



# Urban Acupuncture

Little Saigon Seattle WA

LA503 | Spring 2014 | University of Washington



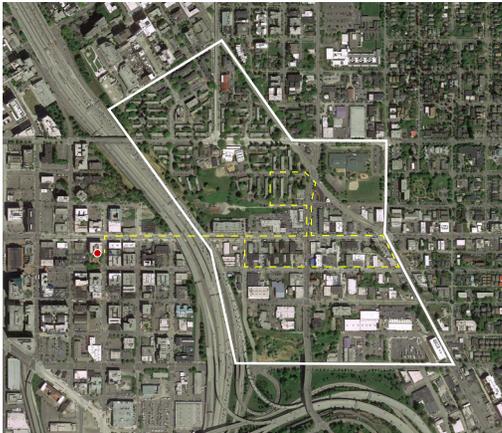
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# Site Tour

## Idea Space Tour



## Landing on Site

To start the design process Idea Space, a local non-profit provide a tour showcasing all of the communities assets and points of critical interest for design consideration. Each student gained institutional knowledge that is the foundation for beginning to formulate design ideas that are based on contextual characteristics. Each site visited presented different challenges and relationships that were critical to combating gentrification in Little Saigon and the International District.



# Community Meeting



# Digital Journey

## Video Project

After the initial visit groups were tasked with developing a 2-3 minute video that conveyed their personal experience and understanding of the community. There was a broad range of videos that were produced looking at the overall quality of the neighborhood to specific site's temporal quality. This project gives students a resource that they could continually refer back to through out the design process.



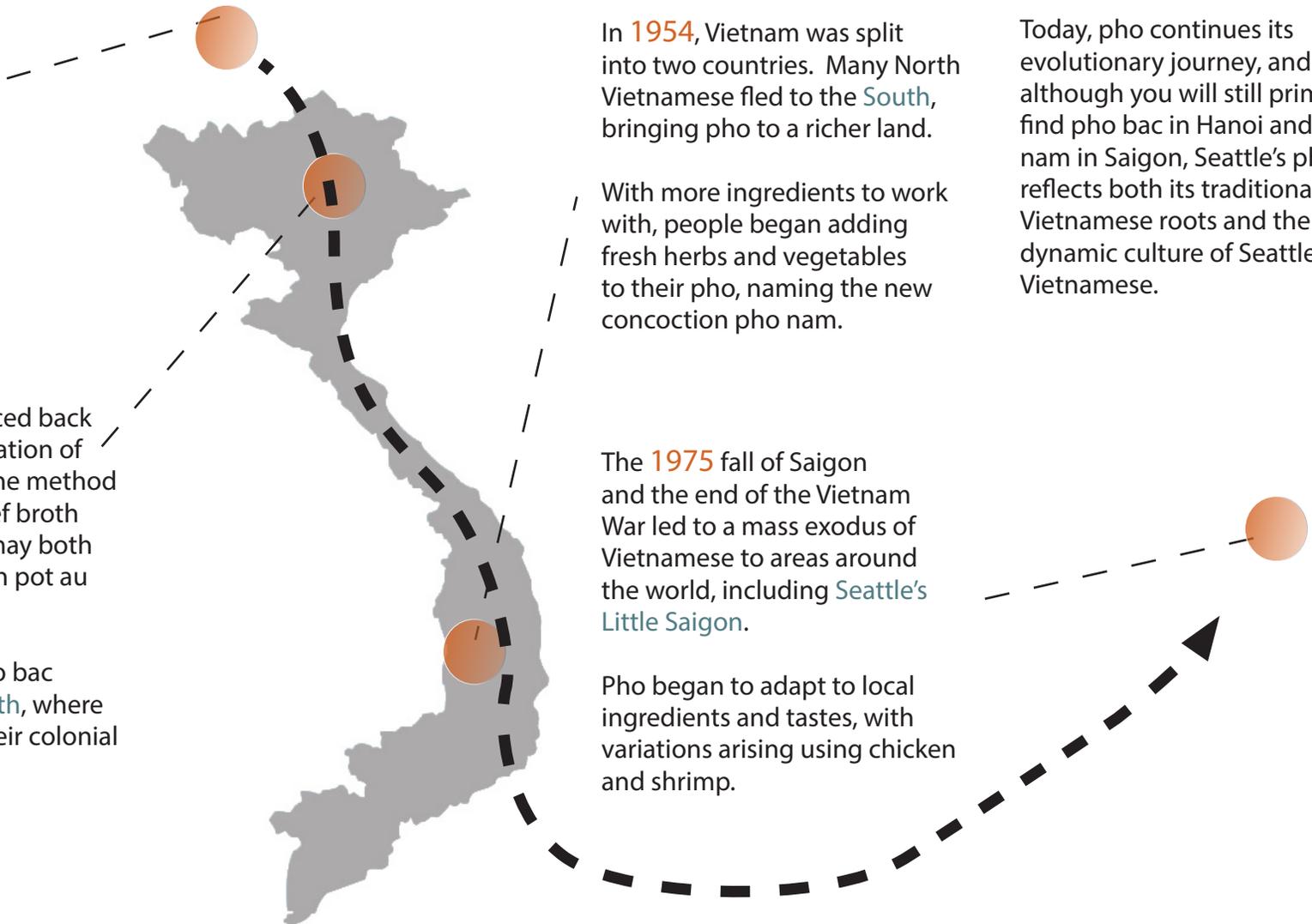
# Culture and History

Little Saigon's many pho houses attract diners from all over the city. The dish itself reflects the cultural richness of Seattle's Vietnamese community.

