the street from Benaroya Hall Plaza, east of Harbor Steps.

**Applicable clauses affecting the ownership:** The site is owned by the Museum Development Authority, a public agency chartered by the City of Seattle.

**Unusual characteristics of the Section 4(f) property:** A stepped plaza follows the rise of University Street with steps and level areas framed by landscaping.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None identified by the Interagency Committee for Outdoor Recreation.

**Conclusion regarding Section 4(f) use:** The site is not protected by Section 4(f). The plaza functions largely as a setting for the building and provides visual amenities and seating. It is not considered a park or recreation facility.

View from the west.



The distance of about two blocks from the viaduct corridor reduces proximity impacts during construction to a minor disturbance, compared to the existing adjacent traffic noise. A connection to the waterfront is provided along University Street and Harbor Steps but is likely to be a minor component of the use of the plaza and would not affect its continued attractiveness and use during or after construction of either alternative. Proximity impacts such as noise would not result in impacts on the facility of a magnitude that the activities, features, or attributes of the plaza would be substantially impaired.

## **Resource:** Benaroya Hall Plaza, Garden of Remembrance

**Site Identification No.:** R-21

**Location:** University Street at Second Avenue.

The plaza is shown on Exhibit B-14. The closest alternative to the site is about 250 meters (800 feet) from the site.

**Address:** 1301 Third Avenue, Seattle, WA 98101.

**Size:** 950 square meters (20,000 square feet).

**Site Plan or Photograph:**

View from the southwest.

**Ownership:** City of Seattle.

**Section 4(f) Status:** This is not a Section 4(f) resource.

**Existing and planned facilities:**

Hard surfaces, Soft surfaces,  
Seating, Performance facilities,  
Visual features – fountains

**Type of access to the property:**

Pedestrian.

**Usage:** The number of visitors is unknown.

**Relationship to other similarly used lands in the vicinity:** Adjacent to Seattle Art Museum plaza, 350 meters (1,200 feet) from Waterfront Park.

**Applicable clauses affecting the ownership:** None.

**Unusual characteristics of the Section 4(f) property:** None.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:**

None identified by the Interagency Committee for Outdoor Recreation.

**Conclusion regarding Section 4(f) use:** The site is not protected by Section 4(f).

The plaza functions largely as a setting for the building and provides visual amenities and seating. It is not considered a park or recreation facility.

No part of the plaza would be displaced. Noise impacts from construction would be minor.

The distance of about three blocks from the viaduct corridor would reduce proximity impacts during construction to a level that is not likely to be distinguishable, given the existing adjacent traffic noise. The topographic break at First Avenue would further reduce proximity impacts. A connection to the waterfront is provided along University Street and Harbor Steps but is likely to be a minor component of the use of the plaza and would not affect its continued attractiveness and use during or after construction of either alternative.



## **Resource:** City of Seattle Waterfront Park

### **Site Identification No.:** R-22

**Location:** North of Pier 57, extending to the north side of the Seattle Aquarium, approximately midway between Pike and Pine Streets.

The park is shown on Exhibits B-14 and B-15. The seawall reconstruction or the Tunnel Alternative would involve construction directly adjacent to the site. The Elevated Structure would be about 30 meters (100 feet) from the site.

**Address:** 1421 Alaskan Way S., Seattle, WA 98101.

**Size:** The deck area between Piers 57 and 59 is approximately 3,200 square meters (34,000 square feet).

### **Site Plan or Photograph:**

**Ownership:** City of Seattle Parks Department. Portions are on State of Washington aquatic lands leased from the State Department of Natural Resources as trustee for the public.

Aerial view.



**Section 4(f) Status:** This is a Section 4(f) recreation resource.

View from the south.

### **Available activities or functions:**

The open deck area provides shoreline viewing, fishing areas, outdoor seating, picnicking, a fountain, and a commemorative statue of Christopher Columbus.



### **Description and location of all existing and planned facilities:**

Benches, Picnic tables,  
Hard surfaces, Landscaping,  
Fountain

Long-term plans for the park include the potential for displacement of much of the over-water deck area by the expanded Seattle Aquarium and moving the park functions north of the aquarium in conjunction with redevelopment of Pier 62/63.

**Type of access to the property:** Vehicular access is not provided. The site is accessible to pedestrians from the sidewalk on the west side of the Alaskan

Way surface street (waterfront promenade). Vehicular access and parking is provided on the Alaskan Way surface street, with on-street parking and commercial parking lots in the vicinity.

**Usage:** Use statistics have not been kept for the park. The adjacent aquarium has about 620,000 visitors per year, a large percentage of which can be expected to spend some time at the Waterfront Park before or after their visit.

**Relationship to other similarly used lands in the vicinity:** The Seattle Aquarium is adjacent to the deck area. Public access areas on Pier 57 are adjacent to the site. The site is accessible to the Pike Street Market by the Pike Street Hillclimb.

**Applicable clauses affecting the ownership:** None known.

**Unusual characteristics of the Section 4(f) property:** None.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None identified by the Interagency Committee for Outdoor Recreation.

**Conclusion regarding Section 4(f) use:** No part of the park would be displaced.

Proximity impacts during construction to this Section 4(f) resource would not result in a disruption severe enough to constitute a substantial impairment of the activities, features, or attributes of the resource. Pedestrian access to the park can be maintained across the construction site of either alternative. The publicly accessible areas would not be affected, except for a small area adjacent to the seawall. Noise impacts from construction would be considerable, but would not preclude some level of continuing passive use.

The park would be available to the public again after construction is completed with little or no impairment to its facilities or functions. Overall, the proximity impacts such as noise would not result in impacts on the park of a magnitude that the purposes for which the Section 4(f) resource exists are substantially impaired either during construction or after.

## **Resource:** Seattle Aquarium

**Site Identification No.:** R-23, HC85

**Location:** The aquarium is shown on Exhibits B-14 and B-15. The alternatives would involve construction of either a seawall or tunnel adjacent to the site.

**Address:** 1483 Alaskan Way, Seattle, WA 98101.

**Size:** The aquarium is approximately 6,320 square meters (68,000 square feet) and includes portions of Pier 59 and Pier 60 to the north.

### **Site Plan or Photograph:**

Seattle Aquarium aerial view.

**Ownership:** Owned and operated by the Seattle Parks Department. Portions are on State of Washington aquatic lands leased from the State Department of Natural Resources as trustee for the public.



### **Available activities or functions:**

The purpose of the Seattle

Aquarium program is to provide exhibits and environmental educational opportunities that expand knowledge of, inspire interest in, and encourage stewardship of the aquatic wildlife and habitats of Puget Sound and the Pacific Northwest. Activities and functions include interpretive displays. Other programs include education programs, both at the aquarium and in the field, and research as well as breeding programs for a variety of species.

### **Description and location of all existing and planned facilities:**

Exhibits focus on the water and shoreline environments of the Pacific Northwest and also include an exhibit on tropical coral reef life, as well as temporary exhibit spaces. The collections include marine mammals, native fish, mollusks, plants, and shore birds.

The Seattle Parks and Recreation Department and the Aquarium Society have proposed an expanded new aquarium incorporating the existing building at Pier 59 and replacing the existing Waterfront Park south of Pier 59.

**Type of access to the property:** Pedestrian access is provided from Alaskan Way. No direct vehicular access or parking is provided on-site. Visitors arriving by automobile can park at metered on-street parking and at several municipal and private parking lots and garages in the vicinity.

**Usage of the resource:** Annual attendance at the aquarium ranged between 620,989 and 630,021 visits per year in the past 10 years through 2002. Seasonal attendance is greatest in the summer, with August having the highest attendance. Approximately 50 percent of current attendees live within a 50-mile radius of the aquarium, with almost 40 percent residing in King

County. Another 12 percent live elsewhere in Washington State. About 40 percent of attendees are from out of state (ConsultEcon, Inc. 2001). The aquarium attracted approximately 220,500 visits from out-of-state tourists in 2002. Approximately 60 percent of attendees are adults, with 40 percent youth and children. About 7 percent of attendees are group visits from schools that occur largely in the winter and spring months, which otherwise are low-attendance months for the aquarium (Woodland 2003 personal communication).

**Relationship to other similarly used lands in the vicinity:** The Waterfront Park is directly adjacent to the aquarium. The open space deck areas of the park complement the aquarium by providing space for public gathering and picnicking not accommodated in the interior spaces of the aquarium.

In addition, the aquarium attendance is strengthened by its relationship to other uses on the waterfront and in the vicinity. These uses together provide a critical mass of destinations in the area that provide a visitor with multiple attractions and experiences and reinforce the likelihood of making the trip to attend the aquarium.

- Other uses on the waterfront, including the Waterfront Park and privately owned piers, provide an integrated waterfront experience that attracts visitors to the area and provides a variety of potential recreation, shopping, and eating experiences that strengthens the draw of the aquarium.
- The aquarium is adjacent to and connected to the Pike Place Market by the Pike Street Hillclimb. The draw of the market as a destination for tourists and residents together with the pedestrian access between the two strengthens the draw of the aquarium.
- The aquarium is about three blocks from the Seattle Art Museum. The Harbor Steps pedestrian corridor on University Street provides a convenient connection between the sites.

**Applicable clauses affecting the ownership:** None that affect continued use of the aquarium.

**Unusual characteristics of the Section 4(f) property:** None that affect continued use of the aquarium.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None has been identified in City of Seattle records of aquarium funding or by the Interagency Committee for Outdoor Recreation.

**Conclusion regarding Section 4(f) use:** The facility is not considered a park or recreational facility protected by the provisions of Section 4(f).

## **Resource:** Pier 63/63 Park

**Site Identification No.:** R-24

**Location:** The park is shown on Exhibit B-15. Both the Tunnel Alternative and the Elevated Structure Alternative are about 75 meters (250 feet) from the edge of the pier.

**Address:** 1901 Alaskan Way, Seattle, WA 98101.

**Size:** The park is approximately 0.76 hectare (1.87 acre), or 7,570 square meters (81,460 square feet).

**Site Plan or Photograph:**

Piers 63/64.

**Ownership:** Owned and operated by the Seattle Parks Department. Portions are on State of Washington aquatic lands leased from the State Department of Natural Resources as trustee for the public.



**Available activities or functions:**

The purpose of the park is to provide passive enjoyment of the waterfront and special events, such as the summer concert series.

**Description and location of all existing and planned facilities:**

Permanent facilities consist of the wood plank surface of the pier.

Temporary stage, lights, seating, restrooms, and concessions are installed in the summer for the concert series, with the perimeter open for public access when concerts are not scheduled.

Future plans include the redevelopment of Piers 62 and 63 in conjunction with the Seattle Aquarium expansion to the south. Some or all functions of the Waterfront Park between Piers 57 and 59 will be relocated to the north of the aquarium. There are no specific plans for Pier 62/63 at this time, or for the intervening area between the Seattle Aquarium and the piers.

**Type of access to the property:** Pedestrian access is provided from Alaskan Way. No direct vehicular access or parking is provided on-site. Visitors arriving by automobile can park at metered on-street parking and at several municipal and private parking lots and garages in the vicinity.

**Usage:** No attendance records are available for the park except for when in use for concerts. Summer concert attendance averaged 3,500 at 18 concerts in 2004.

