

SOUTH JACKSON STREET CONNECTIONS

FINAL REPORT

NOVEMBER 2016

**DỰ ÁN TƯỞNG
NHỚ VÀ KẾT NỐI
PHỐ JACKSON
JACKSON STREET
CONNECTIONS**

**杰克逊街连接
及纪念工程**

framework



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Asian Pacific American Experience



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INTENT

The intent of this project is to improve the physical and cultural connections from the Elliott Bay waterfront to the neighborhoods along South Jackson Street--Pioneer Square, Chinatown-International District and Little Saigon--to the benefit of the people who live, work and visit.

I. SUMMARY

SUMMARY

INTRODUCTION

SOUTH JACKSON STREET IS AN IMPORTANT CONNECTOR FROM THE WATERFRONT TO THE NEIGHBORHOODS

- As an active retail and transportation corridor,
- As one of a limited number of east-west connections that continue beyond I-5 and have a relatively consistent, walkable grade,
- As a tie from the waterfront to and between neighborhoods—Pioneer Square, Chinatown-International District, Little Saigon and the Central Area beyond, and
- As a common geographic thread among a fascinating history of people and cultures that enrich Seattle's past, present and future.

WITH DISCONNECTS THAT REQUIRE LONG-TERM FIXES

South Jackson Street's success as a strong pedestrian corridor is hampered by difficult nodes:

- The area below Interstate 5, which separates Chinatown-International District and Little Saigon,
- The crossing of multiple arterials at 4th, 5th and 2nd Avenue Extension and
- The waterfront, currently separated by noise from the Alaskan Way Viaduct and construction, will become a major asset and destination that will increase the importance of South Jackson Street as a connector.

IMPROVEMENTS CAN BE MADE IN THE NEAR TERM TO IMPROVE THE CORRIDOR'S PHYSICAL QUALITY AND CONNECTIVITY

Streetscape along the corridor can be improved with coordinated efforts that provide a level of identity, focusing on lighting, landscape, accessibility, pedestrian comfort, and art.

ENRICHING PUBLIC SPACES WITH ART RELATED TO THE RICH CULTURE AND HISTORY OF SOUTH JACKSON STREET

The many stories of individuals, groups and physical places along the corridor can be made visible to enrich the experience of visitors, shoppers, commuters, and people living and working in the neighborhood.

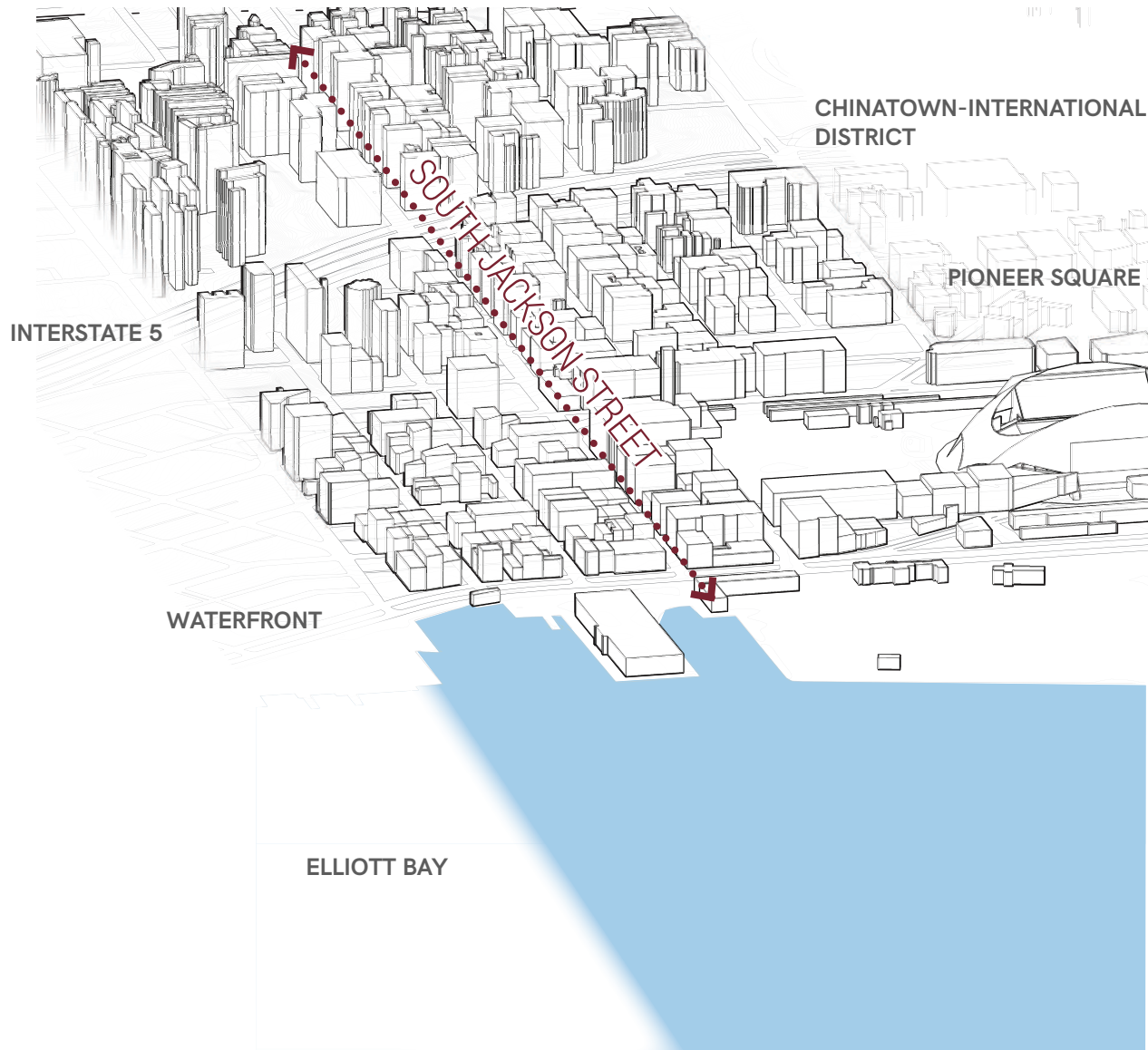
A component of the project is a memorial to the Chinese Expulsion that took place in Seattle in 1885-86 as the first project in a "Story Street" that captures multiple histories about South Jackson Street. This memorial will be located along the waterfront, between Washington and Main Streets. The intent of this project is to move ahead with the memorial specifically, and look for opportunities to fully integrate the memorial into the community as one of multiple opportunities to tell the important stories of our city.

THE PROJECT AND ITS RECOMMENDATIONS ARE COMMUNITY-BASED

Public input has been a key effort in this project. The feedback highlights concerns with personal safety, the dominance of vehicles, and the quality of the pedestrian environment. There is widespread support for a greener corridor with a strong cultural identity achieved through a series of coordinated efforts to be completed over time.

THE ULTIMATE AIM OF THE PROJECT IS TO PRODUCE A HIGH-LEVEL CONCEPT FOR SOUTH JACKSON STREET AS A CORRIDOR, AND SET UP A ROUND OF NEXT STEPS THAT CAN BE IMPLEMENTED BY BOTH PRIVATE AND PUBLIC SECTOR ACTORS

An actionable list of projects that have clearly documented community support is a critical outcome of the project.



ISSUES SUMMARY

PHYSICAL CONDITIONS

The South Jackson Street corridor connects Elliott Bay to inland neighborhoods including Pioneer Square, Chinatown-International District, and Little Saigon. The street is built on structure above the railroad tracks and runs below the colonnaded structure of Interstate 5. South Jackson was dramatically reshaped as part of the Jackson Street regrade, which carved as much as 85 feet at the 12th Avenue ridge, and now has a grade of approximately five percent.

With the limited number of east-west connections, South Jackson is a key corridor in the fabric of the city, and will become more important over time. The underpass at I-5 and concentration of arterials near the stations—4th, 5th and 2nd Avenue Extension—create physical and perceptual challenges to the continuity as a corridor.

PEDESTRIAN ENVIRONMENT

Input from the community emphasized that people feel uncomfortable in places on South Jackson, and identify personal safety as a major problem. The current imbalance of accommodation for pedestrians and vehicles also detracts from a comfortable corridor. The area below I-5 and 5th Avenue and South Jackson Street were identified as specific problem areas.

The pedestrian environment varies along the corridor, and there is room for improvement in terms of lighting, landscaping, amenities and activity in

various locations. Within the distinctions of the neighborhoods along South Jackson Street, a stronger sense of continuity along the corridor is desirable.

South Jackson Street would benefit by on-going coordinated improvements to streetscape elements. Larger scale improvements to the challenging locations will need a concerted effort on the part of the City and other agencies, and should be prioritized for funding.

CULTURAL CONTEXT

South Jackson Street is central to Seattle's cultural history, welcoming generations of newcomers from around the world. The stories of these groups and individuals infuse South Jackson Street with historic and present-day interest. The South Jackson Street corridor includes cultural institutions, public art, galleries and historic architecture.

South Jackson Street is a unique opportunity to bring to life the stories of our past, present and future. Creating a visible layer of community-based storytelling would enrich the corridor for its visitors and residents.

LAND USE

Much of the Pioneer Square and Chinatown-International District neighborhood is built out along South Jackson Street, but new development in Little Saigon is already in the design phase, with more development expected to follow. The area will also be impacted by the major new development of Yesler Terrace, and the redevelopment

of the waterfront will be a significant draw for residents, workers and visitors.

Improvements to the streetscape will not be implemented by private sector development, except for areas near the waterfront and the east end of the corridor. Leadership from the public sector and the community will be required for both near-term and long-term improvements.

TRANSPORTATION

South Jackson Street plays an enormous role in Seattle's transportation network. Transit modes include the streetcar, light rail, commuter rail, Amtrak, local and regional buses. People using these modes also connect to by foot to ferries at Colman Dock.

While traffic counts show relatively modest vehicular use, large volumes of traffic cross Jackson Street at 4th Avenue, 5th Avenue, 2nd Avenue Extensions, 12th Avenue and Boren. Bike facilities are currently disconnected: parts of South Jackson Street have dedicated bike lanes; King Street, one block south, is shown as a preferred bike route by the Seattle Bicycle Master Plan. Accessibility challenges exist on the corridor.

Identifying and naming the area including King Street and Union Stations will support its recognition as a Station Hub. While the balance of transportation modes is challenging, the pedestrian experience in the Station Hub area and along South Jackson Street is in major need of improvement.

NATURAL SYSTEMS

The corridor is primarily impervious surface, but

some landscape exists, including street trees with planters below. This landscape varies in terms of the health of plant materials and the level of maintenance. Maynard Green Street, which intersects South Jackson Street, is an excellent model for cleansing water from adjacent rooftops through cisterns along the slope. Although the corridor is not suitable for infiltration systems continuous plantings can serve to support stormwater detention. Stormwater is now accommodated via a combined sewer.