Rice noodles were most likely borrowed from the Chinese, who occupied Vietnam until 938 C.E. and remained heavy cultural influence as their most powerful neighbor.

Pho itself can be traced back to the French occupation of Vietnam in 1887. The method of preparing the beef broth and the name pho may both arise from the French pot au feu, or beef stew.

This simple dish, pho bac remained in the North, where the French based their colonial government.



In 1954, Vietnam was split into two countries. Many North Vietnamese fled to the South, bringing pho to a richer land.

With more ingredients to work with, people began adding fresh herbs and vegetables to their pho, naming the new concoction pho nam.

The 1975 fall of Saigon and the end of the Vietnam War led to a mass exodus of Vietnamese to areas around the world, including Seattle's Little Saigon.

Pho began to adapt to local ingredients and tastes, with variations arising using chicken and shrimp.

Today, pho continues its evolutionary journey, and although you will still primarily find pho bac in Hanoi and pho nam in Saigon, Seattle's pho reflects both its traditional Vietnamese roots and the dynamic culture of Seattle's Vietnamese.

# Little Saigon, Seattle

## A brief history of the neighborhood

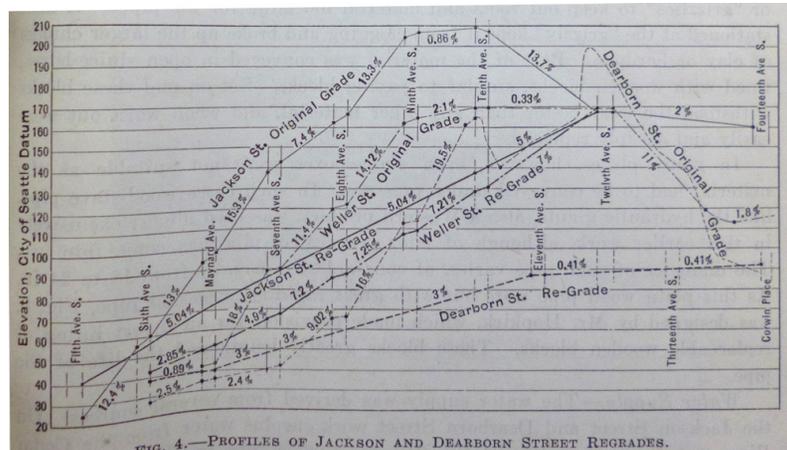
To ease drainage issues and spur development, the city regraded the S Jackson area in 1908, lowering parts of the ridge over 60 feet and raising the lowlands over 20 feet. Effectively, the city scraped off much of the land under today's little Saigon to fill much of today's Chinatown / I.D.



Looking uphill from King St Station Tower - 1907



Looking downhill at station - 1908



City engineering sections showing original and regraded slopes for Jackson, Weller, and Dearborn Streets.

## Nihonmachi and WWII



A half empty Bailey Gatzert classroom after the internment.

Before the outbreak of WWII, Seattle's Japantown stretched well east of today's boundary into what is now Little Saigon. However, after the forced removal of all persons of Japanese ancestry from the West Coast, many never returned to the area.

## Jackson Street Jazz

Between 1937 and 1951, Seattle and Jackson Street in particular hosted a vibrant jazz club scene. Ray Charles and Quincy Jones both began their careers playing the clubs up and down Jackson before the scene died out in the 60's.



Local legend Floyd Standifer

## Interstate 5 and Blight



Construction of I-5, Seattle, 1967

By the 1960s, the Little Saigon area was a deserted light industrial area with little activity. The 1967 construction of I-5 split the area off from the Chinatown / ID, further isolating it as an area of blight.

# Little Saigon Today



With the 1975 fall of Saigon, Seattle became home to a growing population of Vietnamese refugees. Originally settling in Chinatown, the community eventually began opening shops and restaurants on the other side of I-5, establishing the roots for today's Little Saigon.

Although not many people live in Little Saigon, the area is now well-established as a center for the local Vietnamese community. In addition to the well-known shops, restaurants, and groceries, the area has also served religious needs, with a Buddhist Temple and Vietnamese Catholic Church located just outside the neighborhood. However, that may be changing, as the church recently relocated to a larger site in Tukwila.