**Relationship to other similarly used lands in the vicinity:** The Seattle Aquarium is approximately 50 meters (165 feet) south of Pier 62/63.

**Applicable clauses affecting the ownership:** None that affect continued use of the park.

**Unusual characteristics of the Section 4(f) property:** None that affect continued use of the park.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None has been identified in City of Seattle records of aquarium funding.

**Conclusion regarding Section 4(f) use:** This park is protected by Section 4(f). Neither of the alternatives under consideration would cause a Section 4(f) use by:

- a) Permanently incorporating land into the project—there would be no acquisition of any part of the property.
- b) Temporarily occupying the land or facility.
- c) Substantially impairing the activities, features, or attributes of the resource.

The construction period of both alternatives would be lengthy. However, there are no uses at the pier that are sensitive to proximity impacts. The summer concert series has been moved from the pier due to the condition of the structure. In addition, the use of the pier for concerts 18 to 20 times a summer is not considered by the Federal Highway Administration (FHWA) to be a primary use and is not a specific activity protected by Section 4(f). Changes in circulation patterns during construction may lead to access restrictions to the pier and lead to employment of alternative routes by users.

The proximity impacts on individuals using the pier for passive shoreline viewing as the result of noise and vibration during construction would not be of a magnitude to substantially impair the enjoyment of the viewpoint because of the distance from the west end of the pier of about 800 feet from the SR 99 corridor and about 300 feet from the Alaskan Way surface street.

**Resource:** Pike Place Market Historic District Adjacent to the Existing Viaduct and Proposed Structures

**Site Identification No.:** HC90 and Pike Place Market Historic District

**Location:** Adjacent to Alaskan Way and the SR 99 alignment between Pike Street and Virginia Street.

This area is shown on Exhibit B-15. Both alternatives include demolition of the existing viaduct and replacement with a new structure that may affect the structural integrity of the buildings through vibration impacts.

**Address:** 1507 Western Avenue, Fix Building.

**Size:** Lot size is approximately 10,000 square feet.

**Site Plan or Photograph:**

View from west.

**Ownership:** Fix Building – private.

**Type of Section 4(f) property:** Historic. The Fix Building is the only building within the Pike Place Market Historic District that is eligible for the NRHP. Other buildings immediately adjacent to the Alaskan Way Viaduct within or adjacent to the historic district were recently constructed and do



not contribute to the historic integrity of the district. The main market buildings are east of Western Avenue and separated from the Alaskan Way Viaduct by Western Avenue and an intervening block.

**Available activities or functions:** Residential condominium.

**Applicable clauses affecting the ownership:** None known.

**Relationship to other similarly used lands in the vicinity:** See Exhibit B-15.

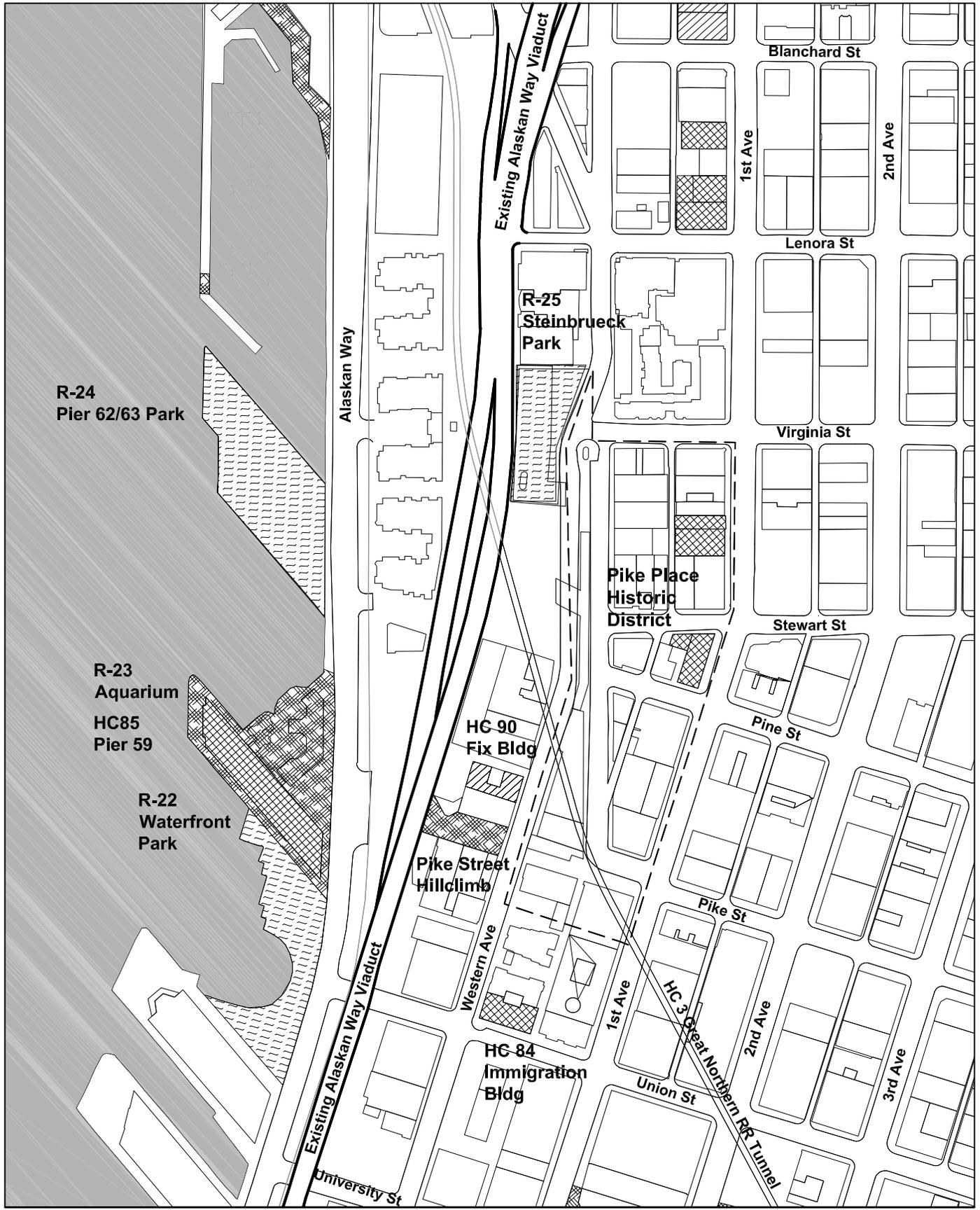
**Applicable clauses affecting the ownership:** None known.

**Unusual characteristics of the Section 4(f) property:** None.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None.

**Conclusion regarding Section 4(f) use:** These resources are protected by Section 4(f) as historic resources within a national and local historic district, and in the case of the Fix Building, as eligible for the NRHP.

There would be no Section 4(f) use because the existing viaduct adjacent to the buildings can be removed and either the Tunnel or Elevated Structure Alternative can be built without damaging the resources with normal protective practices during construction.



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(Exhibit B series)



-  National Register
-  Eligible for NRHP
-  Parks and Recreation Sites Subject to "Use"
-  Parks and Recreation Sites with "No Use"
-  Sites not Protected by Section 4(f)
-  National Historic District

**Exhibit B-15  
Location Map  
Sites Not Protected or No Use  
Union to Blanchard**

## **Resource:** Great Northern Railway Tunnel

**Site Identification No.:** HC 3

**Location:** The Great Northern Railway Tunnel is located east of the Marriott Hotel, located at 2100 Alaskan Way. The tunnel is shown on Exhibit B-15.

**Address:** DNA.

**Size:** The tunnel portal is approximately 50 feet high and 40 feet wide.

**Site Plan or Photograph:**

View from the north.

**Owner:** Burlington Northern Santa Fe Railway Company.

**Type of Section 4(f) property:**

Historic: The tunnel is eligible for listing in the NRHP under Criterion A for its association with the development of rail transportation in Seattle.

**Available activities or functions:**  
Railroad.



**Applicable clauses affecting the ownership:** None known.

**Relationship to other similarly used lands in the vicinity:** See Exhibit B-15.

**Unusual characteristics of the Section 4(f) property:** The tunnel is not in view of the general public except from a parking lot under the existing viaduct north of Pine Street and behind the Waterfront Condominiums. The rail corridor from Bell Street to the tunnel is separated from the Alaskan Way surface street by a series of buildings: the World Trade Center Seattle, the Marriott Hotel, and the Waterfront Condominiums. Views of the tunnel or the tunnel portal from these buildings are largely unavailable.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** Not applicable to a private historic resource.

**Conclusion regarding Section 4(f) use:** The railway tunnel is a historic resource. The determination for eligibility for the NRHP was made in 1983. The historic significance of the Great Northern tunnel (also known as the Burlington Northern or BNSF tunnel) "lies in its relation to the development of rail and sea transport during the boom years of Seattle's growth in the first decade of the twentieth century." [City of Seattle 1983] As indicated in the concurring comment by the SHPO, "The tunnel is significant as a major

engineering project which facilitated the physical and commercial growth of the city.”

The architectural features of the tunnel are not cited as contributing to the historic status of the tunnel. In addition, as noted above, the north portal is not generally visible to the public.

Construction of the Tunnel Alternative would require removal of a portion of the headwall at the north tunnel portal. This modification would not alter the tunnel’s function or historic status as a major engineering project. Because the tunnel’s function would not be altered, the historic integrity of the resource would be maintained and there would be no Section 4(f) use of the resource.

## **Resource:** Victor Steinbrueck Park

**Site Identification No.:** R-25

**Location:** The park is shown on Exhibit B-15. Both alternatives would include a replacement aerial structure adjacent to the west edge of the park.

**Address:** 1900 Western Avenue, Seattle, WA 98119.

**Size:** The park is about 1,400 square meters (15,000 square feet).

**Site Plan or Photograph:** View of the park from the east.

**Ownership:** City of Seattle Parks Department.

**Available activities or functions/Description and location of all existing and planned facilities:**

Hard surfaces

Soft surfaces

Seating

Picnic tables or shelters

Children's play area

Visual features – totem poles

Interpretive display – history

Restrooms

Parking



**Type of access to the property:** Pedestrian access is provided from Western Avenue to the east of the park. Parking is provided by on-street parking and public and private parking garages in the vicinity.

**Usage:** Usage is unknown. The adjacent Pike Place Public Market is reported to receive over a million visitors per year, a proportion of whom can be expected to spend at least a few minutes at the park overlooking Elliott Bay.

**Relationship to other similarly used lands in the vicinity:** The Seattle Aquarium is approximately 1,500 feet south of Steinbrueck Park; the Pier 66 viewing area is about 1,800 feet to the north.

**Applicable clauses affecting the ownership:** None known.

**Unusual characteristics of the Section 4(f) property:** The park is located on top of a parking garage developed by the Pike Place Market Development Authority. It has panoramic views of Elliott Bay to the west.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None identified by the Interagency Committee for Outdoor Recreation.

**Conclusion regarding Section 4(f) use:** This park is protected by Section 4(f); however, there would be no Section 4(f) use. No part of the park would be displaced. Noise impacts from construction would not preclude continuing use of existing facilities at a similar level.