South Jackson Street should be part of Seattle's transformation to a greener, more ecologically functional city, building on the example of Maynard Green Street. The community identified landscape as a priority, but a mechanism to support maintenance for trees and landscape needs to be put in place.

SUMMARY

RECOMMENDATIONS SUMMARY

BIG MOVES

1. Work to make pedestrians feel safe walking on South Jackson Street.
2. Take pedestrian comfort and quality seriously.
3. Develop and implement a cultural plan for South Jackson Street as a “story street”.
4. Implement sustainable stormwater solutions with a plan for the corridor.
5. Pursue grant funding for physical improvements, prioritizing Jackson Street.
6. Address major barriers to connectivity as identified.

STREETSCAPE DESIGN

1. Use streetscape design to increase the feeling of safety and comfort along the corridor.
 - a. Develop and implement a lighting plan.
 - b. Create safe, comfortable, and attractive conditions along curbs.
 - c. Improve street crossings and areas of refuge.
 - d. Codify streetscape design guidelines in this report and related reports into street concept plans that focus on South Jackson as a corridor.
 - e. Provide street furnishings necessary to a comfortable pedestrian environment.
 - f. Highlight views to the waterfront in streetscape design.
2. Provide elements of consistency in the South Jackson streetscape.
3. Design the streetscape to support local businesses.
 - a. Create designs for street retail elements that would provide some consistency to the street/district.
 - b. Make it easier for retailers to add attractive sidewalk displays and landscape in the right-of-way.

ADJACENCIES

1. Improve open spaces along Jackson as extensions of street life.
2. Highlight the north-south connections, especially at alleys.
3. Encourage and support small, locally owned businesses.
4. With new development, ensure pedestrian interest at the street, with facade transparency and attention to scale and detail.

SUMMARY

CULTURAL CONNECTIONS

1. Create a plan to make South Jackson a “story street”, working with local cultural institutions and the broader community, and building on existing programs such as Trail to Treasure.
2. Create memorials to the Chinese Expulsion and the Native American presence at the waterfront.
3. Draw on strategies from the Waterfront Program Wayfinding Plan to make cultural assets visible, and to connect the corridor to the waterfront.

MECHANISMS

1. Create a mechanism for maintenance of the streetscape, including trees and plantings.
2. Support street vending and existing businesses.
3. Develop Street Concept Plans.
4. Revamp the Storefront Assistance Program.
5. Advocate for solutions to issues regarding public safety and homelessness.

II. CONTEXT & EXISTING CONDITIONS

CONTEXT & EXISTING CONDITIONS

OVERVIEW

South Jackson Street plays many important roles—transportation corridor, neighborhood connection, business district, and cultural corridor. In its current state, these roles are compromised by problematic localized conditions that feel unsafe and uncomfortable.

The role of the pedestrian throughout the corridor needs to be elevated, with particular attention to the problem locations in the Station Hub and near the I-5 underpass. The community input clearly identified safety and comfort as priorities for the corridor. The problem locations identified in the mapping exercise are priorities, discussed specifically in this section.

The South Jackson Street Concept covers the length of the corridor, from the Elliott Bay waterfront through Pioneer Square, Chinatown-International District and Little Saigon. The goal of the overall street concept is to improve the entire corridor for pedestrians and the businesses that bring life to the street, while supporting the individual character of each neighborhood.

One of the concepts that unites the length of South Jackson is the Story Street. These histories include those of Native people who fought to hold onto their indigenous lands before being pushed out by white settlers. Federal laws kept Chinese, then Japanese, then Filipinos from coming. This report recommends developing an art plan for a creative and coordinated approach

to telling the many fascinating stories of the land, people and cultures related to South Jackson Street.

The Zones section considers each of the neighborhoods along South Jackson and their particular needs and opportunities. Also included in the Zones are the Station Hub and the area below I-5.

RELATED PROJECTS

The outreach process began with a review of relevant documents and plans, with the intent of building on past work and community sentiment, and coordinating with current efforts.

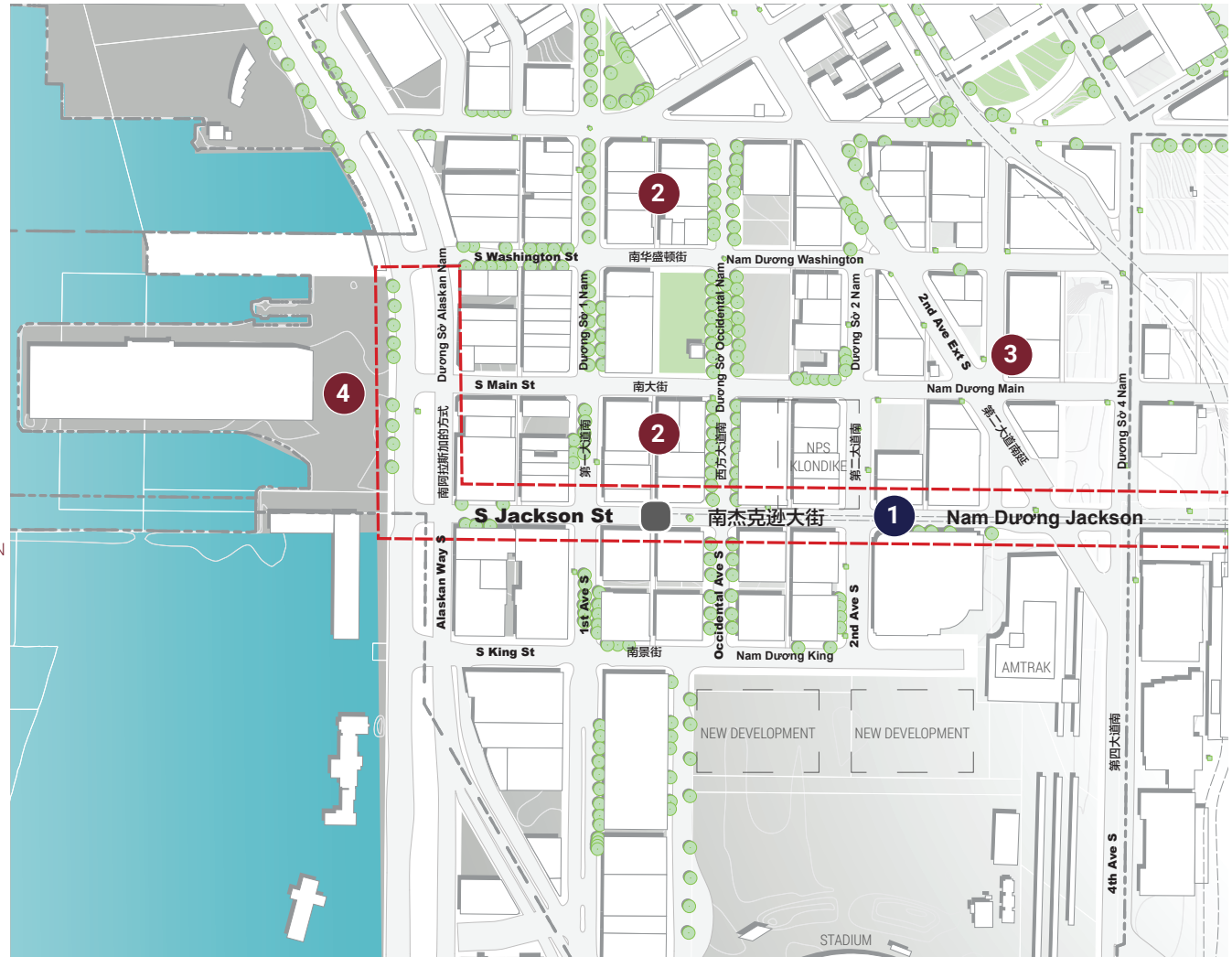
- Central Waterfront Plan
- Pioneer Square Street Concept Plans
- Pioneer Square Parks and Gateways Plan
- Livable South Downtown Planning Study
- Little Saigon Action Plan 2020
- Asian Plaza, EDG Package
- Placemaking Little Saigon (UW)
- Little Saigon Streetscape Concept Plan Scope Summary
- Center City Urban Design
- Multi-modal Hub King Street Station Plan
- One Center City Plan
- Alley Network Project
- Trail to Treasure
- Pioneer Square 2020
- Walking Audits