## Pho: a food and its people

### Census - Little Saigon and I.D.

#### Little Saigon –

Census Tracts: 91

#### Residential Profile

|  | Little Saigon | Seattle  |
|--|---------------|----------|
| <b>Total population</b>                      | 1,952         | 563,374  |
| <b>Population 25 years+</b>                  | 79%           | 73%      |
| <b>Race</b>                                  |               |          |
| White alone                                  | 14%           | 70%      |
| African American alone                       | 21%           | 9%       |
| Asian alone                                  | 58%           | 14%      |
| Two or more Races                            | 5%            | 5%       |
| <b>Education for population 25 years + *</b> |               |          |
| High school graduate or higher               | 59%           | 89%      |
| Bachelor's degree or higher                  | 10%           | 47%      |
| <b>Total Number of Households</b>            | 885           | 270,524  |
| <b>Average Household size (people)</b>       | 1.7           | 2.08     |
| <b>Homes occupied by</b>                     |               |          |
| Renters                                      | 94%           | 52%      |
| Owners                                       | 6%            | 48%      |
| <b>Median Household income *</b>             | \$13,016      | \$45,736 |
| <b>Portion of population in Workforce</b>    | 43%           | 70%      |

#### Business Demographics

##### 2003 Tracked Employment Categories<sup>^</sup>

|                        | Little Saigon | Seattle |
|------------------------|---------------|---------|
| <b>Total Employees</b> | 3,414         | 467,571 |
| Construction/Resources | 0%            | 4%      |
| FIRES                  | 6%            | 9%      |
| Manufacturing          | 0%            | 6%      |
| Retail                 | 10%           | 8%      |
| Services               | 74%           | 46%     |
| WTU                    | 4%            | 8%      |
| Education              | 10%           | 8%      |
| Government             | 3%            | 11%     |

#### Neighborhood Contact Information

Please contact Vietnamese American Economic Development Association (VAEDA) by phone at 206-568-7771 or via email at [info@vaeda.org](mailto:info@vaeda.org).

\*Numbers only provided on the US Census Block Group Level

<sup>^</sup>Numbers are reported only on the US Census Tract Level

Source: Office of Economic Development, June 2006.

Information used in this profile was gathered through the US Census Bureau and the Puget Sound Regional Council.

# Design Guideline Review

## PUBLIC PLANNING & MASSING

# A

### RESPOND TO THE PHYSICAL ENVIRONMENT.

DEVELOP AN ARCHITECTURAL CONCEPT AND COMPOSE THE BUILDING'S MASSING IN RESPONSE TO GEOGRAPHIC CONDITIONS AND PATTERNS OF URBAN FORM FOUND NEARBY OR BEYOND THE IMMEDIATE CONTEXT OF THE BUILDING SITE.



RESPECT AND RESPOND TO LOCAL BUSINESS AND PRESERVE THE VIBRANT LOCAL COMMUNITY. CREATING UNIQUE FEATURE TO VIETNAM IMMIGRATION AND INTERNATIONAL ENVIRONMENT.



### ENHANCE THE SKYLINE.

DESIGN THE UPPER PORTION OF THE BUILDING TO PROMOTE VISUAL INTEREST AND VARIETY IN THE DOWNTOWN SKYLINE. RESPECT EXISTING LANDMARKS WHILE RESPONDING TO THE SKYLINE'S PRESENT AND PLANNED PROFILE.

## PUBLIC AMENITIES

# B

### PROVIDE INVITING & USABLE OPEN SPACE



YESLER TERRACE

### PROVIDE ELEMENTS THAT DEFINE THE PLACE AND APPROPRIATE SIGNAGE



### PROVIDE ADEQUATE LIGHTING/ DESIGN FOR PERSONAL SAFETY & SECURITY

## ARCHITECTURAL EXPRESSION

# C

### RESPOND TO THE NEIGHBORHOOD CONTEXT

A SURROUNDING DISTRICT OF DISTINCT AND NOTEWORTHY CHARACTER  
----THE INTERNATIONAL DISTRICT

SEATTLE DOWNTOWN--OPPORTUNITY TO EXPAND BUSINESS.

DIVERSITY IN NEIGHBORHOOD--IMMIGRANTS FROM EAST ASIA, CHINA, JAPAN, PHILIPPINE, MANILA....

PRESERVE THE VIBRANT COMMUNITY AND BUSINESS.

ATTRACT MORE RESIDENTS AND KEEP THE DIVERSITY.

### REINFORCE THE POSITIVE URBAN FORM & ARCHITECTURAL ATTRIBUTES OF THE IMMEDIATE AREA.

IN GENERAL, ORIENT THE BUILDING ENTRIES AND OPEN SPACE TOWARD STREET INTERSECTIONS AND TOWARD STREET FRONTS WITH THE HIGHEST PEDESTRIAN ACTIVITY. LOCATE PARKING AND VEHICLE ACCESS AWAY FROM ENTRIES, OPEN SPACE, AND STREET INTERSECTIONS.

### DESIGN A WELL-PROPORTIONED & UNIFIED BUILDING.

BUILDINGS THAT EXHIBIT FORM AND FEATURES IDENTIFYING THE FUNCTION WITHIN THE BUILDING HELP TO ORIENT PEOPLE TO THEIR SURROUNDING ENVIRONMENT ENHANCING THEIR COMFORT AND SENSE OF SECURITY.