The existing viaduct is directly adjacent to the park and below grade level. It does not block views but is a significant contributor to noise levels. Noise impacts during construction are likely to be at a level that is similar to the existing adjacent traffic noise. Noise levels after completion of the reconstructed arterial structure are likely to be similar to the existing viaduct traffic noise or less if the full lid option is constructed.

Overall, proximity impacts such as noise would not result in impacts on the facility of a magnitude that the activities, features, or attributes of the resource would be substantially impaired.

**Resource:** Catholic Seamen’s Club

**Site Identification No.:** HC 146

**Location:** First Avenue at Battery Street.

The club is shown on Exhibit B-16.

**Address:** 2330 First Avenue, Seattle, WA 98116.

**Size:** The building footprint is about 465 square meters (5,100 square feet).

**History:** This small brick building was originally the northwest offices of Paramount Studios. It has housed the Catholic Seamen’s Club since the 1930s.

**Site Plan or Photograph:** View from northwest.

**Ownership:** Roman Catholic Archdiocese of Seattle.



**Section 4(f) status:** This building was listed as eligible for the NRHP in the March 2004 Draft EIS. Additional research since

that time has indicated that exterior alterations have changed the character of the building such that it is not eligible for the NRHP.

**Available activities or functions:** Social service, office.

**Description and location of all existing and planned facilities:** DNA.

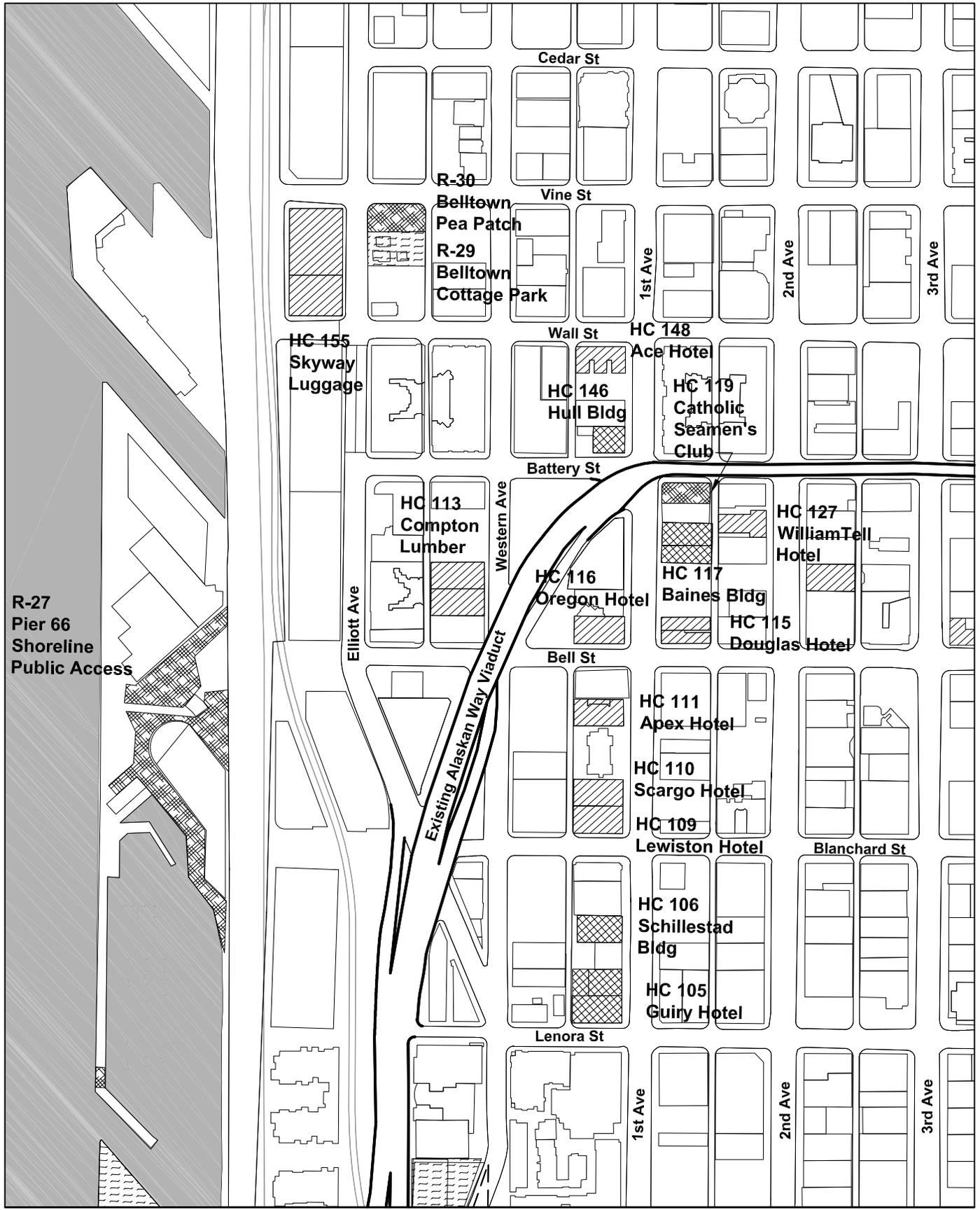
**Applicable clauses affecting the ownership:** Easement for the Battery Street Tunnel under the building.

**Relationship to other similarly used lands in the vicinity:** The relationship to other facilities is shown on Exhibit B-16.

**Unusual characteristics of the property:** The Battery Street Tunnel currently intrudes on the basement. The building was purchased for construction of the tunnel, which passes under part of the building. The building was sold after completion of construction. Fire/life safety upgrades to the tunnel may affect the building.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None.

**Conclusion regarding Section 4(f) use:** This building is not a Section 4(f) resource.



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-  National Register
-  Eligible for NRHP
-  Parks and Recreation Sites Subject to "Use"
-  Parks and Recreation Sites with "No Use"
-  Sites not Protected by Section 4(f)
-  National Historic District

**Exhibit B-16  
Location Map  
Sites Not Protected or No Use  
Lenora to Wall**

**Resource:** Pier 66, Bell Street Terminal, Shoreline Access

**Site Identification No.:** R-27

**Location:** Alaskan Way at Bell Street.

The pier is shown on Exhibit B-16. The seawall reconstruction would take place adjacent to the site. The SR 99 corridor and both alternatives are about 85 meters (280 feet) from the site.

**Address:** 2233 Alaskan Way, Seattle, WA 98101.

**Size:** 11 acres (5 hectares).

**Site Plan or Photograph:**

Pier 66 view of roof-top viewing area.

**Ownership:** Port of Seattle. Portions are on State of Washington aquatic lands leased from the State Department of Natural Resources as trustee for the public.



**Available activities or functions/Description and location of all existing and planned facilities:**

- Hard surfaces
- Seating
- Viewing telescopes
- Public art
- Restrooms

Pier 66 during Seafair.



**Type of access to the property:** The shoreline public access is accessible to pedestrians from Alaskan Way and from Elliott

Avenue by the Bell Street pedestrian bridge.

**Usage:** The number of users of shoreline public access facilities is unknown.

**Relationship to other similarly used lands in the vicinity:** The location of the facility and relation to the alternatives is shown in Exhibit B-16.

**Applicable clauses affecting the ownership:** The shoreline public access on the pier provides the public with the right of use during normal business

hours. The right of use is imposed as a condition of the Shoreline Substantial Development Permit and is to be provided through a legal agreement similar to an easement or covenant pursuant to SMC 23.60.160. Public access provisions are also required under terms of the lease of public aquatic lands.

**Unusual characteristics of the Section 4(f) property:** None.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None identified by the Interagency Committee for Outdoor Recreation.

**Conclusion Regarding Section 4(f) Use:** Shoreline public access facilities are not considered park and recreation resources protected under the provisions of Section 4(f).

No part of the shoreline public access area would be permanently displaced. During construction, access from the Alaskan Way surface street may be temporarily curtailed. Pier 66 may be accessed from Bell Street by a pedestrian overpass that crosses Alaskan Way and the BNSF railroad.

Noise impacts on the rooftop viewing area during construction are likely to be slight given the distance from the viaduct and the orientation of the viewing area to the west, away from the aerial structure. If the Broad Street Detour is built for use during the construction of the Elevated Structure Alternative, the shoreline public access areas at street level would experience somewhat higher noise levels. Public use may decline, because the space may be perceived as having less view amenity value than the rooftop viewing area.

Overall, the noise or other proximity impacts on the pier during construction would not result in impacts of a magnitude that the purposes for which the Section 4(f) resource exists would be substantially impaired. After construction is completed, use at a similar level can be expected to be resumed.

## **Resource:** Belltown Cottage Park

**Site Identification No.:** R-29

**Location:** Elliott Avenue, midblock between Vine and Wall Streets.

The park is shown on Exhibit B-16. The Alaskan Way right-of-way is about 60 meters (200 feet) from the site. The nearest improvements consist of seawall reconstruction about 114 meters (375 feet) from the site.

**Address:** 2512 Elliott Avenue, Seattle, WA 98119.

**Size:** 14,400 square feet.

**Site Plan or Photograph:**

Belltown Cottage Park, view to the west.

**Ownership:** City of Seattle Parks Department.



**Available activities or functions/  
Description and location of all  
existing and planned facilities:**

Hard surfaces

Seating

Public art

Writers' Program housed in  
cottages

Parking

**Type of access to the property:** The site is fronted by a public street and shares alley access and parking with the Belltown Pea Patch to the north.

**Usage:** The number of visitors is unknown.

**Relationship to other similarly used lands in the vicinity:** Adjacent to the Belltown Pea Patch.

**Applicable clauses affecting the ownership:** None known.

**Unusual characteristics of the Section 4(f) property:** None.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None identified by the Interagency Committee for Outdoor Recreation.

**Conclusion regarding Section 4(f) use:** This park is protected by Section 4(f); however, there would be no Section 4(f) use or substantial impairment. No part of the park would be displaced. Noise impacts from reconstruction of the seawall would be high for short periods of time, but would not preclude continuing use of existing facilities at a similar level.

**Resource:** Belltown Pea Patch

**Site Identification No.:** R-30

**Location:** Southwest corner of Elliott Avenue and Vine Street.

The pea patch is shown on Exhibit B-16. The Alaskan Way right-of-way is about 60 meters (200 feet) from the site. The nearest improvements consist of seawall reconstruction about 114 meters (375 feet) from the site.

**Address:** 2520 Elliott Avenue, Seattle, WA 98119.

**Size:** 5,820 square feet.

**Site Plan or Photograph:**

Belltown Pea Patch, view to the west.

**Ownership:** City of Seattle.



**Description and location of all existing and planned facilities:**

Garden sites

Visual features – fountain

Public art

Parking

**Type of access to the property:**

Bounded by public streets on two sides, the pea patch has both vehicular and pedestrian access.

**Usage:** Unknown.

**Relationship to other similarly used lands in the vicinity:** Adjacent to Belltown Cottage Park.

**Applicable clauses affecting the ownership:** None known.

**Unusual characteristics of the property:** Sloping terraced site.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:**

None identified by the Interagency Committee for Outdoor Recreation.

**Conclusion regarding Section 4(f) use:** The site is not protected by Section 4(f) because it consists of garden plots tilled by individual renters. This is not a park or recreation use.