CONTEXT & EXISTING CONDITIONS

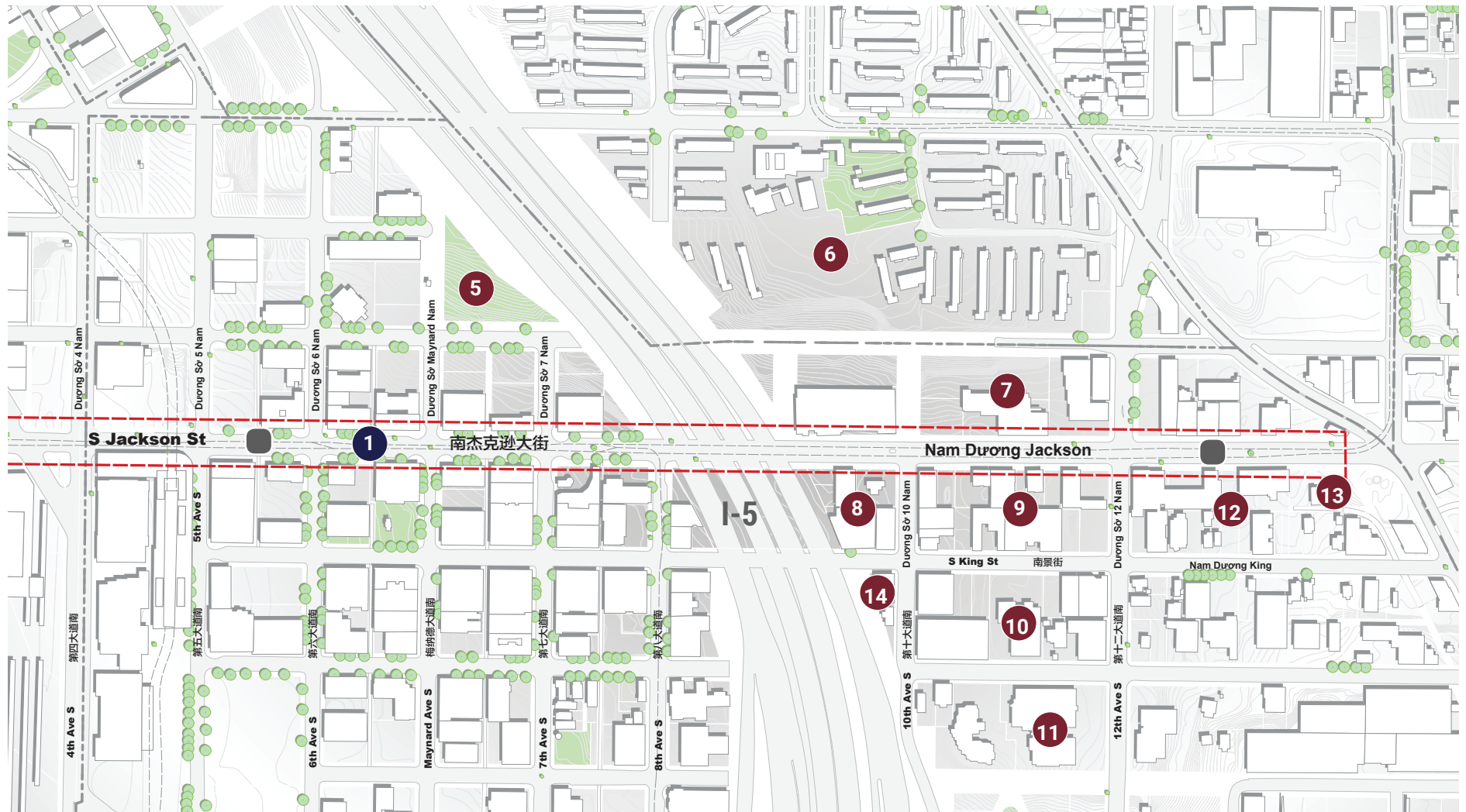
MAJOR PROJECTS MAP

MAJOR PROJECTS

- 1 SOUTH JACKSON STREET CORRIDOR
南杰克逊大街 NAM DƯƠNG JACKSON
 - 2 ALLEY PROJECTS
街巷项目 DỰ ÁN HẸM
 - 3 THIRD AVE. CORRIDOR PROJECT
第三大道走廊项目 DỰ ÁN HÀNH LANG THIRD AVE.
 - 4 WATERFRONT PROJECT
水岸项目 DỰ ÁN BỜ SÔNG
 - 5 MAIN & 7TH
南大街 第七大道南
DỰ ÁN NAM DƯƠNG MAIN DƯƠNG SỞ 7 NAM
 - 6 YESLER TERRACE REDEVELOPMENT
耶斯勒阶地改造 TÁI PHÁT TRIỂN YESLER TERRACE
 - 7 ASIAN PLAZA REDEVELOPMENT
亚洲广场改造 TÁI PHÁT TRIỂN ASIAN PLAZA
 - 8 10TH & JACKSON PROJECT
第十大街和杰克逊大街项目 DỰ ÁN 10TH & JACKSON
 - 9 LANDMARK PROJECT PREFERRED SITE
地标项目 DỰ ÁN LANDMARK
 - 10 SIERRA PUBLIC SCHOOL
塞拉公立学校 TRƯỜNG CÔNG LẬP SIERRA
 - 11 SIHB EXTENSION
SIHB扩展 SIHB SỰ MỞ RỘNG
 - 12 DEPT. OF PARKS AND REC. PROPERTY
公园和娱乐性质的部门
BỘ PHẬN CỦA CÔNG VIÊN GIẢI TRÍ VÀ TÀI SẢN
 - 13 LIHI OWNED PROPERTY
低收入住房协会 LIHI TÀI SẢN THUỘC SỞ HỮU
 - 14 CHINESE SOUTHERN BAPTIST CHURCH
- STREETCAR STOPS



CONTEXT & EXISTING CONDITIONS



SOUTH JACKSON STREET CONNECTIONS PLAN



14 Vending along the street fits within the historical character of the Jackson Street corridor as shown above between Tenth and Twelfth on Jackson Street (flower stands in the sidewalk) in 1950 and below (newspaper vending) at 12th & Jackson in 1946.

[Courtesy of Seattle Municipal Archives Photograph Collection, Items 42275 & 40560]



Public amenities including drinking fountains as shown above are part of the historic character of the districts. 7th and Jackson, Mar 27, 1911

[Courtesy of Seattle Municipal Archives Photograph Collection, Item 52097]

HISTORICAL CONTEXT

From the waterfront to Pioneer Square, through Japantown, Chinatown and Little Saigon, past Rainier Avenue and into the Central Area, a walk along Jackson Street carries you through progressive periods in Seattle's history and immerses you in many cultures.

Its stories reach back to time immemorial. Ancestors of the Duwamish, Muckleshoot and Suquamish established their winter village here, a strong base with ample access to the expansive shoreline and tide flats.

Newcomers brought their labor, ingenuity and entrepreneurship to build streets, raise buildings, and open restaurants, stores and hotels. They came in overlapping waves. European immigrants came hot to join the Alaskan Gold Rush or harvest and process troves of lumber in Puget Sound forests. Chinese immigrants were recruited as laborers, and some rose up as independent businessmen to service the many needs of a growing Seattle. Japanese immigrants brought families and built homes and businesses of their own. African Americans followed the trains to Seattle, the major railroad terminus for the region. Filipino nationals eventually followed, coming from the fields of California and Eastern Washington on their way to Alaska for the salmon canning season. Beginning in the 1970's Vietnamese refugees began to breathe new life into declining business areas and established new community strongholds.

With immediate connections to water and rail, it is no surprise that many people came through Jackson Street and established lives around this central thoroughfare. David S. "Doc" Maynard named the streets in his plat after Democratic political leaders—U.S. President Andrew Jackson (1829-1837) in the case of South Jackson Street. Its stories celebrate a progressive spirit of optimism and hope.

Not surprisingly, however, for many, its stories also are ones of struggle and resistance. Native people fought to hold onto their indigenous lands before being pushed out by white settlers. Federal laws kept Chinese, then Japanese, then Filipinos from coming. Chinese Americans were forcibly removed in Seattle's 1886 anti-Chinese riots. Japanese Americans were rounded up and incarcerated in U.S. concentration camps during World War II. After the war, Jackson Street from Alaskan Way to Rainier Avenue (though excluding the train stations) was designated "out of bounds" for soldiers from the Army Air Corps base at Paine Field in Everett, contributing to efforts to close nightclubs in the area. People of color were legally discriminated against when renting or selling homes in Seattle until 1968, resulting in high concentrations of communities of color all along South Jackson Street.

Whether celebratory or heart wrenching, these are the real life stories of the people of Seattle. These are the stories of South Jackson Street.



Survey of Jackson Street c.1870

CONTEXT & EXISTING CONDITIONS

TIMELINE OF SIGNIFICANT MILESTONES

PRE-

Pre-

Ancestors of the Duwamish, Muckleshoot and Suquamish established winter village called Sdzidzilalitch, translated as “Little Crossing-Over Place”

1850

1851

First non-Native settlers arrived

1900

1907

Japan and the U.S. established the Gentlemen’s Agreement: Japan agreed not to issue passports to laborers and the U.S. agreed not to formally limit Japanese immigration

1910

1910

City completed its gigantic re-grading project

1920

1924

Immigration Act excluded Japanese from immigrating to the U.S.

1882

U.S. Chinese Exclusion Act

1886

Seattle Anti-Chinese Riots and Chinese Expulsion

1889

Washington State Alien Land Laws

1889

Great Seattle Fire

1897

Steamship Portland arrived in Seattle from St. Michael, Alaska, carrying 68 prospectors and according to newspapers “a ton of gold”

CONTEXT & EXISTING CONDITIONS

1930

1934

Tydings-McDuffie Act changed the status of Filipinos from “nationals” to “aliens” and restricted their immigration to the U.S.

1934

National Housing Act established the Federal Housing Authority, which contracted with the Home Owners Loan Corporation to provide lending institutions with “security maps” that included detailed boundaries marking in red the “ethnic neighborhoods” of 239 American cities

1940

1941

Yesler Terrace housing project completed

1941

Japanese bombed Pearl Harbor on December 7th and the U.S. entered World War II

1942

President Franklin D. Roosevelt signed Executive Order 9066; 120,000 West Coast ethnic Japanese – nearly a third of whom are second or third generation Japanese Americans – were forcibly removed, first into temporary centers and then to more permanent concentration camps

1943

Magnuson Act repealed the Chinese Exclusion Act of 1882 but set a quota of only 105 individuals per year for Chinese immigration to the United States

1945

Japanese Americans began leaving concentration camps; anti-Japanese sentiment still ran high among white populations in many places; some families were able to return to their land and businesses

1946

A multicultural assembly of individuals and organizations formed the Jackson Street Community Council to strengthen business and community life along Jackson Street; the Council stayed together for over 20 years until 1967

1947

War Brides Act allowed wives of Chinese servicemen to enter the United States on a non-quota basis

1950

1952

Immigration and Nationality Act (McCarran-Walter Act) did away with previous racial restrictions on immigration and bolstered the quota system

1957

First part of Seattle Freeway (I-5) route received federal funding

1960

1965

Immigration and Nationality Act resulted in sweeping immigration reform, classifying immigrants by nation of origin rather than ethnic origins

1966

Washington State Alien Land Law changed

1967

Last section of I-5 completed

1968

Seattle's Open Housing ordinance banned racial discrimination in housing

1970

1975

U.S. pulled out of Saigon, ending participation in U.S.-Vietnam War; a wave of Vietnamese refugees began to enter the U.S.

CONTEXT & EXISTING CONDITIONS



CONTEXT & EXISTING CONDITIONS

PHYSICAL CONDITIONS

TOPOGRAPHY

The topography along the corridor was drastically changed from native conditions. In Pioneer Square, places that were once water are now land; the hill was regraded, lowered nearly 90 feet at the east end of the segment, and disconnected from Beacon Hill.

The transformation of the land is one of the stories that can be told along South Jackson Street. Near the station, the low grade of the track level is visible from the created grade of the Station Area intersection, through the openings to the tracks below.

LAND USE

Much of the Pioneer Square and Chinatown/ID neighborhood is built out along South Jackson Street, but new development is expected in Little Saigon. The area will also be impacted by the major new development of Yesler Terrace.

The redevelopment of the waterfront will be a significant draw for residents, workers and visitors, which will increase the need for South Jackson to be a strong pedestrian corridor.

There are important open spaces off of Jackson along the length of the corridor; emphasizing them will help South Jackson Street immensely. These include Occidental Mall, King Street Station Plaza, Union Square Plaza, and the undeveloped park property on the south side of the Little Saigon streetcar stop.



Photographed (or dated) on Oct. 30, 1908 for Lewis and Wiley, the primary contractors for the Jackson Street Regrade. Weller Street is far right. Source: Paul Dorpat

CONTEXT & EXISTING CONDITIONS

New development cannot be relied on to implement physical improvements for most of the South Jackson corridor, so other approaches and funds must be found for successful implementation to occur. Even so, South Jackson Street will be increasingly heavily used because of regional growth, expanding transit use, improvements to the waterfront and development of Yesler Terrace and Little Saigon.