## THE STREETScape

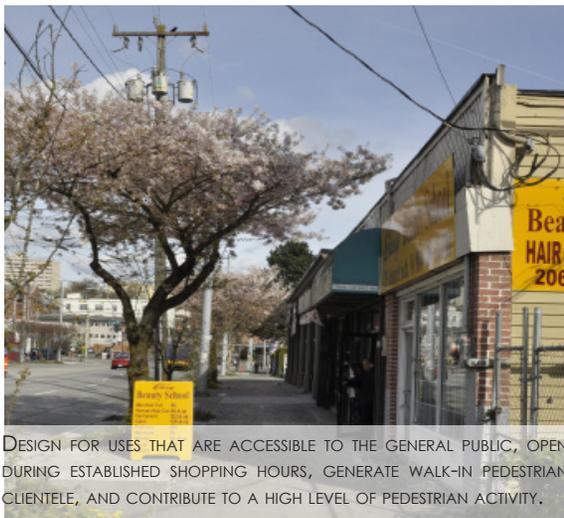
# D

### PROMOTE PEDESTRIAN INTERACTION



SPACES FOR STREET LEVEL USES SHOULD BE DESIGNED TO ENGAGE PEDESTRIANS WITH THE ACTIVITIES OCCURRING WITHIN THEM. SIDEWALK-RELATED SPACES SHOULD APPEAR SAFE, WELCOMING, AND OPEN TO THE GENERAL PUBLIC.

### DESIGN FACADES OF MANY SCALES AND PROVIDE ACTIVE -NOT BLANK-FACADES.



DESIGN FOR USES THAT ARE ACCESSIBLE TO THE GENERAL PUBLIC, OPEN DURING ESTABLISHED SHOPPING HOURS, GENERATE WALK-IN PEDESTRIAN CLIENTELE, AND CONTRIBUTE TO A HIGH LEVEL OF PEDESTRIAN ACTIVITY.

### INTEGRATE PARKING FACILITIES

MINIMIZE THE VISUAL IMPACT OF PARKING BY INTEGRATING PARKING FACILITIES WITH SURROUNDING DEVELOPMENT. INCORPORATE ARCHITECTURAL TREATMENTS OR SUITABLE LANDSCAPING TO PROVIDE FOR THE SAFETY AND COMFORT OF PEOPLE USING THE FACILITY AS WELL AS THOSE WALKING BY.

INCORPORATE LANDSCAPING TO MAKE THE SCREEN MORE EFFECTIVE.

USE VEGETATION AS SOFT LANDSCAPE BUFFERING TO DESIGN PARKING FACILITIES.

PLAN MORE SUSTAINABLE INFRASTRUCTURE TO MAKE PARKING LOT MORE FUNCTIONAL AND WALKING FRIENDLY.

### DEVELOP THE ALLEY FACADE & REINFORCE BUILDING ENTRIES



CANTON ALLEY

## VEHICULAR ACCESS & PARKING

# E

### MINIMIZE THE PRESENCE OF SERVICE AREAS



KING ST.

LOCATE SERVICE AREAS FOR TRASH DUMPSTERS, LOADING DOCKS, MECHANICAL EQUIPMENT, AND THE LIKE AWAY FROM THE STREET FRONT WHERE POSSIBLE. SCREEN FROM VIEW THOSE ELEMENTS WHICH FOR PROGRAMMATIC REASONS CANNOT BE LOCATED AWAY FROM THE STREET FRONT.

### MINIMIZE CURB CUT IMPACTS

PEOPLE PRIORITY--WHERE STREET ACCESS IS DEEMED APPROPRIATE, ONE OR MORE OF THE FOLLOWING DESIGN APPROACHES SHOULD BE CONSIDERED FOR THE SAFETY AND COMFORT OF PEDESTRIANS.