No part of the site would be displaced. Noise impacts from construction of the seawall would be attenuated by distance and intervening buildings and would not preclude continuing use of existing facilities at a similar level.

## **Resource:** Pier 69, Shoreline Public Access

**Site Identification No.:** R-31

**Location:** Alaskan Way at the foot of Cedar Street.

The shoreline public access area is shown on Exhibit B-17. The closest alternative to the site is reconstruction of the seawall adjacent to the pier. The Broad Street Detour also is adjacent to the site.

**Address:** 2411 Alaskan Way, Seattle, WA 98119.

**Size:** The overall pier is 4.13 acres in footprint. The shoreline public access area is about 14,100 square feet.

### **Site Plan or Photograph:**

The location of the facility and relation to the alternatives is shown on Exhibit B-17.

Pier 69 shoreline public access at end of pier.



**Ownership:** Port of Seattle.

Portions are on State of Washington aquatic lands leased from the State Department of Natural Resources as trustee for the public.

### **Available activities or functions/**

#### **Description and location of all existing and planned facilities:**

Hard surfaces

Seating

Public fishing

Shoreline viewing

**Type of access to the property:** Pedestrian only, from Alaskan Way.

**Usage:** The number of visitors is unknown.

**Relationship to other similarly used lands in the vicinity:** Pier 70 is about 50 meters (160 feet) to the north, and the Edgewater Inn (Pier 67) is about 85 meters (285 feet) to the south. The Belltown Cottage Park is about 565 meters (1,850 feet) in walking distance from the shoreline public access area.

**Applicable clauses affecting the ownership:** The shoreline public access on the pier provides the public with the right of use during normal business hours. The right of use is imposed as a condition of the Shoreline Substantial Development Permit and is to be provided through a legal agreement similar

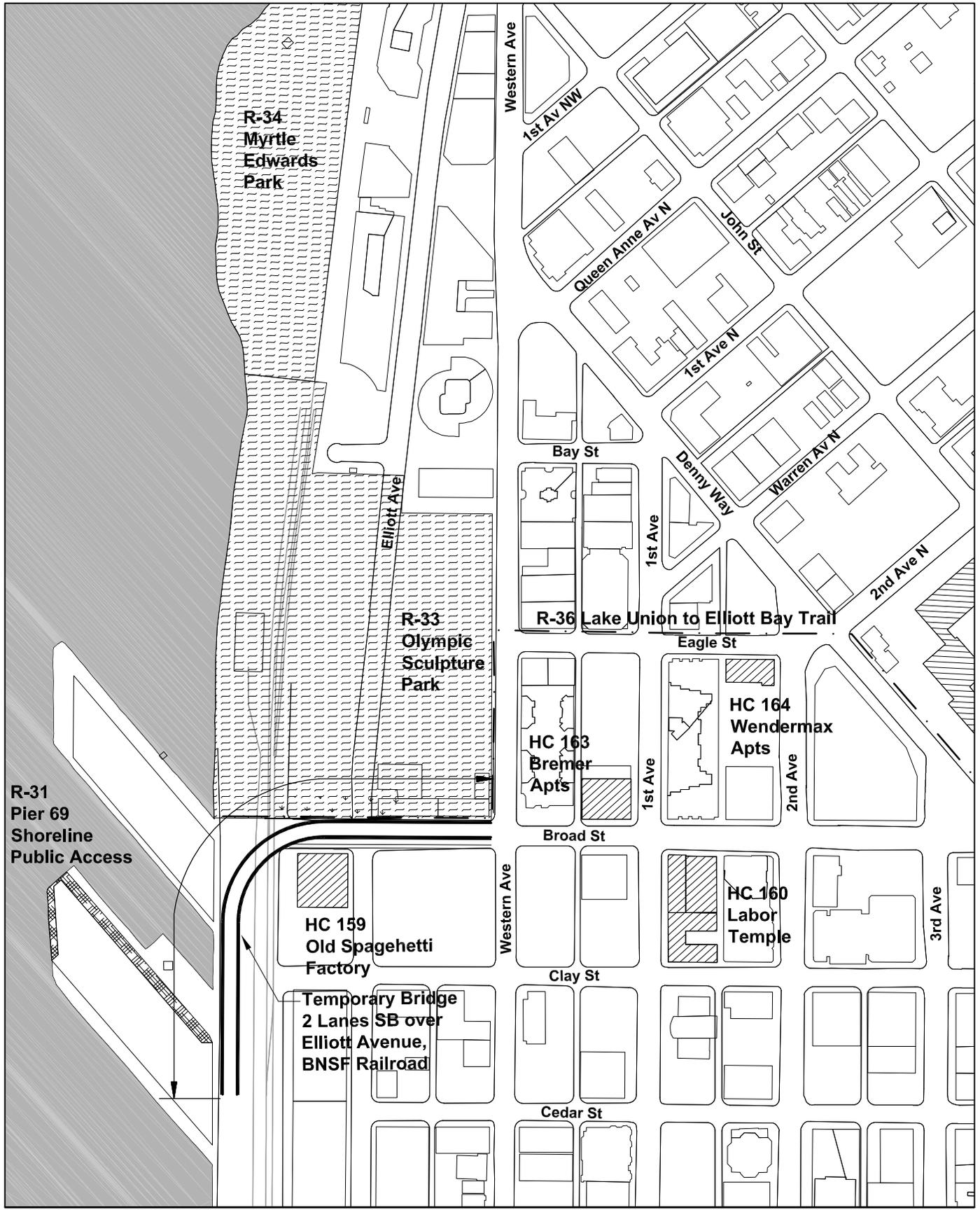
to an easement or covenant pursuant to SMC 23.60.160. Public access provisions are also required under terms of the lease of public aquatic lands.

**Unusual characteristics of the Section 4(f) property:** Over-water pier with public access along the north side and at the westerly end.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None identified by the Interagency Committee for Outdoor Recreation.

**Conclusion regarding Section 4(f) use:** Shoreline public access facilities are not considered park and recreation resources protected under the provisions of Section 4(f).

No part of the shoreline public access area would be permanently displaced. During construction, access may be temporarily curtailed. Noise impacts from construction of the seawall would be high at times. Use of shoreline access facilities may be reduced because of public avoidance of the construction area, but access would continue to be available. After construction is completed, use at a similar level can be expected to be resumed.



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-  National Register
-  Eligible for NRHP
-  Parks and Recreation Sites Subject to "Use"
-  Parks and Recreation Sites with "No Use"
-  Sites not Protected by Section 4(f)
-  National Historic District

**Exhibit B-17  
Location Map  
Sites Not Protected or No Use  
Broad Street Area**

**Resource:** Old Spaghetti Factory

**Site Identification No.:** HC 159

**Location:** Elliott Avenue at Battery Street.

The building is shown on Exhibit B-17.

**Address:** 2815 Elliott Avenue, Seattle, WA 98119.

**Size:** The building footprint is about 1,800 square meters (20,000 square feet).

**Site Plan or Photograph:** View from southwest.

**Ownership:** Private.

**Type of Section 4(f) property:** Historic: eligible for NRHP.

**Available activities or functions:** Restaurant, office.



**Applicable clauses affecting the ownership:** None known.

**Relationship to other similarly used lands in the vicinity:** The Olympic Sculpture Park is across Broad Street from this building.

**Unusual characteristics of the Section 4(f) property:** None. This is a two-story brick building, formerly a warehouse.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None.

**Conclusion regarding Section 4(f) use:** This building is protected by Section 4(f) as a historic resource eligible for the NRHP.

There would be no Section 4(f) use because the aerial roadway structure that would be built only with the Elevated Structure Alternative's Broad Street Detour (during the 54-month construction period) could be constructed and used without vibration damage to the building with normal protective practices in place during construction. The temporary nature of the elevated structure would not compromise the historic integrity of the setting.

## **Resource:** Olympic Sculpture Park

**Site Identification No.:** R-33

**Location:** Between Western Avenue and Elliott Bay between Broad Street to the south and Bay Street to the north.

The park is shown on Exhibit B-17. The closest alternative to the site is the seawall reconstruction and the Broad Street Detour, both of which would be adjacent to the facility.

**Address:** 2900 Western Avenue, Seattle, WA 98119.

**Size:** 8.5 acres.

**Site Plan or Photograph:** Conceptual Plan.

**Ownership:** About two-thirds of the site is owned by the Seattle Art Museum, and the balance is owned by the City of Seattle Museum Development Authority or is right-of-way.



**Section 4(f) Status:** This park is a Section 4(f) recreational resource.

**Available activities functions:** None currently. The site is undeveloped.

### **Description and location of all existing and planned facilities:**

Sculpture display	Performance facilities
Hard surfaces	Restaurants
Soft surfaces	Restrooms
Seating	Parking
Picnic tables or shelters	

This planned facility is currently under construction. It is bounded by the Alaskan Way seawall on the west, Western Avenue on the east, Broad Street on the south, and Bay Street on the north. It encompasses approximately four city blocks and a portion of the Alaskan Way right-of-way between the BNSF railroad and the seawall.

The design of the park is based on its location along and above the waterfront. It has dramatic views of Puget Sound and the Olympic Mountains to the west and of the waterfront and downtown Seattle to the south. The design provides features and areas for people to sit, relax, and enjoy views. Current plans include elevating portions of the site above Elliott Avenue and the

Alaskan Way surface street to accommodate pedestrian overcrossings in a “Z” configuration for the main pathway through the park. A number of different landscape and sculpture theme areas would be connected by internal trails. A pavilion is planned to provide space for all-weather activities. Numerous viewpoints, seating areas, and passive use areas would be provided.

The Olympic Sculpture Park is being developed by the Seattle Art Museum in partnership with the City of Seattle. Approximately one-third of the site is City-owned parcels and right-of-way. The facility would be open to the public free of charge during normal hours.

**Type of access to the property:** Pedestrian access will be provided from surrounding streets and Lake Union to Elliott Bay Trail. Vehicular and parking access will be provided from Elliott Avenue. The park will include an underground parking facility.

**Usage of the Section 4(f) resource:** This is a planned facility, not currently in use.

**Relationship to other similarly used lands in the vicinity:** Myrtle Edwards Park abuts the site to the north, Pier 70 shoreline public access is adjacent to the south, and Seattle Center is three blocks to the northeast.

**Applicable clauses affecting the ownership:** Use agreement with the City of Seattle requiring free public access during normal business hours (City of Seattle Ordinance No.120681).

**Unusual characteristics of the Section 4(f) property:** Former oil terminal and Superfund site.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None identified by the Interagency Committee for Outdoor Recreation.

**Conclusion regarding Section 4(f) use:** This park is protected by Section 4(f) as a recreational resource due to City ownership of part of the site, public funding through a development agency, and unrestricted public access to the entire site.

There would be no Section 4(f) use because the proximity impacts of the temporary aerial structure for the Broad Street Detour (which would be used only with the Elevated Structure) would not impair the activities, features, or attributes of the park to the extent that use would occur.

The Olympic Sculpture Park would experience proximity impacts from the elevated roadway between Elliott Avenue and Alaskan Way and increased traffic on the Broad Street Detour along the southerly boundary of the park. The aerial structure would add visual intrusion, shadows, and noise to the

southerly one-quarter to one-third of the park. The proposed overpass is adjacent to a portion of the park that is near grade level on Broad Street and slopes up to the west to the pedestrian overpass structure. The entire sloping area would be subject to visual and noise impacts. The elevated roadway would obstruct views to the south of the waterfront and downtown skyline. This area is one of four large landscaped areas on the site. These visual and noise impacts would occur during the approximately 52 months that the detour would be under construction or in use.