MOBILITY

South Jackson Street plays an enormous role in Seattle's transportation network. Transit modes include the streetcar, light rail, commuter rail, Amtrak, local and regional buses. People using these modes also connect to water transit at Colman Dock.

The usage of most of these transit systems is expected to grow as the population of the region increases, and as transit ridership increases, especially with the expansion of the light rail system. On-street buses might be reduced as riders are shifted to light rail and the streetcar.

Jackson Street is a critical pedestrian street in terms of connecting people using transit to the surrounding area and to other modes of transportation. It is a primary connector between neighborhoods and the waterfront, because it is one of the few streets in Seattle that connect both across the train tracks to the water, and below the freeway to the neighborhoods to the east.

While traffic counts show relatively modest vehicular use on South Jackson Street, especially on the west end, traffic volumes may grow after removal of the Alaskan Way Viaduct. Large volumes of traffic cross South Jackson Street at 4th Avenue, 5th Avenue, 2nd Avenue Extension, 12th Avenue and Boren.

Parts of South Jackson have dedicated bike lanes. In the Seattle Bicycle Master Plan, South Jackson is shown as a Shared Street. In street, minor separation is shown from 12th Avenue to 20th Avenue South; protected bicycle lanes are recommended on South Jackson east of 20th. King Street, one block south of Jackson, is recommended to be a Neighborhood Greenway, connecting to protected bicycle lanes on 5th Avenue.

South Jackson Street is a key entry point and connection for many transportation modes, with high demand on the space within the right-of-way. The Station Hub should be prioritized for improvements as a high quality, comfortable pedestrian environment.

PEDESTRIAN ENVIRONMENT

From community input, personal safety is a major barrier to people comfortably using the street. The area below Interstate 5 and 5th and Jackson were identified as specific problem areas.

The level of vehicular activity, the speed of traffic in some places, and the difficulty crossing high-volume arterials also makes pedestrians feel uncomfortable. Pedestrians are often directly adjacent to moving traffic, with no buffer of parking or landscape along the curb.

South Jackson sidewalks are typically wide enough to accommodate pedestrian flow. However, they are narrowest in Pioneer Square, where events bring thousands of fans to the Station Hub crossings and South Jackson Street.

The storefronts along Jackson and the cultural/historic identification are the primary assets for pedestrians. Materials and design along the corridor show a variety of approaches that have been implemented over time.

Accessibility along the corridor needs improvement, especially in terms of curb cuts.

Some pedestrian lighting exists on South Jackson; a lighting study is underway.

The pedestrian environment on South Jackson has both long-term challenges and a variety of conditions that can be improved in the short term.

CONTEXT & EXISTING CONDITIONS

NATURAL SYSTEMS

The corridor is primarily impervious surface, but some landscape exists, including street trees with planters below. In some locations, areaways below the sidewalk prevent planting street trees. The landscape varies in terms of the health of plant materials and the level of maintenance. This maintenance currently requires engagement of adjacent property owners.

Community input indicated that people would like a much greener corridor. The challenge, as seen in the current condition of trees and tree pits, is that existing landscape is not well cared for.

Research has identified numerous benefits to urban forestry, including quality of the pedestrian environment, air quality, urban heat island, and habitat. Additional planted area also has the benefit of reducing the amount of runoff into a combined sewer system.

Continuous planting strips with a mature tree canopy and lower level planting is the best fit for the corridor in conjunction with a plan for maintenance and care of the plantings.

Increased landscape and green stormwater infrastructure would be welcome additions to the streetscape. For this to be successful, a mechanism needs to be found for maintaining plantings in the right-of-way.



II. COMMUNITY PROCESS

COMMUNITY PROCESS

OVERVIEW

The outreach methods for this project were multilingual and available via directed tours, individual self-guided audit maps, and online via a mapping tool and survey. Additionally, two public events allowed for feedback to develop community priorities along the South Jackson Street corridor.

COMMUNITY OUTREACH

METHODS

The team used a variety of outreach methods in order to gather input from a wide variety of community members. Printed materials were translated to Chinese and Vietnamese.

- Flyers
- Walking Tour/Preferences Tool
- Guided Walks
- Online Survey and Mapping
- Events
- Favorite Places and Destinations
- Places that Felt Unsafe

Flyers

Flyers were posted along the corridor with information on events and opportunities for input, including web links to the survey.

Walking Tour Tools and Guided Walks

Maps and written materials offered community members to provide input on favorite places, desired destinations, and places that felt unsafe. Walking tour maps were available at the Wing Luke Museum, and other locations.

On-line Survey and Mapping

People were able to provide input on favorite places, destinations and places they felt unsafe through a web-based survey. 116 responses were received.



Above: Multilingual printed flyers for events and walk audits for in person feedback was paired with an online survey to maximize community input.

COMMUNITY PROCESS

COMMUNITY INPUT

FAVORITE PLACES AND DESTINATIONS

Through walking tours, online surveys, individual mapping and events, respondents liked places throughout the corridor, with a fairly even distribution. Favorite places included shops, restaurants, parks and cultural institutions.

PLACES THAT FELT UNSAFE

The uncomfortable places clustered in several locations: underneath Interstate 5; 10th Avenue; 5th and Jackson to 2nd Avenue Extension (the Station Hub).

PREFERENCES ON APPROACH TO THE MEMORIAL

Using a variety of images gathered with the Memorial committee, people offered input on design approaches for the Memorial to the Chinese Expulsion. The integrated approach used in the Bainbridge Island Japanese American Memorial received the most interest, but nearly all approaches were considered favorable. A more abstract sculpture was considered the least desirable.

PREFERENCES ON STREETScape ELEMENTS AND ACTIVITIES

Possible streetscape elements ranged from landscape, seating, play, vending and bike facilities to art and performances. All suggestions received a majority approval; landscaping and green storm-water ranked high, as well as performances and activities.



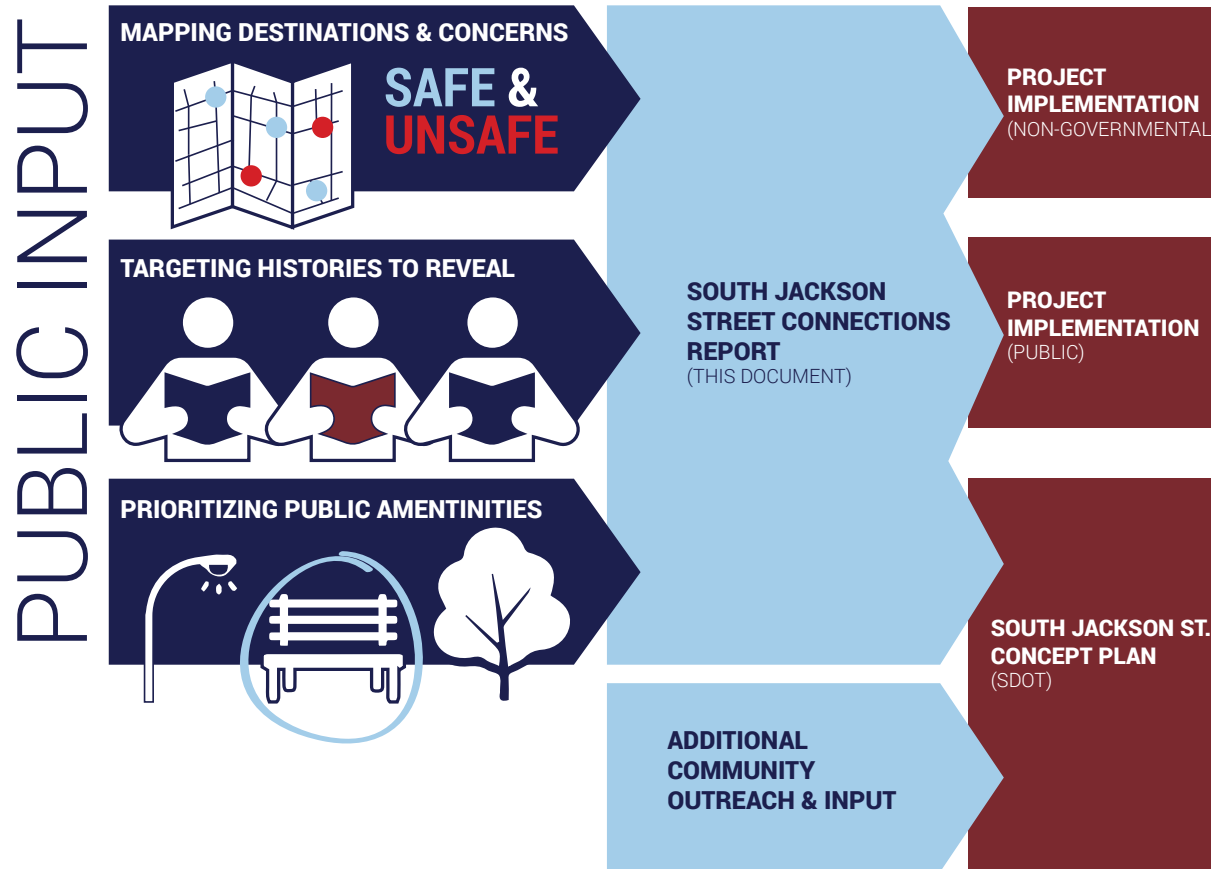
COMMUNITY PROCESS

COMMUNITY EVENTS



Community feedback was captured using paper walk audit tools, boards, and engaging activities.

COMMUNITY PROCESS



PUBLIC REALM

SURVEY RESULTS

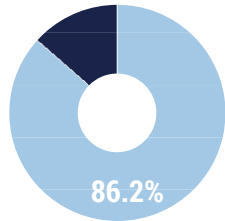
In addition to qualitative narrative feedback from the community collected via in person interviews, public meetings, and online, information was also collected via maps and preference surveys. The results indicated a preference for increased vegetation and plantings, as well as activation either cultural or through interactive features.

The mapping exercises highlighted areas of primary community concern regarding safety, with clear indication that the I-5 underpass as well as the intersection of 2nd. Avenue Extension South are areas that merit targeted solutions to public safety issues.

Preferences for highlighting particular historical and cultural sites along South Jackson Street were ranked by community members for inclusion in the implementation of a 'Story Street' along the corridor.