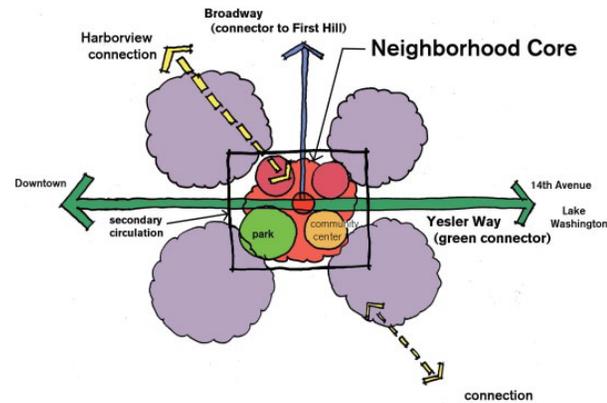
12TH AVE & JACKSON ST

# Surrounding Context

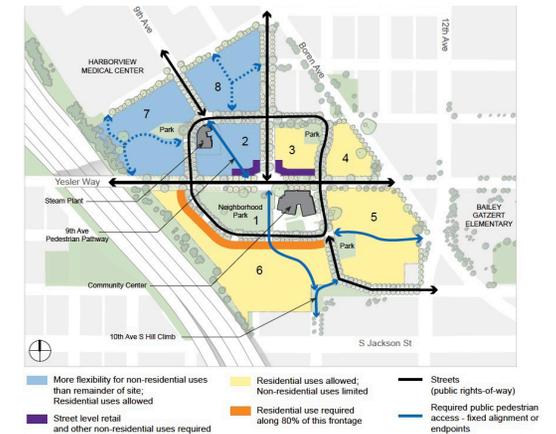
## Yelser Terrace Development



NEIGHBORHOOD CONCEPT DIAGRAM



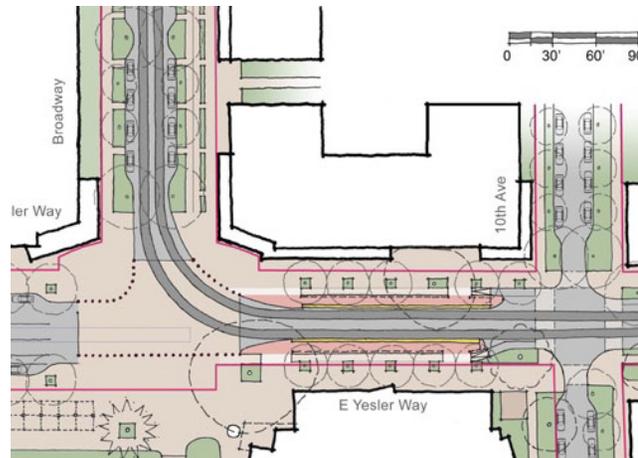
URBAN DESIGN CONCEPT DIAGRAM



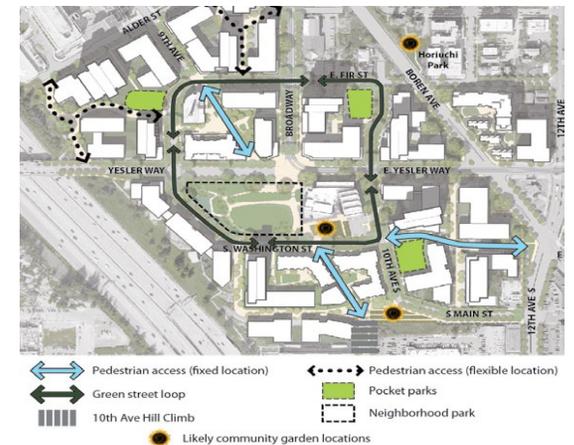
STREET CHARACTER DIAGRAM



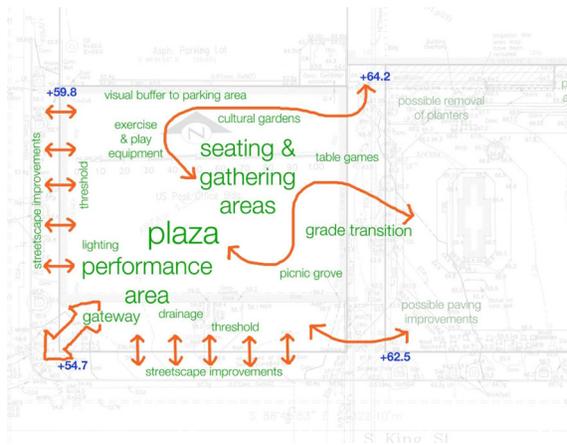
BROADWAY AND YESLER WAY INTERSECTION



ILLUSTRATIVE SITE PLAN



# Hing Hay Park expansion



VIEW 1



VIEW 2



MASTER PLAN

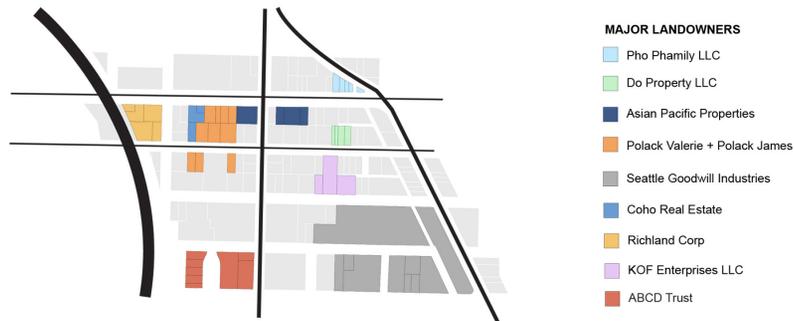
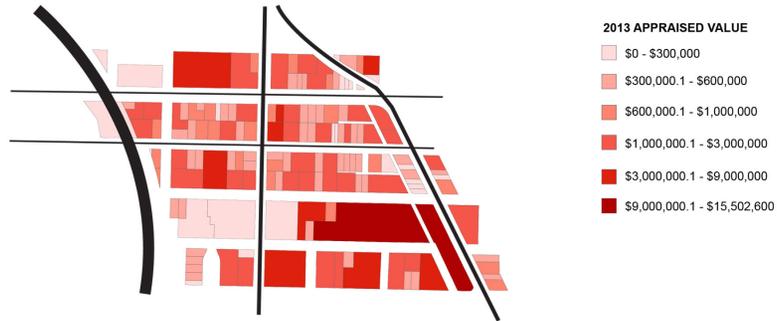