Overall, the proximity impacts such as noise and impairment of the visual quality of the park would not be of a magnitude that the purposes for which the Section 4(f) resource exists would be substantially impaired.

## **Resource:** Myrtle Edwards Park

**Site Identification No.:** R-34

**Location:** The park is shown on Exhibit B-17. The closest alternative to the site is 800 feet (250 meters) from the park.

**Address:** 3151 Alaskan Way, Seattle, WA 98101.

**Size:** 4.8 acres.

**Site Plan or Photograph:**

**Ownership:** City of Seattle Parks Department

**Section 4(f) Status:** This park is a Section 4(f) recreation resource.

**Available activities/  
functions/facilities:**

Trail

Seating

Picnic tables or shelters

Lawn area for passive use

Performance facilities

Interpretive display – history, environment

Art display

Restrooms

Parking

Myrtle Edwards Park, view to the north.



**Type of access to the property:** Pedestrian and bicycle access from the south is provided from Alaskan Way; access from the north is from Elliott Bay Park. Approximately 70 parking spaces are provided on the Alaskan Way right-of-way.

**Usage:** The number of visitors is unknown.

**Relationship to other similarly used lands in the vicinity:** Immediately south of the Port of Seattle Elliott Bay Park, immediately north of the proposed Olympic Sculpture Park.

**Applicable clauses affecting the ownership:** None known.

**Unusual characteristics of the Section 4(f) property:** None.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None identified by the Interagency Committee for Outdoor Recreation.

**Conclusion regarding Section 4(f) use:** There would be no use of Section 4(f) resources. No facilities in the park would be permanently affected. The reconstruction of the seawall may restrict access from the south during construction. Continued access past the construction area would be provided and is likely to lead to similar patterns of use during and after construction. The proximity impacts of construction would likely affect passive uses in the far southerly portion of the park for several months during seawall reconstruction, but would likely return to pre-construction levels. Additional access to the park currently proposed by a railroad pedestrian overcrossing at Thomas Street would also help maintain pedestrian volumes during construction.

Overall, the changes in the roadway system during construction and proximity impacts such as noise would not result in impacts on the facility of a magnitude that the purposes for which the Section 4(f) resource exists would be substantially impaired.

**Resource:** Elliott Bay Park

**Site Identification No.:** R-35

**Location:** The location of the park is shown on Exhibit B-2. The closest alternative to the site is the reconstruction of the seawall, which would be 1,700 feet (500 meters) from the park.

**Address:** 955 Alaskan Way W., Seattle, WA 98119.

**Size:** 10.5 acres.

**Site Plan or Photograph:** Elliott Bay Park is located waterward of the railroad and the grain elevator.



**Ownership:** Port of Seattle.

**Available activities or functions/Description and location of all existing and planned facilities:**

- Trails
- Exercise course
- Fishing dock
- Soft surfaces
- Seating
- Picnic tables
- Passive use facilities
- Shoreline viewpoints
- Rose garden
- Restaurant/bait shop
- Restrooms

**Type of access to the property:** Vehicular and pedestrian access is from the north via 16<sup>th</sup> Avenue W. Access from the east to the fishing dock is provided by the Pier 86 access road via Galer Street. Pedestrian and bicycle access from the south is through Myrtle Edwards Park.

**Usage:** The number of visitors to the park is unknown.

**Relationship to other similarly used lands in the vicinity:** Directly north of and adjacent to the City of Seattle's Myrtle Edwards Park.

**Applicable clauses affecting the ownership:** None known.

**Unusual characteristics of the Section 4(f) property:** There is a grain elevator (Pier 86) that bisects the park. Trails go between the elevators on the shore and the loading facilities in Elliott Bay.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None identified by the Interagency Committee for Outdoor Recreation.

**Conclusion regarding Section 4(f) use:** This park is protected by Section 4(f); however, there would be no Section 4(f) use or substantial impairment. No part of the park would be displaced. Construction of the seawall south of Elliott Bay Park may reduce some attendance due to loss of parking. Noise and other proximity impacts are at a great enough distance they generally would not be perceptible from this park.

## Resource: Lake Union to Elliott Bay Trail

**Site Identification No.:** R-36

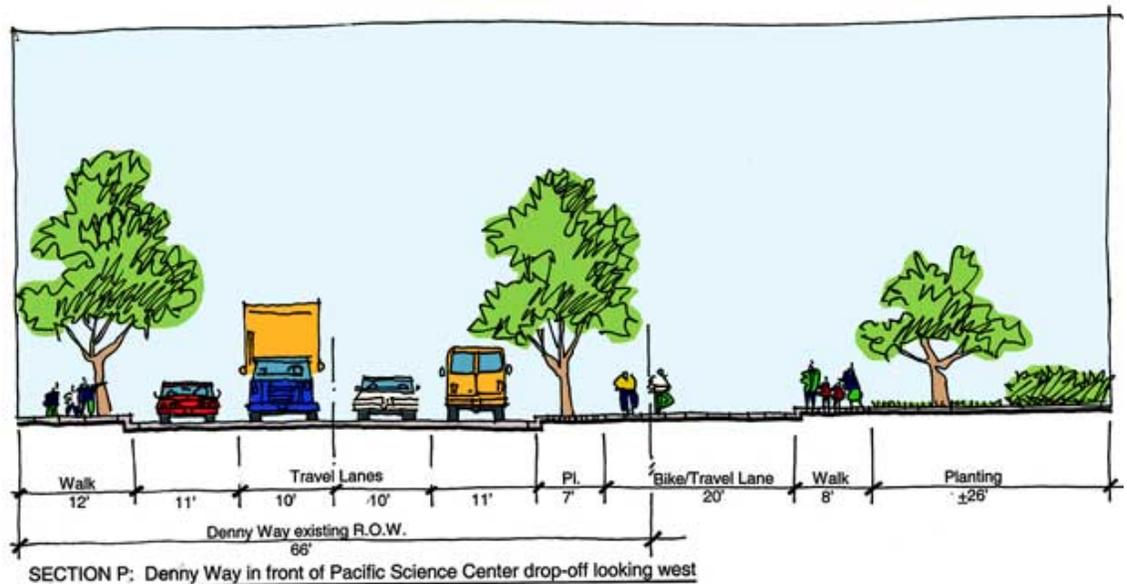
**Location:** Lake Union at Westlake Avenue to Elliott Bay at Broad Street.

The trail is shown on Exhibits B-5, B-17, B-18, and B-19. The closest project-related facility to the site would be the Broad Street Detour, which would be a temporary structure used only with the Elevated Structure Alternative. The Broad Street Detour would be adjacent to the planned trail at Broad Street and Denny Way, and the Mercer Street Underpass about 500 feet (150 meters) from the trail.

**Address:** DNA.

**Size:** The trail corridor is approximately 1.5 miles in length.

**Site Plan or Photograph:**



**Ownership:** City of Seattle (right-of-way).

**Section 4(f) Status:** This planned trail is a Section 4(f) recreation resource.

**Available activities or functions/Description and location of all existing and planned facilities:**

Trail

**Type of access to the property:** Pedestrian/bicycle.

**Usage:** None. The facility has not been developed. The number of persons who currently use the route on city sidewalks is unknown.

**Relationship to other similarly used lands in the vicinity:** Other uses in the vicinity are shown on Exhibits B-17 and B-18.

**Applicable clauses affecting the ownership:** None known.

**Unusual characteristics of the Section 4(f) property:** None.

**Funding under Section 6(f) of the Land and Water Conservation Fund Act:** None identified by the Interagency Committee for Outdoor Recreation.

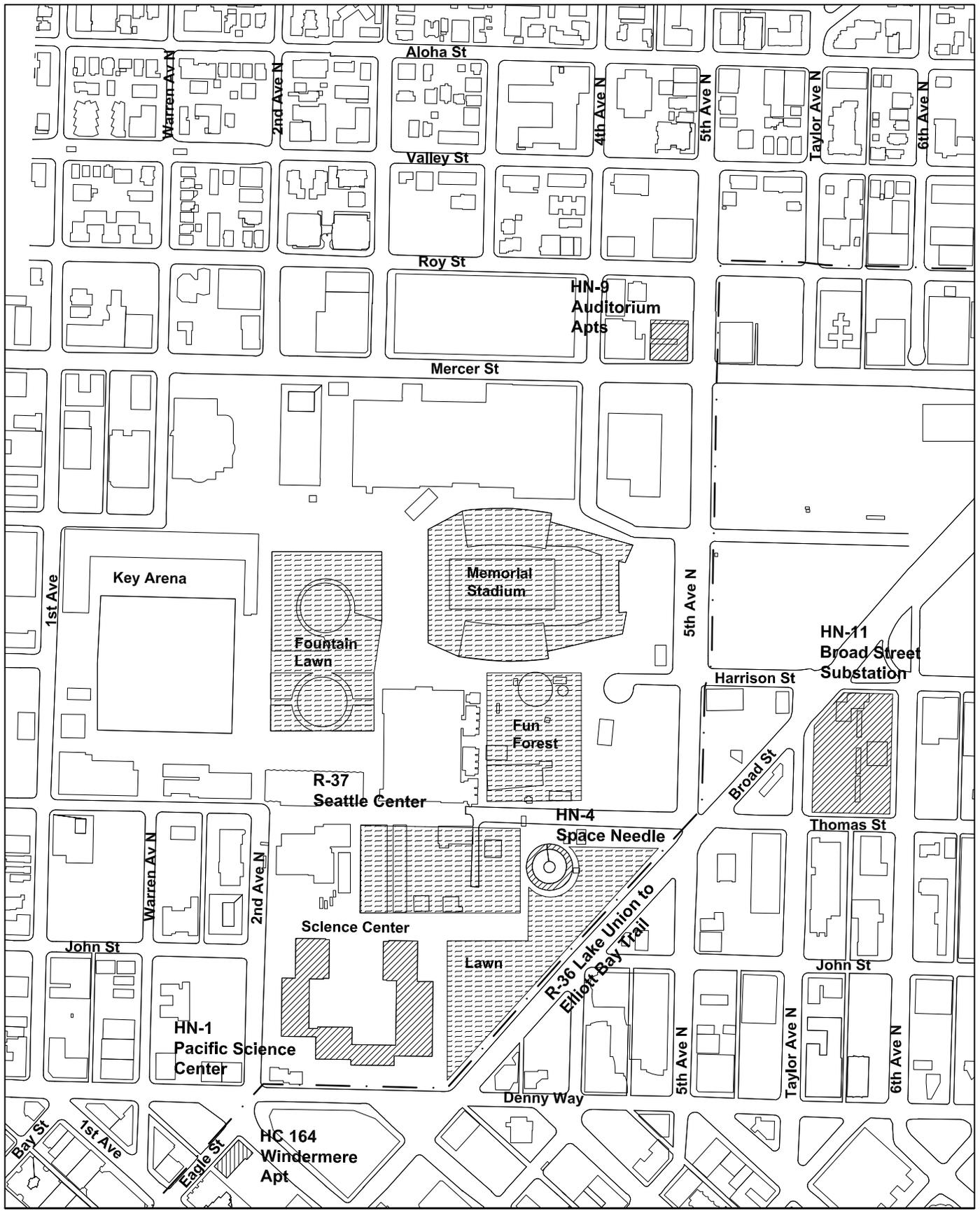
**Conclusion regarding Section 4(f) use:** There would be no use or substantial impairment of the proposed trail. No part of the planned trail would be displaced.