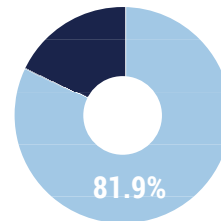
COMMUNITY PROCESS

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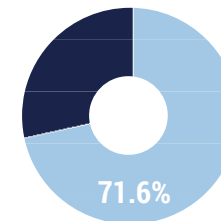
PLANTINGS

4



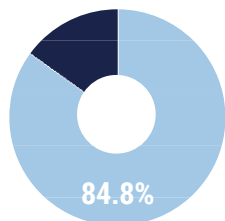
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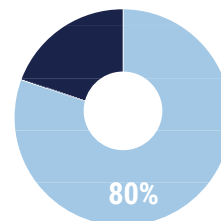
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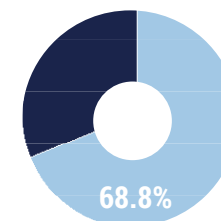
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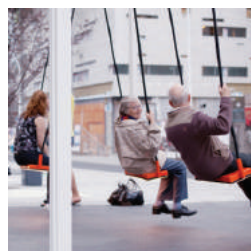
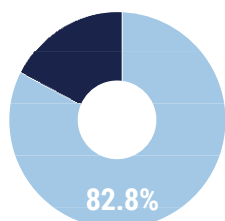
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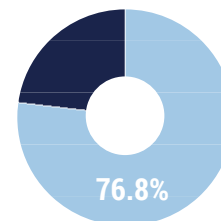
FOOD TRUCKS

3



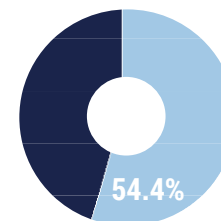
INTERACTIVE ART &
PLAY

6



MOVEABLE
SEATING

9



SCULPTURAL ART

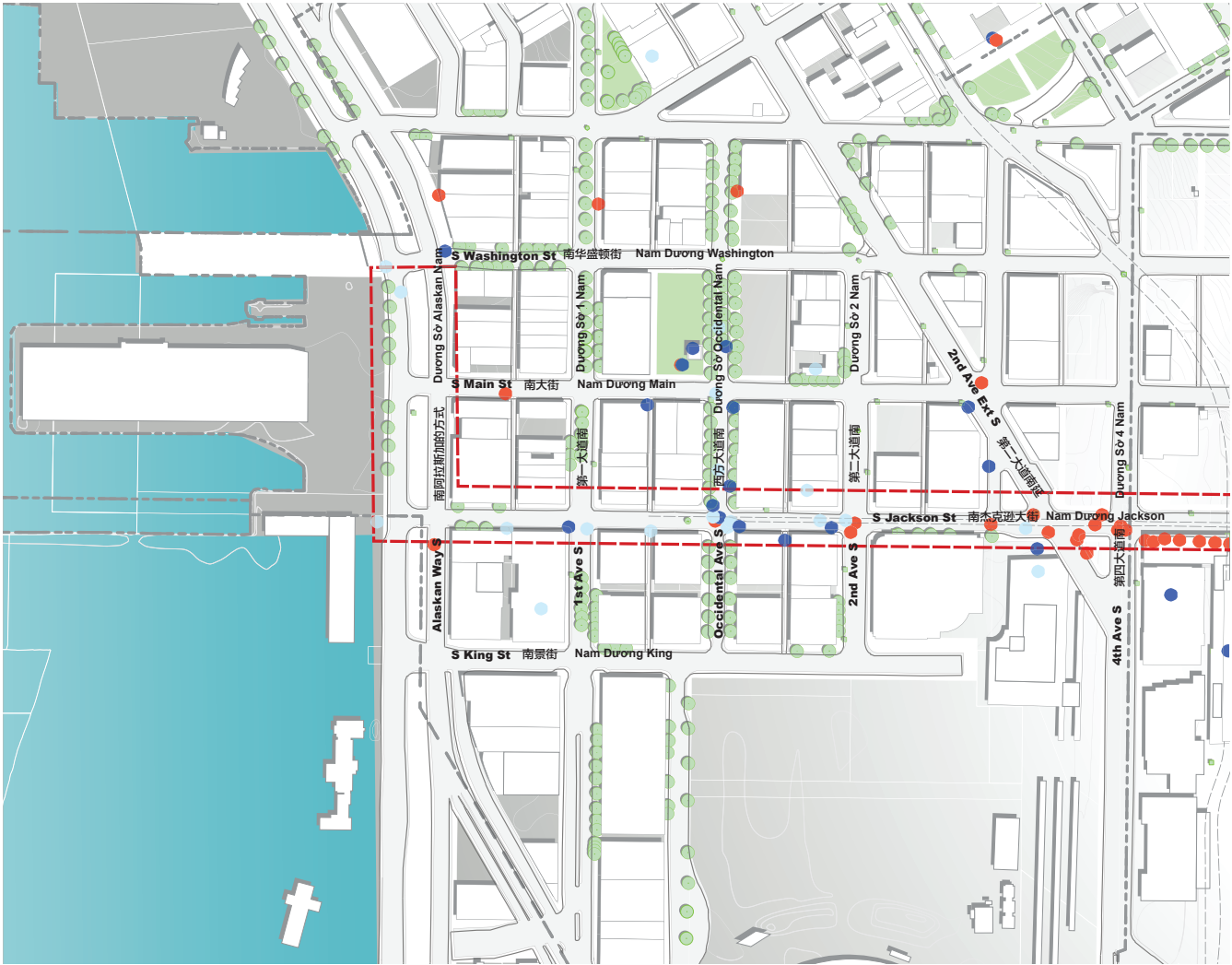


COMMUNITY PROCESS

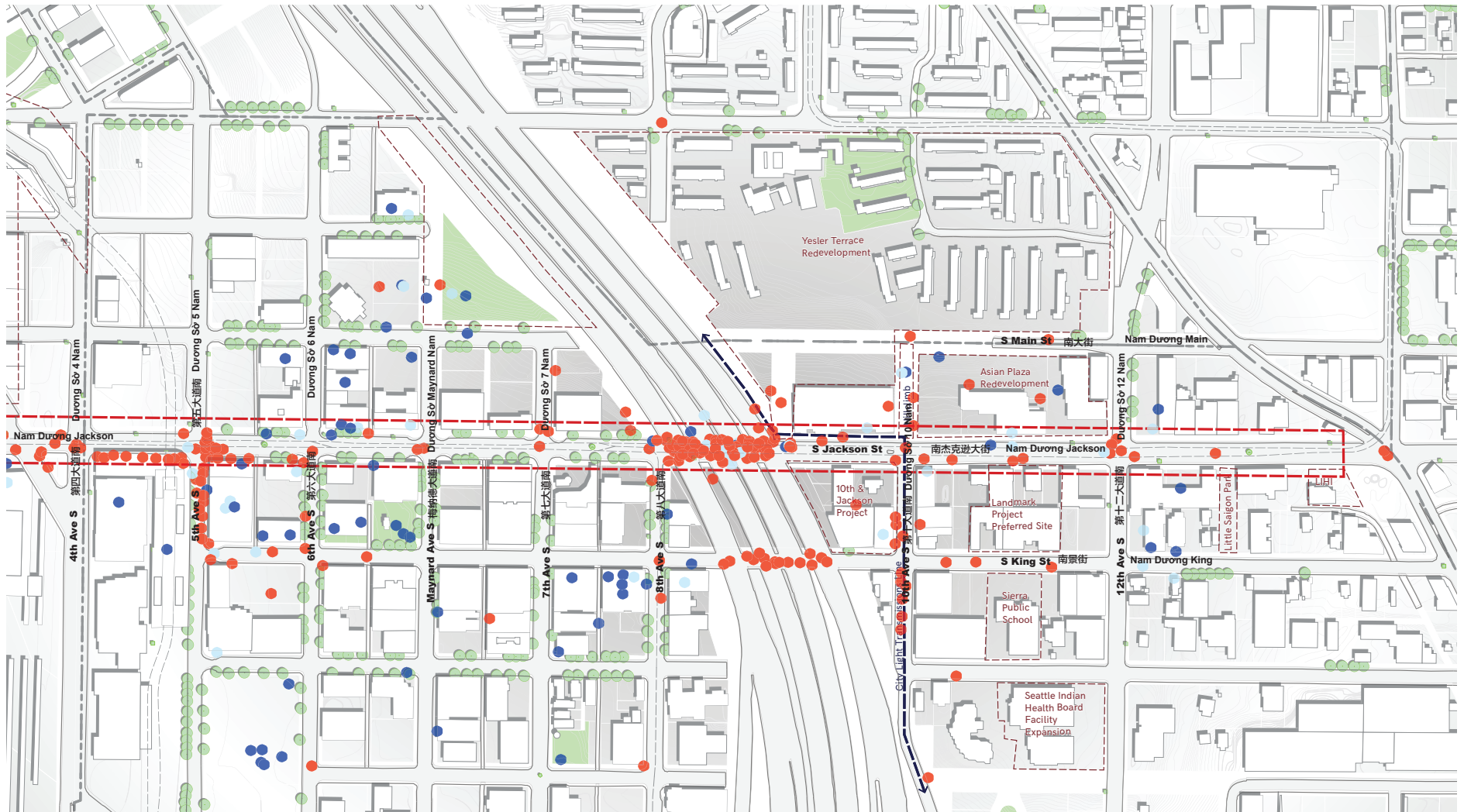
WALK AUDIT MAP RESULTS

WALK AUDITS

-  DESIRED DESTINATION
希望的目的地 ĐÍCH MONG MUỐN
-  FEELS UNSAFE
感到不安全 NGUY HIỂM
-  FAVORITE PLACE
最喜欢的地方 YÊU THÍCH



COMMUNITY PROCESS



COMMUNITY PROCESS

FAVORITE SOUTH JACKSON STREET STORIES RESULTS



WASHINGTON LANDINGS 海岸南区 CHO HÀNH KHÁCH XUỐNG WASHINGTON

SCHWABACHER WAREHOUSE ANNEX 施瓦巴赫公司附属仓库 PHỤ LỤC KHO SCHWABACHER

WESTERN DRY GOODS 西方杂物干货店 HÀNG KHÔ TÂY

CADILLAC HOTEL 凯迪拉克酒店 KHÁCH SẠN CADILLAC

KING ST. PASSENGER STATION 国王街乘客车站 NHÀ GA KING



UNION STATION 联顺车站 NHÀ GA UNION





JACKSON BUILDING (JACKSON LOAN OFFICE, HIGO TEN CENT STORE, CHIHARA JEWELRY)
杰克逊楼 (杰克逊贷款办公室, 肥后 (HIGO) 美分店, 千原 (CHIHARA) 珠宝) XÂY DỰNG JACKSON

BUSH HOTEL 布什酒店 KHÁCH SẠN BUSH

CHICK'S ICE CREAMERY 齐克思 (CHICK) 冰淇淋店 XƯỞNG LÀM BƠ BĂNG CHICK'S



COMMUNITY PROCESS

-  10 RAINIER HEAT & POWER BUILDING / BLACK ELK'S CLUB 雷尼尔 热&电力楼 / 黑麋鹿俱乐部
RAINIER NHIỆT VÀ NĂNG LƯỢNG / CỬA NAI SỪNG TẮM MÀU ĐEN
-  11 TAIHEIYO SWEATER CO. 太平洋毛衣公司 CÔNG TY TAIHEIYO ÁO LEN
-  12 HANKOW CAFE 汉口咖啡厅 HÁN KHẨU CAFE
-  13 JACKSON STREET COMMUNITY COUNCIL 杰克逊街 社区委员会 HỘI ĐỒNG CỘNG ĐỒNG ĐƯỜNG JACKSON

-  14 CHERRY LAND FLORISTS 樱桃地 (CHERRY LAND 花店 TRỒNG HOA ANH ĐÀO ĐẤT
-  15 VIET WAH MARKET 越华超市 THỊ TRƯỜNG WAH VIET
-  16 LITTLE BIT OF SAIGON 西贡小吃餐厅 CHÚT CHÚT SAIGON
-  17 BLACK & TAN 黑与棕黄 (BLACK & TAN 酒吧 MÀU ĐEN NÂU
-  18 PHO BAC 越南风味 PHO BAC
-  19 HELPING LINK 帮助链接 LIÊN KẾT GIÚP ĐỠ



CONTEXT & EXISTING CONDITIONS

SELECT LOCATIONS

Based on community input, these selected locations along Jackson Street can serve as anchors for its many stories:



Washington Landings **Waterfront, Alaskan Way and Washington Street**

Ancestors of the Duwamish, Muckleshoot and Suquamish established their winter village called Sdzidzilalitch, translated as “Little Crossing-Over Place,” at today’s Pioneer Square. When non-Native settlers, arriving en masse in the 1850s, destroyed their villages along Elliott Bay, they held onto a space on Ballast Island at the foot of Washington Street until the 1890s.