VIEW 3

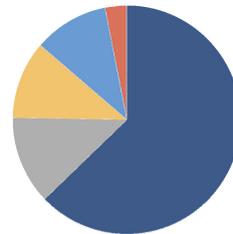
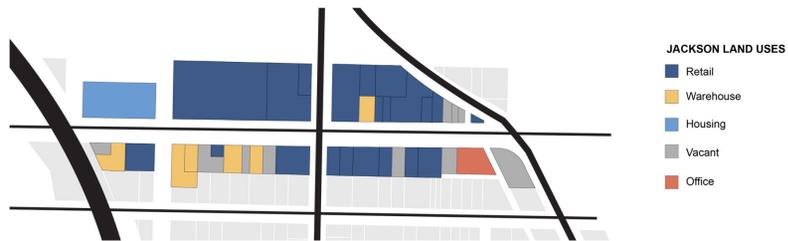


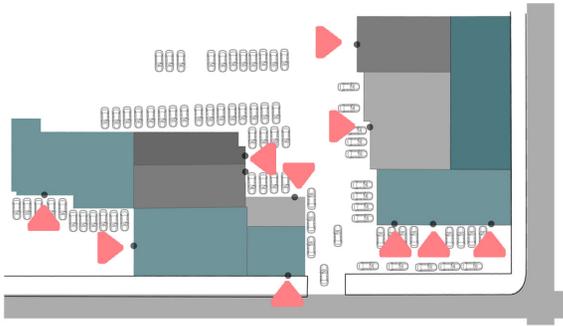
# Business

## Ownership & Challenges



### JACKSON ST

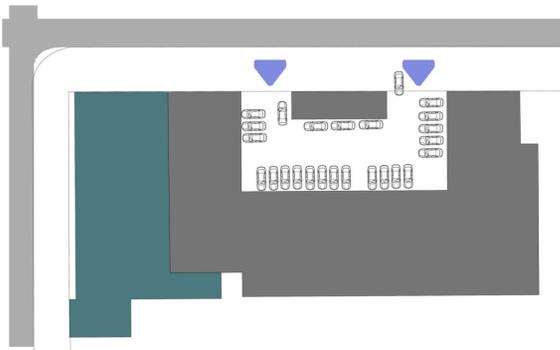
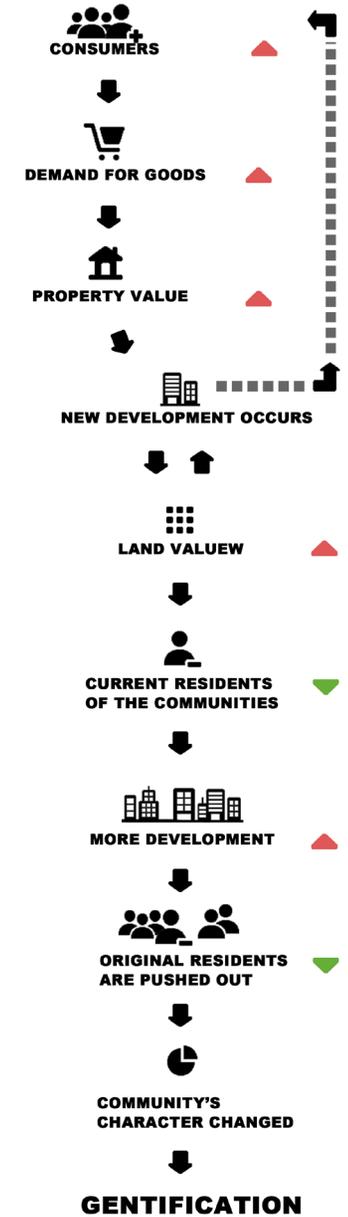




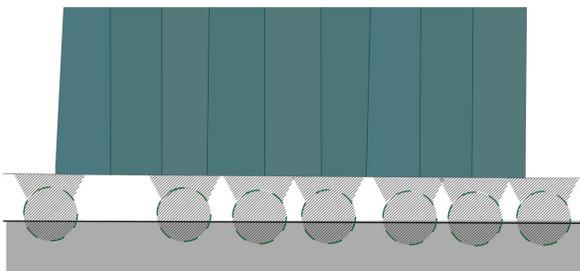
**INEFFECTIVE ACCESSIBILITY FOR BUSINESS**