Overall, the changes in the roadway system during construction and proximity impacts such as noise would not result in impacts on the facility of a magnitude that the activities, features, or attributes for which the Section 4(f) resource exists would be substantially impaired.

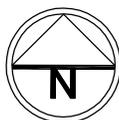
The route of the trail is currently anticipated to cross under SR 99 at Roy Street. The expanded Mercer Street undercrossing would provide opportunities to accommodate the trail, but would subject pedestrians and bicycles to substantial noise, fumes, and other proximity impacts resulting from being adjacent to high volumes of fast-moving traffic in a partially enclosed corridor shared with cars and trucks. This would occur along about a quarter mile of the corridor but would not alter the overall use or impair the purpose of the balance of the trail route, which is to facilitate the walking experience as the highest priority for the trail, and to segregate the trail from motor vehicles where feasible.

A surface street crossing at Roy Street with the Lowered Aurora Option would have the positive impacts of avoiding the enclosed undercrossing at Mercer Street and would also provide additional flexibility for separating the trail on a widened overpass and providing light, air, and other advantages of an at-grade crossing.

Construction of the seawall and other alternatives on the westerly portion of the corridor are not considered to have a substantial adverse impact because the trail could be routed to connect to Elliott Bay along Broad Street, through the planned Olympic Sculpture Park, or on the proposed Thomas Street overpass (Arnesen 2006 personal communication).



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-  National Register
-  Eligible for NRHP
-  Parks and Recreation Sites Subject to "Use"
-  Parks and Recreation Sites with "No Use"
-  Sites not Protected by Section 4(f)
-  National Historic District

**Exhibit B-18  
Location Map  
Sites Not Protected or No Use  
Denny Way Area**

**Resource:** Seattle Center

**Site Identification No.:** R-37, HN-1, HN-4

**Location:** Seattle Center is shown on Exhibit B-18. The closest project-related facility to the site would be the Broad Street Detour, used only during the construction of the Elevated Structure Alternative. The route would be adjacent to the site.

**Address:** 305 Harrison Street, Seattle, WA 98109.

**Size:** The site area is 74 acres total; approximately 45 acres qualifies as Section 4(f) parks and recreation resources.

**Site Plan or Photograph:**

Sculpture Lawn



Space Needle, HN-4



**Ownership:** City of Seattle

**Section 4(f) Status:** Section 4(f) park and recreation resources are listed below. Historic resources include the Space Needle and Pacific Science Center.

**Available activities or functions:**

**Facilities Protected by Section 4(f):**

**Existing or Planned Facilities:**

**Park and Recreation Facilities:**

Key Arena  
Mercer Arena  
Skate Park  
Memorial Stadium  
International Fountain Lawn  
Fun Forest Amusement Park & Pavilion  
Fisher Pavilion Lawn  
Children's Garden  
Mural Amphitheater  
Sculpture Garden  
Peace Garden

**Historic Resources:**

Space Needle  
Pacific Science Center

Hard surfaces  
Soft surfaces  
Seating  
Picnic tables or shelters  
Children's play area  
Active use facilities  
Passive use facilities  
Performance facilities  
Visual features – fountain, totem poles  
Interpretive display – history, environment  
Art display  
Sport arenas  
Museums  
Restaurants  
Restrooms  
Parking  
School

Reference: <http://www.seattlecenter.com/information/map.asp>.

**Type of access to the property:** Surrounding roadways, multiple access points, multiple parking areas owned by Seattle Center and others.

**Usage:** Major 3-day festivals attract over 220,000 persons to the site over the Memorial Day and Labor Day weekends. The Space Needle attracts about 4 million visitors per year. Sporting events such as Seattle Supersonics basketball games can accommodate about 17,000 spectators.

**Relationship to other similarly used lands in the vicinity:** Seattle Center is about a half-mile from the Elliott Bay waterfront, the Olympic Sculpture Park (scheduled to be available for public use by late fall, 2006), and Myrtle Edwards Park. It is also about a half-mile from Lake Union and the South Lake Union Park.

**Applicable clauses affecting the ownership:** None known.

**Unusual characteristics of the Section 4(f) property:** Seattle Center is a large and complex site managed by the City of Seattle but with a large number of tenants ranging from the Seattle School District Municipal Stadium, used primarily for high school football and soccer, to the Key Arena, used by the Seattle Supersonics professional basketball team, to theatres and community festivals.

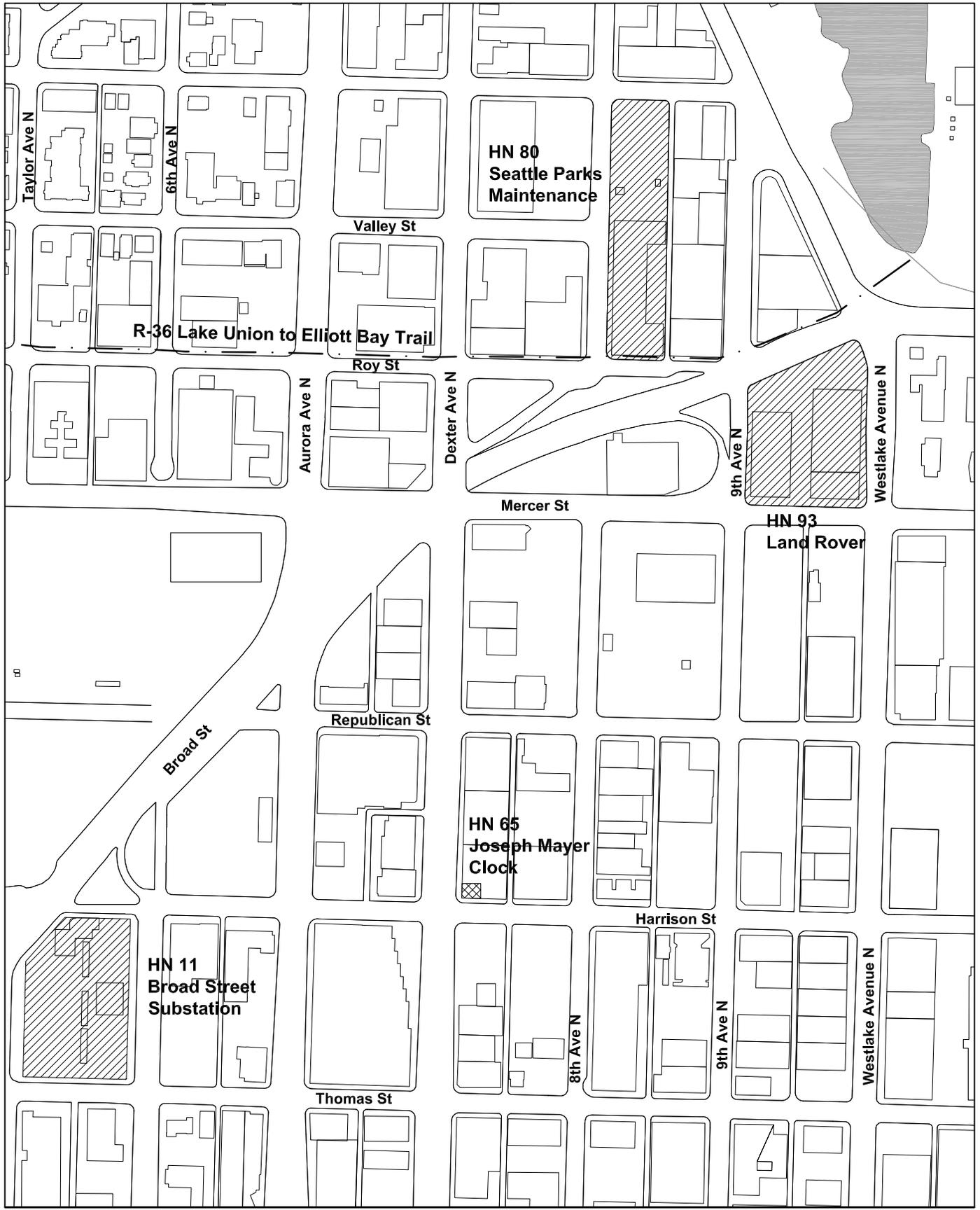
**Funding under Section 6(f) of the Land and Water Conservation Fund Act:**  
None identified by the Interagency Committee for Outdoor Recreation.

**Conclusion Regarding Section 4(f) Use:** There would be no Section 4(f) use. No park or recreation sites would be displaced, and substantial impairment would not occur.

Overall, the changes in the roadway system during construction and proximity impacts such as noise would not result in impacts on the site of a magnitude that the purposes for which the Section 4(f) resources exist would be substantially impaired.

This resource does not involve a Section 4(f) use because:

- The uses immediately adjacent to Broad Street that might be affected by additional traffic on the Broad Street Detour consist of passive enjoyment of views and public sculptures and are not likely to be adversely affected by additional traffic on Broad Street or any associated increases in noise.
- The process of widening Mercer Street would lead to a shift in traffic patterns as various elements of the road network in the area are changed in different stages of construction. The major impact may be uncertainty about access routes and delays that may lead attendees at sporting and cultural events to avoid the area during construction. Attendees are likely to be able to plan alternative routes and modes of transportation such that construction disruption could have little impact on overall attendance.
- The Broad Street Detour (used during the construction of the Elevated Structure Alternative) would increase traffic along the south boundary of the site and could be accommodated by increasing signal cycle times for the traffic on Broad Street.



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-  National Register
-  Eligible for NRHP
-  Parks and Recreation Sites Subject to "Use"
-  Parks and Recreation Sites with "No Use"
-  Sites not Protected by Section 4(f)
-  National Historic District

**Exhibit B-19**  
**Location Map**  
**Sites Not Protected or No Use**  
**Mercer Street Area**

## **Historic Resources**

For historic resources not affected by the project, a streamlined presentation is provided because of the great number of potential resources. The evaluation of potential historic resources included 312 properties of 40 or more years of age. Each of these was evaluated in accordance with the requirements for inclusion in the National Register of Historic Places (NRHP).

Exhibit B-20 includes a listing of all historic resources that are determined eligible for the NRHP together with a summary description of potential impacts of each of the alternatives.

The evaluation sheets for each historic resource not previously evaluated by the State Historic Preservation Officer are provided in CD format and referenced as Part C.