Washington Landings carries heavy significance among the Chinese American community as the site of the 1886 Chinese Expulsion. Following a wave of anti-Chinese violence in the West, on February 7, 1886, Seattle residents beat and forcibly rounded up the city’s Chinese Americans, especially from Chinatown located in today’s Pioneer Square. They were pushed to Washington Landings and held on the steamship Queen of the Pacific, scheduled to leave from the Ocean Dock pier. Rioting broke out, Martial Law was declared, and in the end, most of the Chinese were sent away.



Schwabacher Warehouse Annex **83 S. Jackson St.**

The Schwabacher Hardware Company was a leading supplier of dry goods during the Klondike Gold Rush. Built in 1909, this warehouse lies adjacent to the company’s main building. Along with its neighbors, it shows the extension of the city that occurred with rebuilding after the Great Seattle Fire of 1889. The corner also marks the original site of the first Seattle building using milled lumber. The Felker House was a two-story framed structure built by a sea captain and run as a hotel, restaurant and brothel by Mary Conklin (aka “Mother (later Madame) Damnable”).

“Leading mercantile house in the Northwest... Dry goods, clothing, fancy goods, hats, boots and shoes, carpets, oilcloth, groceries, liquor, paints, oils, agricultural implements, crockery, flour, feed, shingles, doors, windows, iron steel, wallpaper... Everything a specialty, one price only, the largest stock of dry goods ever brought to any interior town.” – Seattle newspaper, 1881

CONTEXT & EXISTING CONDITIONS



3 Western Dry Goods 101 S. Jackson St.

Also known as the Heritage Building, W.C. Talbot and Cyrus Walker purchased the lot in 1899 and built the warehouse in 1904. Walker headed up the Puget Mill Company (eventually the Pope and Talbot Lumber Company), with mills opened in Puget Sound's Port Ludlow in 1852 and Port Gamble in 1853 that employed S'Klallam, Kanakas (Native Hawaiian), Northern European and Chinese immigrant laborers. Seattle-based Wa Chong Company became an important labor contractor for the mill. The building was owned by Pope and Talbot until 1943.



4 Cadillac Hotel 168 S. Jackson St.

It was one of only two brick buildings on Jackson, built in 1889 right after the Great Seattle Fire. A classic early workingman's hotel, main floor businesses included a bar, drugstore and restaurants, while upper floors consisted of 56-59 rooms operated by the Derig Hotel for prospectors, loggers, shipyard and railway workers, mostly single men. Prior to World War II, the hotel was owned and operated by Kamekichi and Haruko Tokita. They were forced to sell their businesses in 1942 with the forced removal and incarceration in U.S. concentration camps of Japanese Americans in Seattle and all along the West Coast. The building is now the location of the NPS Klondike Gold Rush National Historical Park.

"That was a panicked time. There were five of us, and Mom had to take care of all of the family. My father was very worried about the business, and he was trying to sell [it]." – Shokichi "Shox" Tokita



5 King Street Passenger Station 303 S. Jackson St.

Built from 1904-1906 for James J. Hill's Great Northern and Northern Pacific Railroads, the station exemplifies a time of great economic and industrial growth in Seattle. It is sited on reclaimed tide flats filled by excavation materials from Seattle's then ongoing re-grading projects. The site was chosen because of its easy connection to waterfront cargo ships. And it established Seattle as the major railroad terminus in the region, and was soon followed by nearby Union Station.

"Most of our passengers [on the Blue Funnel Line for steamships] when they come here [to Seattle], they're going back home [to China] to die... Maybe less than ten percent would be coming back. Then, again, they would come here and stay overnight before they take the train back to wherever they came from, Midwest or East Coast or whatever." – James Mar

CONTEXT & EXISTING CONDITIONS



Union Station

Jackson Street and 4th Avenue

Built from 1910-1911 for Edward Henry Harri-man's Oregon-Washington Railway (a subsidiary of his Union Pacific), Union Station together with King Street Passenger Station brought a diverse clientele to and from the city and the entire region. Impacts on the immediate surrounding areas include construction and operation of man-ufacturing and industrial warehouse buildings, ebb and flow of Asian immigrants connecting with community in nearby Japantown and Chi-natown, rise of hotels to serve new arrivals, and establishment of businesses and social clubs catering to African American railroad porters.

Bishop Drugs

507 S. Jackson St.

Samuel and Alexander Bishop started Bishop Drugs in 1937. The African American-owned pharmacy featured the first soda fountain in the area, continued for over 40 years, and catered to an ethnically diverse clientele. Alexander, a civ-ic-minded leader, was a member of the Jackson Street Community Council and the International Special Review District Board.



Jackson Building

Including Jackson Loan Office (600), Higo Ten Cents Store (602-608), Chihara Jewelry & Ap-pliance Co. (612) 600-612 S. Jackson St.

Sanzo and wife Matsuyo Murakami constructed the Jackson Building from 1929-1932 to be the new home of their Higo Ten Cents Store (orig-inally opened at 671-675 Weller St. in 1907). They formed the Pacific Corporate Investment Company, which enabled them to purchase the land despite existing Alien Land Laws that barred first generation Japanese immigrants (denied U.S. naturalization and therefore always classi-fied as "aliens") from owning land. They raised daughters Ayako "Aya" Betty, Chiyoko "Chiyo" (namesake of Chiyo's Garden now located along Nihonmachi Alley adjacent to the building), and Masako "Masa," and son Kazuichi "Kay," making the Jackson Building their home. The Murakami family was forced to close the store during World War II with the forced removal and incarceration of the Nikkei (Japanese American citizens and legal resident aliens of Japanese ancestry) com-munity. Fortunately, Julius Blumenthal and his half-brother Maurice Zimmer, who operated

CONTEXT & EXISTING CONDITIONS

the Jackson Loan Office pawn shop and were the only non-Japanese tenants in the Jackson Building, agreed to watch and manage the building for the Murakamis. By fall 1944, the Murakami family was granted early release from the Minidoka concentration camp and returned to Seattle to reopen their business, eventually renamed Higo Variety Store.

Another notable Jackson Building business was Chihara Jewelry & Appliance Co. George and Mary Chihara opened the store in the 1930s. They and their four children were forcibly removed and incarcerated in the Minidoka concentration camp during World War II. After the war, they were able to return to Seattle and reopened the business at the same location until 1957, when it moved to 520 S. Jackson St. Their youngest son Paul Chihara is a renowned composer.



Bush Hotel 621 S. Jackson St.

Built in 1915 by William Chappell, the Bush Hotel (also known as the Busch Hotel) was intended as a first-class hotel to serve passengers arriving to the city by rail. It originally included 225 hotel rooms, a lobby and street level storefronts. After years of decline, it was rehabilitated in 1981 as a new community center with low-income housing and office and retail space. Like other hotels in the neighborhood, it's become the home for many elderly residents, including Filipino American laborers who migrated to the Chinatown-International District from the fields of California and Eastern Washington on their way to Alaska for the salmon canning season.

In the late 1990s, the International District Drop-in Center (IDIC) was located in its basement. IDIC was started in 1972 to provide recreational activities and assistance for elderly Filipino residents in the neighborhood and surrounding area.

"The IDIC, it's so small... We remodeled it from whatever we make fundraising. We put a hardwood floor so the elderly can dance... There are so many veterans, Second World War, they come here because they became an American citizen now, and they don't know where to go, so I'm helping them as a volunteer." –

Remedios Bacho

Chick's Ice Creamery 625 S. Jackson St.

After World War II, Masaru "Chick" and Shigeko Uno returned to Seattle to open Chick's Ice Creamery in the Bush Hotel. Shigeko's parents owned and operated the White River Dairy at 813-815 S. Weller St. Founded in 1920, it was the only Nikkei-owned dairy processing plant in the United States. The family was forced to sell the business before they were incarcerated in the Minidoka concentration camp.

"We started Chick's Ice Creamery on Jackson Street underneath the Bush Hotel from 1947 to 1960. We sold ice cream, sandwiches and light lunches. It was fun because people would be coming back from wherever they were, from all over, and they would all gather at our place... All the time, new people would be coming in and everybody would be so happy to see each other."

– Shigeko Uno

CONTEXT & EXISTING CONDITIONS



10 Rainier Heat and Power Building & Black Elk's Club 650-662 S. Jackson St.

The Rainier Heat & Power Co. was the largest property owner in the new Chinatown area in the 1920s. The company owned 7-8 large pieces of land in the district. A notable business in this building that retained the company's name was the Black Elk's Club, a center for local and national jazz musicians. The nightclub was on the second floor. Music legend Ray Charles played his first regular gig here. Pianist Cecil Young's Quartet also held a regular slot.

"Rainier Heat & Power had been a firm that was run only by men until I started working for them in 1960...

We owned most of the buildings in the International District. My job was to see that everything was going all right... [They] had a great big boiler, and we furnished electricity to the International District. Lights and all. Of course, at that time, it was just one light in the middle of the crosswalk. Rainier Heat & Power provided the electricity for Chinatown until they sold out to Puget Sound. They provided steam heat all over to the buildings, even to the buildings we didn't own." – Shigeko Uno

11 Taiheiyo Sweater Company 661 S. Jackson St.

The Shiga family founded the Taiheiyo Sweater Company in the late 1920s. The family was forced to close the business during World War II with the forced removal and incarceration of Nikkei on the West Coast. Their sweater inventory and equipment was stored in the Panama Hotel, like other belongings safe-kept there for the community during the incarceration. The Shiga family eventually returned to Seattle and opened Shiga's Imports in the University District.