**POTENTIAL INFLUENCE OF BUSINESS IN THE FUTURE**



**PARKING LOT BARRIER**



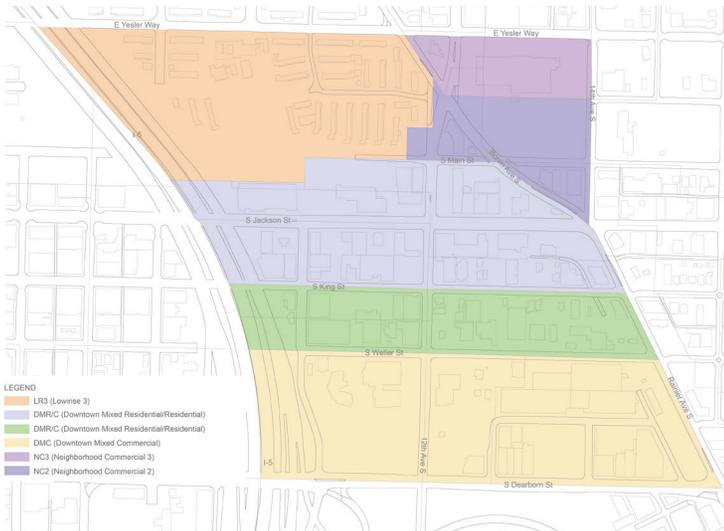
**VIEW BLOCK OF BUSINESS**



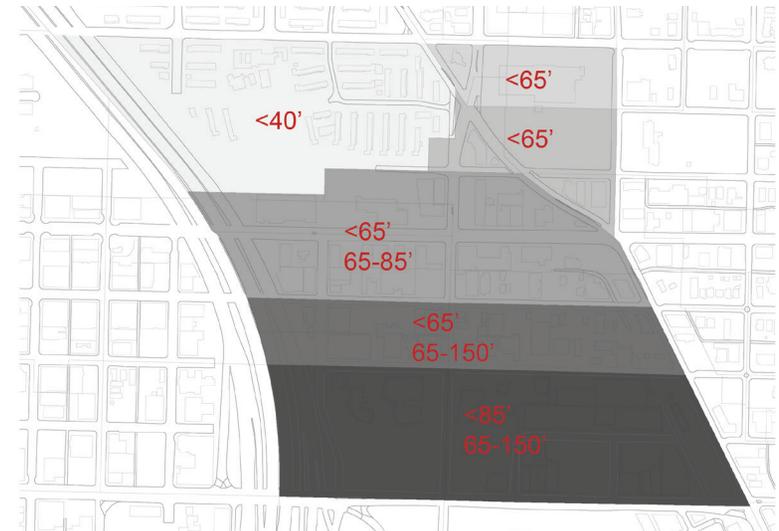
# Zoning and Landuse

## LITTLE SAIGON AREA ANALYSIS

DETAILED ZONING LANDUSE MAP



PARKING CONDITION



URBAN FABRIC



BUILDING HEIGHT LIMIT



## ZONING SUMMARY

### NC2 Neighborhood Commercial 2

A moderately-sized pedestrian-oriented shopping area that provides a full range of retail sales and services to the surrounding neighborhood

#### Typical Land Uses

Medium-sized grocery store, drug store, coffee shop, customer service office, or medical/dental facility, and apartments.

#### Building Types

Single purpose commercial structures, multi-story mixed-use and residential structures. Non-residential uses typically occupy the street front.

#### Street-level Uses

No limit on mix of residential and nonresidential uses, except where P zones or other mapped areas limit residential presence at street level, similar to the NC1 zone.



**Street-level Non-residential Design**  
Same as NC1 zone.

**Street-level Residential Design**  
Same as NC1 zone.

**Maximum Size of Commercial Use**  
25,000 square feet for most uses; 50,000 square feet for multipurpose retail sales facilities.

**Parking Location and Quantity**  
Same as NC1 zone.

**Parking Access**  
Same as NC1 zone.



### NC3 Neighborhood Commercial 3

A larger pedestrian-oriented shopping district serving the surrounding neighborhood and a larger community, citywide or regional clientele; allowing comparison shopping among a range of retail businesses

#### Typical Land Uses

Supermarkets, restaurants, offices, hotels, clothing shops, business support services, and residences that are compatible with the area's mixed-use character.

#### Building Types

Single purpose commercial structures office buildings, multi-story mixed-use and residential structures. Non-residential uses typically occupy the street front.

#### Street-level Uses

Same as NC2 zone.

#### Street-level Non-residential Design

Same as NC1 zone.



Illustration: Val Thomas



**Street-level Residential Design**  
Same as NC1 zone.

**Maximum Size of Commercial Use**  
No size limits for most uses; 25,000 square feet for wholesaling, light manufacturing and warehouse uses.

#### Parking Location

Same as NC1 zone.

#### Parking Access

Same as NC1 zone.

#### Parking Quantity

Same as NC1 zone.

### Floor Area Ratio

Applied by height limit and land use mix as per the FAR Chart below. An FAR of 2 allows a building with gross floor area equal to 2 times the area of a lot. Higher FARs are allowed in Light Rail Station Area Overlay district.