Exhibit B-20. Historic Properties Evaluated Relative to the Requirements of Section 4(f)

Map Code Number	Section 4(f) Resource Description						
	Location	Facility Name	Owner	Section 4(f) Status	Primary Use	Tunnel	Elevated Structure
S2	3616 E. Marginal Way S.	Signal Equipment	Private	Eligible NR	Warehouse	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
S19	79 S. Horton St.	Markey Machinery	Private	Determined eligible NR		No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
S32	1518 First Ave. S.	Bogart Golf (Frederick & Nelson Warehouse)	Private	Protected by Section 4(f); Determined eligible NR	Retail	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
S34	55-65 S. Atlantic St.	Bemis Building	Private	Determined eligible NR	Studios	Potential impairment of historic characteristics; altered access from major street and altered context	Same as Tunnel
S42	1028 First Ave. S.	(Maginnis Bottling Works)	Private	Determined eligible NR		No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
S43	1020-22 First Ave. S.	E. O. Graves Building	Private	Determined eligible NR;		No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
S44	1014 First Ave. S.	Olympic Reprographics (M. F. Backus Warehouse)	Private	Determined eligible NR;	Printing	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
S45	1000 First Ave. S.	A. L. Palmer Building	Private	Determined eligible NR;		No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
S48	900 First Ave. S.	Roebing Building	Private	Determined eligible NR;		No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
S50	801 First Ave. S.	WOSCA (Oregon & Washington RR Freight Station/ Union Pacific House)	Private	Determined eligible NR	Office	No use; potential for damage during construction mitigated by normal practices	Same as Tunnel
S51	590 First Ave. S./ 589 Occidental Ave. S.	Seattle Plumbing Company	Private	PSHD		No use; significant proximity impacts are unlikely	Same as Tunnel
S52	568 First Ave. S.	Provident Building	Private	PSHD		No use; significant proximity impacts are unlikely	Same as Tunnel
S55	562 First Ave. S.	The Copy Machine (Bornstein's & Sons)	Private	PSHD		No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
S56	558 First Ave. S.	Fobes Supply Co.	Private	PSHD		No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
S57	551 First Ave. S.	Triangle Hotel	Private	NR, PSHD	Retail	No use; potential for damage during construction mitigated by normal practices	Same as Tunnel
S58	548 First Ave. S.	Nordic Cold Storage Building	Private	PSHD		No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
S59	541 First Ave. S.	Duncan & Sons	Private	PSHD	Retail	No use; significant proximity impacts are unlikely	Same as Tunnel
S60	542 First Ave. S.	Nordic Building	Private	PSHD		No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
S61	538 First Ave. S.	Sluggers (Kaufman Warehouse)	Private	PSHD		No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
S62	526 First Ave. S.	Florentine Condominiums	Private	PSHD	Residential	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel

Exhibit B-20. Historic Properties Evaluated Relative to the Requirements of Section 4(f) (continued)

Map Code Number	Section 4(f) Resource Description						
	Location	Facility Name	Owner	Section 4(f) Status	Primary Use	Tunnel	Elevated Structure
S63	500 First Ave. S.	101 King Street (Norfin Building)	Private	PSHD	Office	No use; potential for damage during construction mitigated by normal practices	Same as Tunnel
S64	501 First Ave. S.	Seattle Physical Therapy (Seattle Hardware Annex)	Private	PSHD		No use; significant proximity impacts are unlikely	Same as Tunnel
S65	83 S. King St.	83 King Street (Seattle Hardware Co.)	Private	PSHD	Office	No use; potential for damage to First Avenue Areaways by detour during construction mitigated by normal practices	Same as Tunnel
S66	83 S. King St.	Garage	Private	PSHD	Garage	No use; significant proximity impacts are unlikely	Same as Tunnel
C1	Alaskan Way	Alaskan Way Seawall	Public (City of Seattle)	Eligible NR		Use; demolished and replaced with different design	Same as Tunnel
C2	Alaskan Way Viaduct	Alaskan Way Viaduct	Public (WSDOT)	Determined eligible NR	Transportation	Use; reconstructed such that the historic integrity would be lost	Same as Tunnel
C3	S. Main St. to Bell St.	Burlington Northern Railway Tunnel	Private	Determined eligible NR	Transportation	No use; no change in context that would affect historic attributes	Same as Tunnel
C4	410 Alaskan Way S.	Merrill Place Garage	Private	PSHD	Garage	No use; significant proximity impacts are unlikely	Same as Tunnel
C5	419 First Ave. S.	Merrill Place (Hambach Building)	Private	PSHD		No use; potential for damage to First Avenue Areaways by detour during construction mitigated by normal practices	Same as Tunnel
C6	411 First Ave. S.	Merrill Place (M. Seller Building)	Private	PSHD		No use; potential for damage to First Avenue Areaways by detour during construction mitigated by normal practices	Same as Tunnel
C7	401 First Ave. S.	Merrill Place (Schwabacher Hardware Co.)	Private	PSHD		No use; potential for damage to First Avenue Areaways by detour during construction mitigated by normal practices	Same as Tunnel
C8	304 Alaskan Way South	Otto Sturham & Sons	Private	PSHD		No use; potential for damage to First Avenue Areaways by detour during construction mitigated by normal practices	Same as Tunnel
C9	79 S. Jackson St.	Merrill Place	Private	PSHD		No use; significant proximity impacts are unlikely	Same as Tunnel
C10	84 S. Jackson St.	Pioneer Square Garage	Private	PSHD	Garage	No use; significant proximity impacts are unlikely	Same as Tunnel
C11	80 S. Jackson St.	80 S. Jackson Condo (Steinberg Building)	Private	PSHD	Residential	No use; potential for damage to First Avenue Areaways by detour during construction mitigated by normal practices	Same as Tunnel
C12	321 First Ave. S.	Smith Building	Private	PSHD		No use; potential for damage to First Avenue Areaways by detour during construction mitigated by normal practices	Same as Tunnel
C13	317 First Ave. S.	Squire Building	Private	PSHD		No use; potential for damage to First Avenue Areaways by detour during construction mitigated by normal practices	Same as Tunnel
C14	313 First Ave. S.	Hotel Crown	Private	PSHD		No use; potential for damage to First Avenue Areaways by detour during construction mitigated by normal practices	Same as Tunnel
C15	309 First Ave. S.	Maud Building	Private	PSHD		No use; potential for damage to First Avenue Areaways by detour during construction mitigated by normal practices	Same as Tunnel
C16	301 First Ave. S.	Bread of Life Mission	Private	PSHD	Social services	No use; potential for damage to First Avenue Areaways by detour during construction mitigated by normal practices	Same as Tunnel
C18	75 S. Main St.	Our Home Hotel	Private	PSHD	Residential	No use; potential for damage to First Avenue Areaways by detour during construction mitigated by normal practices	Same as Tunnel
C19	76 S. Main St.	Boston Hotel	Private	PSHD		No use; potential for damage during construction and loss of access mitigated by normal practices	Same as Tunnel
C20	80 S. Main St.	Argens Safe & Lock Co.	Private	PSHD	Retail	No use; potential for damage during construction and loss of access mitigated by normal practices	Same as Tunnel

Exhibit B-20. Historic Properties Evaluated Relative to the Requirements of Section 4(f) (continued)

Map Code Number	Section 4(f) Resource Description						
	Location	Facility Name	Owner	Section 4(f) Status	Primary Use	Tunnel	Elevated Structure
C21	212 Alaskan Way S.	OK Hotel	Private	PSHD	Residential	No use; potential for damage during construction and loss of access mitigated by normal practices	Same as Tunnel
C22	210 Alaskan Way S.	Seattle Image Setting (People's Supply Company)	Private	PSHD		No use; potential for damage during construction and loss of access mitigated by normal practices	Same as Tunnel
C23	217-19 First Ave. S.	New England Hotel	Private	PSHD	Office	No use; potential for damage to First Avenue Areaways by detour during construction mitigated by normal practices	Same as Tunnel
C24	213 First Ave. S.	Rugs & Arts of Asia	Private	PSHD	Retail	No use; potential for damage to First Avenue Areaways by detour during construction mitigated by normal practices	Same as Tunnel
C25	211 First Ave. S.	Lucky Hotel	Private	PSHD		No use; potential for damage to First Avenue Areaways by detour during construction mitigated by normal practices	Same as Tunnel
C26	209 First Ave. S.	Larry's (Marathon Building)	Private	PSHD	Restaurant	No use; potential for damage to First Avenue Areaways by detour during construction mitigated by normal practices	Same as Tunnel
C27	207 First Ave. S.	Skagit Hotel	Private	PSHD		No use; potential for damage to First Avenue Areaways by detour during construction mitigated by normal practices	Same as Tunnel
C28	201-205 First Ave. S.	J&M Hotel & Café	Private	PSHD	Retail	No use; potential for damage to First Avenue Areaways by detour during construction mitigated by normal practices	Same as Tunnel
C29	foot of Washington St.	Washington St. Boat Landing	Private	NR,		Use; displaced or relocated	Same as Tunnel
C30	77 S. Washington St.	Lutheran Compass Center	Private	PSHD	Social services	No use; potential for damage during construction mitigated by normal practices	Same as Tunnel
C31	81 S. Washington St.	St. Charles Hotel	Private	PSHD	Office	No use	Same as Tunnel
C32	72 S. Washington St.	Seattle Publishing	Private	PSHD		No use; potential for damage during construction mitigated by normal practices	Same as Tunnel
C33	114 Alaskan Way S.	Prudential Building	Private	PSHD		No use; potential for damage during construction mitigated by normal practices	Same as Tunnel
C34	110 Alaskan Way S.	Old Firehouse Antiques	Private	PSHD	Retail	No use; potential for damage during construction and loss of access mitigated by normal practices	Same as Tunnel
C35	117 First Ave. S.	Maynard Building	Private	PSHD	Office	No use; potential for damage to First Avenue Areaways by detour during construction mitigated by normal practices	Same as Tunnel
C36	109-115 First. Ave. S.	Terry-Denny Lofts (Northern Hotel)	Private	PSHD	Residential	No use; potential for damage to First Avenue Areaways by detour during construction mitigated by normal practices	Same as Tunnel
C37	1 Yesler Way	1 Yesler Building	Private	PSHD	Office	No use; potential for damage during construction mitigated by normal practices	Same as Tunnel
C38	75 Yesler Way	Pioneer Square Hotel	Private	PSHD	Hotel	No use; significant proximity impacts are unlikely	Same as Tunnel
C39	76-84 Yesler Way/ 611 Post	Trattoria Mitchelli (Travelers Hotel)	Private	PSHD		No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C40	90 Yesler Way	606 Post (Post Hotel)	Private	PSHD	Residential	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C41	95 Yesler Way	Yesler Building	Private	PSHD		No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C42	93 Yesler Way/ 103 First Ave. S.	Schwabacher Building	Private	PSHD		No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel

Exhibit B-20. Historic Properties Evaluated Relative to the Requirements of Section 4(f) (continued)