"They used to have big looms and they could make sweaters for you. Everything was custom made." – Shigeko Uno

12 Hankow Café 667 S. Jackson St.

By the 1940s and 50s, the Chinatown-International District had established a reputation as an area with excellent choices for dining. Non-Asians enjoyed eating out at large, well-decorated restaurants. Some places offered live entertainment and dancing. The Hankow Café – like other small spots in the neighborhood – provided residents and workers homey comfort and a good meal.

"During the Depression, my dad was working at the Hankow Café on Jackson Street and I got a job as a waiter, working 12 hours a day for \$40 a month. Not only waiter, but janitor and window washer and delivery boy." – Henry Kay Lock

"Hankow was the only one that was serving American food..." – James Mar

CONTEXT & EXISTING CONDITIONS



13 Jackson Street Community Council 826 S. Jackson St.

The Jackson Street Community Council was a remarkable multicultural assembly of community-based individuals and organizations, perhaps the first of its kind in the city. The Council, which operated from 1946 to 1967, worked to strengthen business and community life along Jackson Street and together opposed the I-5 construction route bisecting the area through an initiative called "Operation Crossroads." The Council's founders, comprising its first Board of Trustees, included: T.A. Allasina, Lela Hall (Chairman), Robert Groves (Vice-Chairman), V.A. Velasco (Secretary-Treasurer), Mrs. Clarence Arai, Mrs. Charles F. Clise, Dolores Davocal, Dean Hart, Lew Kay, Merlin Paine, Stephen Pyle, Bruce Rowell, Lynn Russell, Toru Sakahara and George Wood.

"May the members of the Jackson Street Community Council continue their forward march, working shoulder to shoulder for the improvement and welfare of their community, realizing that in unity there is strength." – Alexander Bishop, Jr. (Council President, 1950-1951).



14 Cherry Land Florists 905 S. Jackson St.

Tamano Kobata opened Cherry Land Florist as a small store in the late 1920s. The business ultimately grew to nearly one block on this South Jackson Street location. After World War II, Doc and Kako Shinbo were able to return to Seattle and re-start the family business. The building was razed with the I-5 construction. Daughter Tomi Takano and son George Shinbo moved the business one block east, renaming it Garland Florist.



15 Viet Wah Market 1032 S. Jackson St.

In the late 1970s, Duc Tran, a Chinese refugee from Vietnam, started Hon's Restaurant on 5th Avenue, the first District business owned by a Southeast Asian refugee. He opened Viet Wah Market as a small store on Jackson in 1981, followed by a larger location in Little Saigon on South Jackson Street in 1988. After, he expanded his business into the Viet Wah Group, one of the largest Asian grocery importers, wholesale distributors and retailers in the Pacific Northwest.

"I am the first Southeast Asian refugee who owned a business down in the International District. I used to own a restaurant... That was my first business. I don't own it anymore. I sold it and opened up the Viet Wah Market on Jackson Street. It was small, then we grew up step-by-step and moved to the corner. In order to get a good price for the items in my market, I wanted to buy in big volume so I started the V.W. Trading Company. It became a wholesale market, and we supply all the businesses with food and other items." – Duc Tran

CONTEXT & EXISTING CONDITIONS

19

Helping Link

1032 S. Jackson St.

In 1993, Helping Link was created by a group of working professionals to meet the needs of the Vietnamese community by using human and financial resources of Vietnamese professionals themselves. Young and old, the founders created programs to assist Vietnamese immigrants in their effort to settle in their new country, strengthen the Vietnamese community and promote cultural harmony.

16

Little Bit of Saigon

1036 S. Jackson St.

This restaurant opened as an anchor business in the Asian Plaza, a shopping center on the corner of 12th Avenue and Jackson Street. Other businesses in the center, newly opened in 1985, included: Tropical Hut (Filipino restaurant), Insta Fish (fishing equipment specialty store), Big Wong Restaurant (Chinese restaurant), Tran Vi (Vietnamese delicatessen), and the office of Dr. Chung Dang (physician). Little Bit of Saigon – one of the earliest Vietnamese restaurants in the city – was located where the Tamarind Tree restaurant is today.



17

Black and Tan

1201 S. Jackson St.

The Black and Tan is regarded as Seattle's "most esteemed and longest-lived nightclub." It started as the Entertainers Club in 1920 by Russell "Noodles" Smith (who had other business holdings in the neighborhood) and Jimmy Woodland, was previously known as the Alhambra (1922), and was known as the Black and Tan by 1932. Musicians who performed here include Reb Spikes' So Different Orchestra, Eubie Blake, Duke Ellington Orchestra, Lucky Millinder, and Louis Jordan, to name a few. Nightclubs on Jackson Street like the Black and Tan were frequented by African Americans, Asians and whites.

"Twelfth and Jackson belonged to Noodles Smith. He was the ward boss. He was the biggest dude in that part of town. You see, in those days you couldn't open up a nightclub unless you passed by Noodles Smith." – Marshal Royal, the great Count Basie alto saxophonist



Pho Bac 1314 S. Jackson St.

Pho Bac started as Cat's Submarine, a cold cut American sandwich shop at the corner of Rainer Avenue and South Jackson Street. Soon, Vietnamese customers came, requesting the comforts of home. In 1982, it became Pho Bac, a landmark in Little Saigon and Seattle history as the city's first pho restaurant.

"We started cooking pho as a weekend special to appease the small Vietnamese population who frequent the area for their weekend shopping at nearby oriental markets. Within the next year, pho grew so popular that the usual American sandwiches became obsolete and the smell of pho wafted from the kitchen." – www.thephobac.com

CONTEXT & EXISTING CONDITIONS

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Wing Luke Museum. "Oral History with James Mar," August 16 and September 23, 1993.

Wing Luke Museum. "Oral History with Shigeko Uno," October 26, 1993.

Wing Luke Museum. Portrait of a Community exhibition.

Wing Luke Museum. Vietnam in the Rearview Mirror exhibition.

IMAGES:

- 1 - Washington Landings - Seattle Municipal Archives
- 2 - Schwabacher Warehouse Annex - Courtesy of Paul Dorpat
- 3 - Western Dry Goods - Washington State Archives
- 4 - Cadillac Hotel - Washington State Archives
- 5 - King Street Passenger Station - Wing Luke Museum Collection
- 6 - Union Station - Wing Luke Museum Collection
- 7 - Jackson Building - Washington State Archives
- 8 - Bush Hotel - Wing Luke Museum Collection
- 10 - Rainier Heat and Power Building - Wing Luke Museum Collection
- 13 - Jackson Street Community Council - Wing Luke Museum Collection
- 14 - Cherry Land Florists - Wing Luke Museum Collection
- 15 - Viet Wah Market - Courtesy of Friends of Little Saigon
- 17 - Black and Tan - Washington State Archives
- 18 - Pho Bac - [yelp.com](https://www.yelp.com)

IV. STREET CONCEPT

SOUTH JACKSON STREET CONCEPT

OVERVIEW

South Jackson Street plays many roles as a transportation corridor and connection through neighborhoods with distinct identities and characteristics. Its importance as a pedestrian route and comfortable place needs to be elevated. Community input clearly identified safety as the primary concern, with targeted areas of concern identified through mapping exercises as the I-5 underpass as well as the intersection of 2nd Avenue South and South Jackson Street. These major disconnects along the corridor are priority projects identified by the community.

Connectivity while maintaining the distinct character and qualities of each neighborhood is a clear interest of the community that was underscored in all of the community outreach efforts. These seemingly divergent qualities can be woven together through thoughtful selection of materials and clear design guidance.

CONTINUITY: SAFETY & COMFORT

The desire for connectivity from Little Saigon and Chinatown-International District to Pioneer Square and the waterfront can be better served through the use of consistent materials at the ground plane, wayfinding elements, and sidewalk configurations. The development of street concept plans that focus on South Jackson Street as a corridor (planned to be led by SDOT) should provide direction for the selection of materials and furnishings that create visual cues of connectivity at the pedestrian scale.

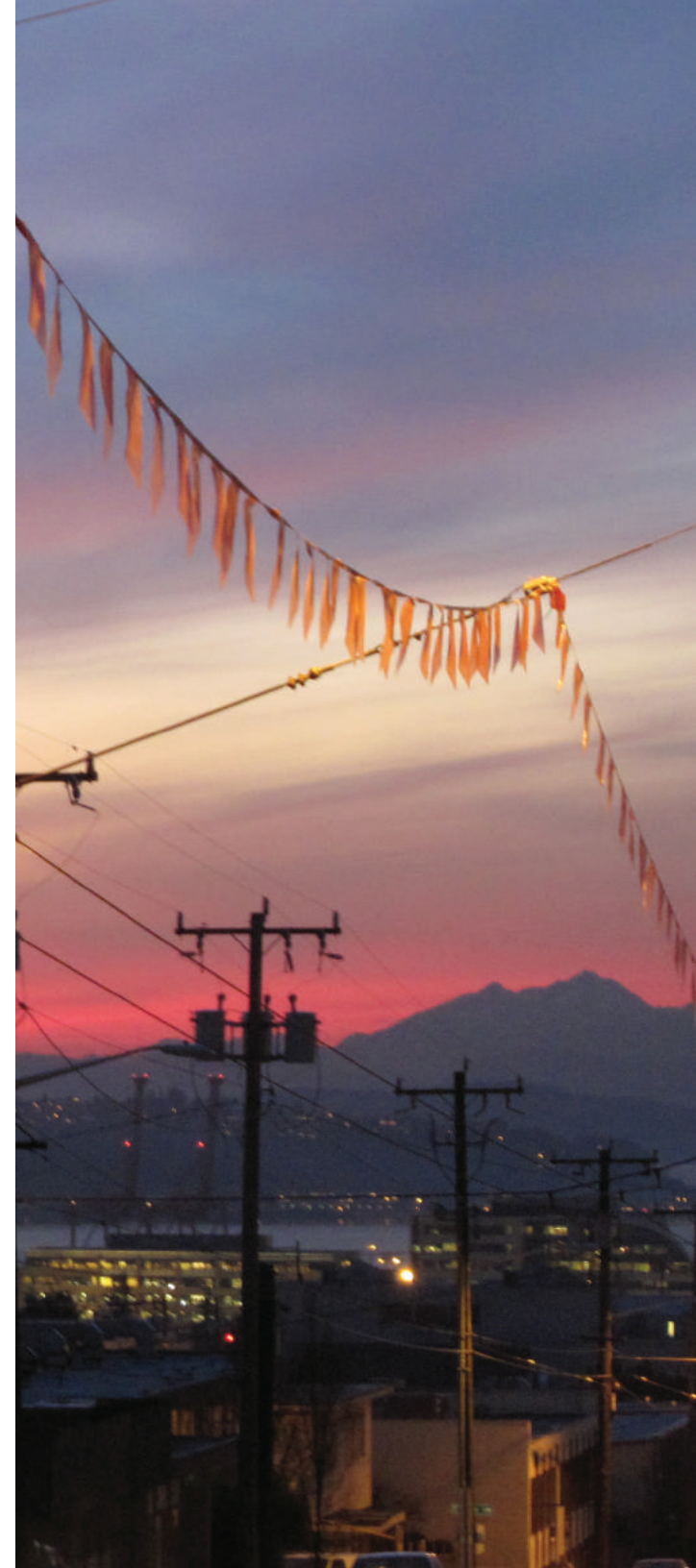
South Jackson Street is a major entry point into the city, and part of a key transportation hub with national, regional, and local connections. Consequently, universal access is critical, and wayfinding needs to be legible, multilingual, and consistent through the corridor.

DISTINCT ZONES

Balancing consistent ground plane materials and wayfinding elements, the unique characteristics and qualities of Little Saigon, Chinatown-International District, and Pioneer Square should be evident in the pedestrian experience and sense of place along the South Jackson Street corridor.

STORY STREET

The concept of a 'Story Street' allows for further development of South Jackson Street to serve as a legible connection between neighborhoods, while highlighting the historical and cultural stories that form the unique characteristics and qualities of place that the community is eager to protect. The elements found in the public realm can act as holders of place based historical and cultural information that can be accessed by pedestrians, both tourists and locals alike. Many projects, including Trail to Treasure, have developed ways to integrate these stories into the urban fabric. South Jackson Street can be developed with a comprehensive strategy to utilize similar strategies for capturing and sharing the stories of this culturally rich place.



STREET CONCEPT

CONTINUITY

ELEMENTS AND AMENITIES

- Consider designing neighborhood-specific bike racks, landscape fencing, alley markers and benches that integrate Story Street features.
- Provide a sufficient number of waste receptacles to help keep the corridor clean.
- Consider transit shelters that are tailored to the South Jackson Street corridor.

GROUND PLANE

Paving was not identified as a priority from a functional or aesthetic standpoint. Where construction in the right-of-way occurs, the following is recommended:

- Follow recommendations in the Pioneer Square Street Plans for paving and ground plane elements in Pioneer Square.
- New paving in Little Saigon should be simple, and similar to the Pioneer Square recommendations.
- Replace materials in the Chinatown-International District zone to match existing.

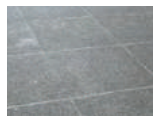
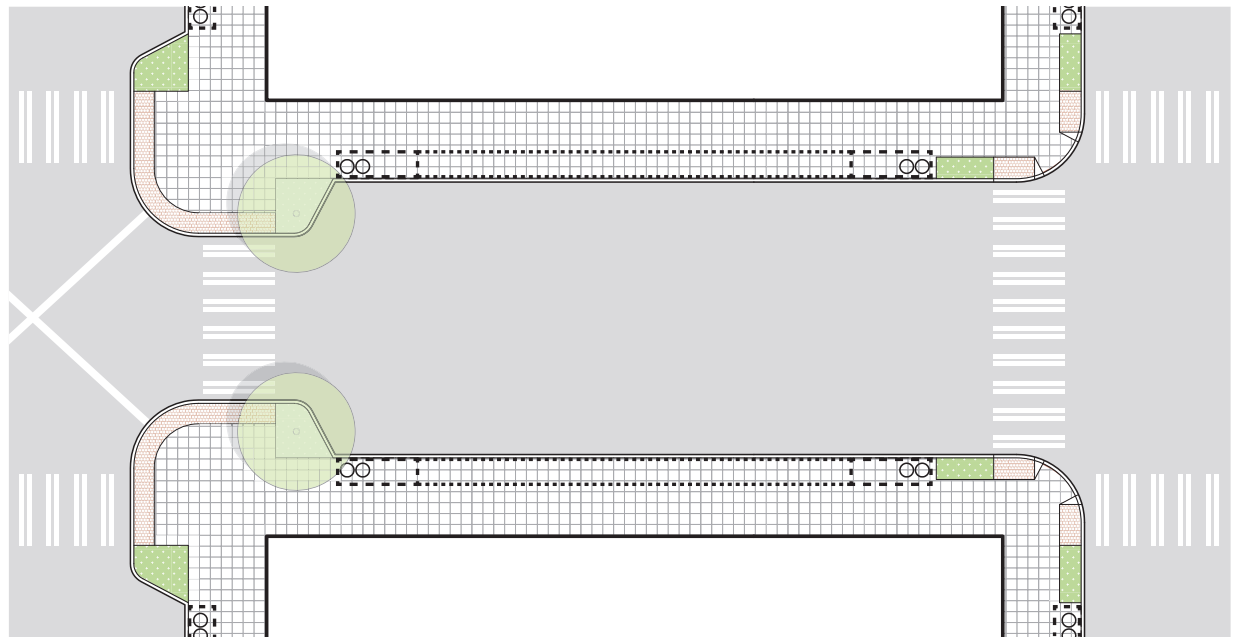
CURBS

- Use urban design elements to buffer pedestrians, especially where sidewalks are adjacent to moving traffic.
- Create physical barriers with attractive urban design elements where curbs are atypically high above street level.

STANDARD ZONES & MATERIALS

CURB BULB WITH ALL WAY RAISED CROSSWALK

TYPICAL SIDEWALK AND CROSSWALK



AMENITY ZONE
trash cans, bike racks, fire hydrant, utility boxes

STREET CONCEPT

SIDEWALK ZONES

Consistent sidewalk zones throughout the corridor create a seamless pedestrian experience that is legible and allows for distinct public realm uses that vary to meet needs of adjacent building and street uses.

BUILDING ZONE

- Encourage retail display
- Encourage outdoor seating
- Encourage ornamental landscape
- Make process easier for business owners to provide encouraged amenities

WALK ZONE

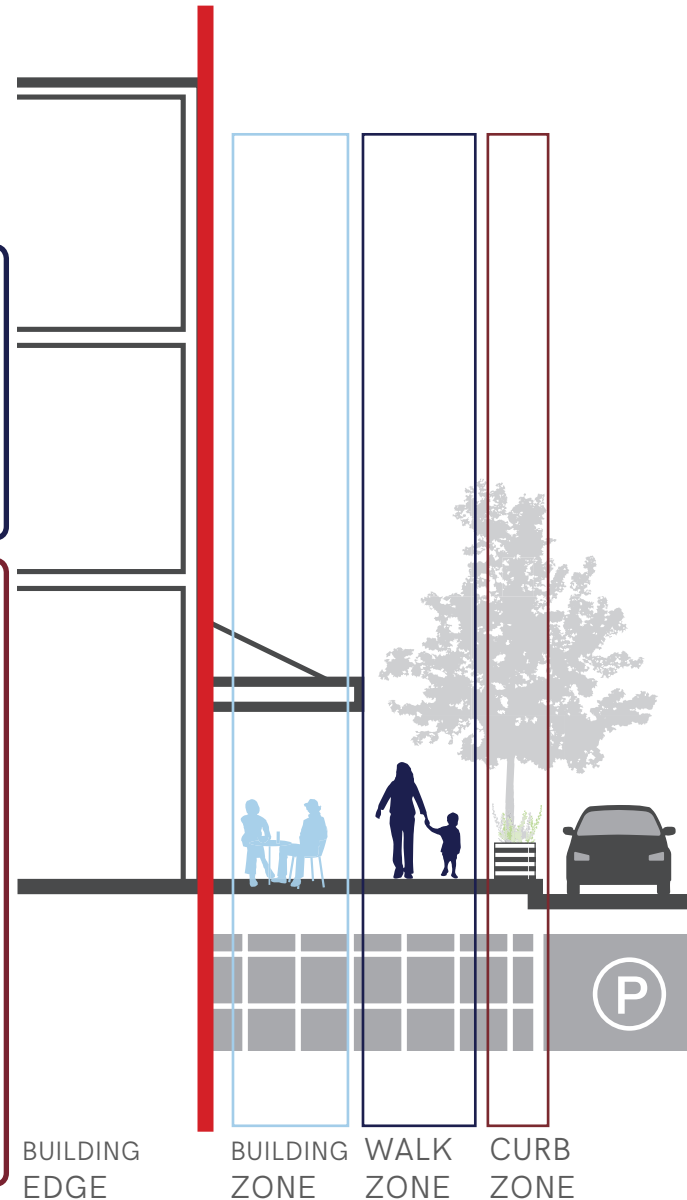
- Provide sufficient walking space for pedestrians, clear from obstructions
- At accessible curb ramps, use metal truncated domes specified in Pioneer Square Street Concept Plans

BUILDING EDGE

- Encourage retail display and unique signage; make process easier in historic review district
- Human scale is critical in new development
- Design for multiple entries to smaller retail
- Consider operable windows or openings with full openings (such as glazed garage-style doors)
- Encourage canopies that individualize businesses

CURB ZONE

- Address unsafe curb conditions with attractive physical barriers
- Ensure all ramps are accessible
- Make best use of the curb zone with uses appropriate to the specific location, such as vending, seating, landscape or stormwater infrastructure
- Add Green Stormwater Infrastructure where possible, and advocate for GSI with new development
- Encourage outdoor seating and outdoor display/vending where appropriate
- Make outdoor display and vending attractive and easier to permit
- Ensure clear sight lines at pedestrian crossings



BUILDING
EDGE

BUILDING
ZONE

WALK
ZONE

CURB
ZONE

STREET CONCEPT



PLANTINGS & TREE CANOPY

- Continuous planting strips with a mature tree canopy and lower level planting are recommended for the corridor where possible.
- Prune and maintain existing street trees, add trees to fill out gaps in tree canopy.
- Replace dead and dying trees.
- Increase the amount and quality of landscaped space on the corridor.
- Select trees from the City's approved tree list, using options with a connection to Asia in the Chinatown-International District, and those appropriate for conditions where overhead wires exist.
- Consider designing neighborhood-specific protective low fencing around tree pits.



STREET CONCEPT

LIGHTING

- Continue neighborhood-distinct lighting, with the existing fixtures in Pioneer Square, Chinatown-International District and Little Saigon.
- Use prominence of pedestrian lighting, spacing and light level as elements of continuity on the corridor.
- Add pedestrian lighting where it does not currently exist.
- Pay particular attention to lighting in areas identified as uncomfortable: below I-5; 10th Avenue South; 5th and South Jackson; and the Station Hub.

STREET CROSSINGS

- Prioritize pedestrians to the extent possible to minimize crossing distance and wait time at lights.
- Consider street intersection art as an element of continuity along the corridor. The proposed intersection art draws on themes used with the streetcar; these themes could provide some continuity in the art with variants for the specific locations.
- Curb cuts should be added and properly placed to guarantee safe usage and access.