Map Code Number	Section 4(f) Resource Description						
	Location	Facility Name	Owner	Section 4(f) Status	Primary Use	Tunnel	Elevated Structure
C43	619 Post	Seattle Steam	Private	PSHD	Utility	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C44	92-94 Yesler Way	Mutual Life Building	Private	PSHD	Office	No use; potential for damage to First Avenue Areaways by detour during construction mitigated by normal practices	Same as Tunnel
C45	625 First Ave.	Flavor of India (Pioneer Drug Company)	Private	PSHD	Restaurant	No use; potential for damage to First Avenue Areaways by detour during construction mitigated by normal practices	Same as Tunnel
C46	627 First Ave.	Yam Oriental Rugs (Totem Loan)	Private	PSHD	Retail	No use; potential for damage to First Avenue Areaways by detour during construction mitigated by normal practices	Same as Tunnel
C47	102-110 Cherry St.	Scheuerman Building	Private	PSHD	Office	No use; potential for damage to First Avenue Areaways by detour during construction mitigated by normal practices	Same as Tunnel
C48	619 Western Ave.	Antique Importers/ Snowboard Connection	Private	PSHD		No use; potential for damage during construction mitigated by normal practices	Same as Tunnel
C49	61 Columbia St.	Polson Building	Private	PSHD		No use; potential for damage during construction mitigated by normal practices	Same as Tunnel
C50	83 Columbia St.	Journal Building	Private	PSHD	Office	No use; potential for damage during construction mitigated by normal practices	Same as Tunnel
C51	723 First Ave.	US Bank	Private	PSHD		No use; significant proximity impacts unlikely.	Same as Tunnel
C52	705 Second Ave.	Hoge Building	Private	NR	Office	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C56	801-821 First Ave.	Colman Building	Private	NR	Office	No use; potential for damage during construction mitigated by normal practices	Same as Tunnel
C57	801 Second Ave.	Norton Building	Private	Eligible NR	Office	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C58	815 Second Ave.	Key Bank (Bank of California)	Private	Determined eligible NR	Office	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C59	821 Second Ave.	Exchange Building	Private	Determined eligible NR	Office	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C61	911 Western Ave.	Maritime Building	Private	Eligible NR	Office	No use; potential for damage during construction mitigated by normal practices	Same as Tunnel
C62	901 First Ave.	Federal Office Building	Federal	NR	Office	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C63	1001 Alaskan Way	Pier 54	Private	Eligible NR district	Retail	No use; potential for damage during construction and curtailment of access mitigated by normal practices	Same as Tunnel
C64	1000-1024 Western Ave.	National Building	Private	NR	Office	No use; potential for damage during construction mitigated by normal practices	Same as Tunnel
C65	1001-1011 First Ave.	Alexis Hotel (Globe Building)	Private	NR	Hotel	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C66	1013 First Ave.	Beebe Building	Private	NR		No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C67	1019-1023 First Ave.	Hotel Cecil	Private	NR		No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel

Exhibit B-20. Historic Properties Evaluated Relative to the Requirements of Section 4(f) (continued)

Map Code Number	Section 4(f) Resource Description						
	Location	Facility Name	Owner	Section 4(f) Status	Primary Use	Tunnel	Elevated Structure
C68	1101 Alaskan Way	Pier 55	Private	Eligible NR district		No use; potential for damage during construction and curtailment of access mitigated by normal practices	Same as Tunnel
C70	1115-1117 First Ave.	Grand Pacific Hotel	Private	NR		No use; potential for damage during construction mitigated by normal practices	Same as Tunnel
C71	1123 First Ave.	Colonial Hotel	Private	NR	Retail, Residential	No use; significant proximity impacts unlikely.	Same as Tunnel
C72	1201 Alaskan Way	Pier 56	Private	Eligible NR district	Retail,	No use; potential for damage during construction and curtailment of access mitigated by normal practices	Same as Tunnel
C73	1203-1207 Western Ave.	Amgen/Immunex (Olympic Warehouse)	Private	NR	Office	No use; potential for damage during construction mitigated by normal practices	Same as Tunnel
C74	51 University St.	Amgen/Immunex	Private	Eligible NR	Laboratories	No use; significant proximity impacts are unlikely	Same as Tunnel
C78	1216-1222 First Avenue	Porter-Davis/Benham Studio (Diller Hotel)	Private	Eligible NR;	Retail, Residential	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C81	1301 Alaskan Way	Pier 57	Private	Eligible NR district	Retail,	No use; potential for damage during construction and curtailment of access mitigated by normal practices	Same as Tunnel
C84	84 Union St.	U.S. Immigration Building	Private	NR, SL	Hotel	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C85	1483 Alaskan Way	Pier 59/Aquarium	City of Seattle Parks	SL; eligible NR district	Retail	No use; potential for damage during construction and curtailment of access mitigated by normal practices	Same as Tunnel
C90	1507 Western Ave.	Fix Building	Private	Determined eligible NR	Residential	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C92	1501 Pike Place	Pike Place Market	Public Development Authority	PPMHD	Retail	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C93	86 Pine St.	Inn at the Market	Private	PPMHD	Hotel	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C94	1900 Pike Place	Stewart House	Public Development Authority	PPMHD	Residential	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C95	1912 Pike Place	Starbucks Coffee	Public Development Authority	PPMHD	Retail	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C96	1924 Pike Place	Soames-Dunn Building	Public Development Authority	PPMHD	Retail	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C97	1928 Pike Place	Champion Building	Public Development Authority	PPMHD	Retail	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C98	1930 Pike Place	Pike & Virginia Building	Public Development Authority	PPMHD	Residential	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C99	1901 First Ave.	Fairmount Apartments	Private	PPMHD	Residential	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C100	1915 First Ave.	Alaska Trade Building	Private	NR, PPMHD	Office	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C101	1921 First Ave.	KCM (Butterworth Building)	Private	NR, PPMHD	Office	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel

Exhibit B-20. Historic Properties Evaluated Relative to the Requirements of Section 4(f) (continued)

Map Code Number	Section 4(f) Resource Description						
	Location	Facility Name	Owner	Section 4(f) Status	Primary Use	Tunnel	Elevated Structure
C102	1931 First Ave.	Livingston Baker Apartments	Private	PPMHD	Residential	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C105	2101-2105 First Ave.	Guiry Hotel	Private	NR	Residential	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C106	2111 First Ave.	Schillestad Building	Private	NR	Residential	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C107	2200 Western Ave.	It's Gotta Go (Union Livery Stable)	Private	Eligible NR	Warehouse	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C109	2205 First Ave.	Lewiston Hotel	Private	Determined eligible NR	Residential	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C110	2207 First Ave.	Scargo Hotel	Private	Determined eligible NR	Residential	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C111	2225 First Ave.	Apex Hotel	Private	Eligible NR group	Residential	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C113	2315 Western Ave.	Compton Lumber Company	Private	Eligible NR,		No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C115	2300 First Ave.	Endless Knot (Douglas Hotel)	Private	Eligible NR group	Residential	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C116	2301-05 First Ave.	Oregon Hotel	Private	Determined eligible NR;	Residential	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C117	2320 First Ave.	Barnes Building	Private	NR	Residential	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C118	2326 First Ave.	Austin Bell Building	Private	NR	Residential	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C119	2330 First Ave.	Catholic Seamen's Club (Paramount Studios)	Private	Eligible NR	Social services	No use; significant proximity impacts are unlikely	Same as Tunnel
C123	2312-16 Second Ave.	Roq la Rue Gallery	Private	Eligible NR	Retail	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C127	2327 Second Ave.	William Tell Hotel	Private	Eligible NR	Residential	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C128	2331 Second Ave.	Blu Canary (MGM/Loew's)	Private	Eligible NR	Retail	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C135	304 Bell St.	Adams Apartments	Private	Eligible NR group	Residential	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C137	2302 Fourth Ave.	Franklin Apartments	Private	Eligible NR group	Residential	No use or substantial impairment; more than 50 feet from proposed construction, proximity impacts are unlikely	Same as Tunnel
C139	2315 Fourth Ave.	Two Bells	Private	Eligible NR	Restaurant	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel

Exhibit B-20. Historic Properties Evaluated Relative to the Requirements of Section 4(f) (continued)

Map Code Number	Section 4(f) Resource Description						
	Location	Facility Name	Owner	Section 4(f) Status	Primary Use	Tunnel	Elevated Structure
C140	2321 Fourth Ave.	Fleming Apartments	Private	NR district/group	Residential	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C142	2334 Fourth Ave.	Fire Station No. 2	Private	Determined eligible NR	Fire station	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C146	2401 First Ave.	Hull Building (A-1 Laundry)	Private	NR		No use; potential for damage during construction and curtailment of access mitigated by normal practices	Same as Tunnel
C148	2419 First Ave.	Ace Hotel (Glaser Building)	Private	Eligible NR group	Hotel	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C149	2402 Second Ave.	Lexington-Concord Apartments	Private	Eligible NR group	Residential	No use; significant proximity impacts are unlikely	Same as Tunnel
C155	2501 Elliott Ave./10 Wall	Skyway Luggage	Private	Eligible NR	Vacant	No use; potential for damage during construction and curtailment of access mitigated by normal practices	Same as Tunnel
C159	2800 Elliott Ave. W.	Old Spaghetti Factory	Private	Eligible NR	Restaurant	No use; potential for damage during construction and curtailment of access mitigated by normal practices	Same as Tunnel
C160	2800 First Ave.	Labor Temple	Private	Eligible NR	Office	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C163	2905 First Ave.	Bremer Apartments	Private	Eligible NR group	Residential	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
C164	2933 Second Ave.	Windermere Apartments	Private	Eligible NR group	Residential	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
N1	200 Second Ave. N.	Pacific Science Center	Private	Eligible NR	Museum	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
N4	400 Broad St.	Space Needle	Private	Determined eligible NR	Restarant	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
N9	605 Fifth Ave. N.	Auditorium Apartments	Private	Determined eligible NR	Residential	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
N11	319 Taylor Ave. N.	Seattle City Light Broad Street substation	Public (Seattle City Light)	Determined eligible NR	Utility	No use; significant proximity impacts are unlikely	Same as Tunnel
N36	301 Aurora Ave. N.	Seattle Diner	Private	Eligible NR	Restaurant	No use; significant proximity impacts are unlikely.	Same as Tunnel
N51	766 John St.	Denny Park Lutheran Church	Private	Eligible NR	Church	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
N61	777 Thomas St.	Graphic Options	Private	Eligible NR	Printshop	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
N80	701 Dexter Ave. N./800 Aloha St.	Seattle Parks Maintenance Facility	Public (Seattle Parks Dept.)	Eligible NR	Garage	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel
N93	601 Westlake Ave. N.	Land Rover Seattle	Private	Eligible NR	Retail	No use or substantial impairment; more than 50 feet from proposed construction; proximity impacts are unlikely	Same as Tunnel

NR = National Register  
 PSHD = Pioneer Square Historic District  
 PPMHD = Pike Place Market Historic District

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**Part C**

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**Section 106 Historic Resource Inventory Forms**

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The Section 106 Historic Resource Inventory Forms have been prepared and distributed separately to the State Historic Preservation Officer.

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**Part D**

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**Section 6(f) Evaluation**

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## Section 6 (f) Evaluation

Section 6(f) of the Land and Water Conservation Fund Act directs the Department of the Interior (National Park Service) to ensure that replacement lands of equal value, location, and usefulness are provided as conditions to their approval of the Section 6(f) land conversion. Therefore, where a Section 6(f) land conversion is proposed, replacement land will be necessary, regardless of the mitigation proposed.

Located in Puget Sound north of Vashon Island, Blake Island State Park has received Land and Water Conservation Fund Resources according to the records of the Washington State Interagency Committee for Outdoor Recreation (IAC), the disbursement agency for such funds in the state. No use of Blake Island results from this project as discussed in Part B of this document.

The project has no direct impact on land acquired with Land and Water Conservation Fund resources.

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