### FAR Chart

| Type of Development                        | Height Limit |      |      |      |      |      |
|--|--------------|------|------|------|------|------|
|  | 30'          | 40'  | 65'  | 85'  | 125' | 160' |
| Residential-only or nonresidential-only    | 2.25         | 3.00 | 4.25 | 4.50 | 5.00 | 5.00 |
| Single use within mixed-use development    | n/a          | n/a  | 4.25 | 4.50 | 5.00 | 5.00 |
| Mix of residential and nonresidential uses | 2.50         | 3.25 | 4.75 | 6.00 | 6.00 | 7.00 |

### LR3 - Lowrise 3

The LR3 zone provides for a variety of multifamily housing types in existing multifamily neighborhoods of moderate scale. LR3 accommodates residential growth primarily within Growth Areas\*\*\*. A mix of small to moderate scale multifamily housing is encouraged including apartments, townhouses and rowhouses.

|                                 |  |   | Growth Areas***                                     | Outside Growth Areas*** | Growth Areas***  | Outside Growth Areas***                            |
|---------------------------------|--|---|---|-------------------------|--|--|
| <b>Floor Area Ratio (FAR)**</b> | 1.1  | 1.2 or 1.4  | 1.2 or 1.4  | 1.1 or 1.3              | 1.5 or 2.0   | 1.3 or 1.5 (1.6 on a street with frequent transit) |
| <b>Building Height</b>          | 18' + 7' for a roof with minimum 6:12 pitch  | Rowhouses and Townhouses: 30' +5' for roof with min. 6:12 pitch and +4' for partially below grade floor; or +10' for roof with min. 6:12 pitch (no height added for below-grade floor).<br>Note: In some cases development is limited to 3 or 4 stories above grade in addition to the height limit (also applies to apartments). |   |                         | 40'<br>+5' for roof with min. 6:12 pitch; or +4' for partially below-grade floor; 30' limit if within 50' of a single family zone. | 30'  |
| <b>Density Limit**</b>          | 1 unit / 1,600 SF lot area   | No Limit  | 1 unit / 1,600 SF for area or No Limit              |                         | 1 unit / 800 SF lot area or No Limit   |  |
| <b>Building Setbacks</b>        | Same as LR1  | Same as LR1   | Same as LR1   |                         | Same as LR1  |  |
| <b>Building Width Limit</b>     | No Limit   | No Limit  | 120' Outside growth areas, 150' Inside growth areas |                         | 120' Outside growth areas, 150' Inside growth areas  |  |
| <b>Max. Facade Length</b>       | Applies to all: 65% of lot depth for portions within 15' of a side lot line that is not a street or alley lot line, and 40' for a rowhouse unit located within 15' of a lot line that abuts a lot in a single family zone. |   |   |                         |  |  |
| <b>SDR</b>                      | Optional   | Optional  | Required for 3 or more units                        |                         | Optional   |  |

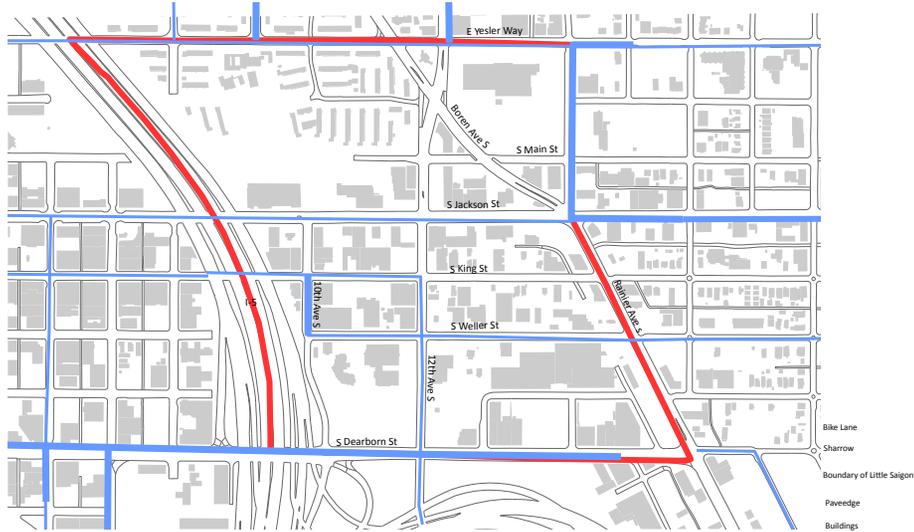
## LAND USE CODE INCENTIVES

Seattle allows additional residential or non-residential floor area beyond base height or FAR limits to be achieved in certain zones. SMC 23.58A (Incentive Provisions) is Seattle's primary land use code chapter guiding incentive zoning (IZ). Generally, residential developers opting to seek additional floor area in IZ-eligible zones with maximum height limits < 85' must include a small percentage of units as housing affordable to households with incomes up to 80% of AMI (rental) or 100% of AMI (ownership). Non-residential and highrise residential developers also have the option of making a cash contribution to the City for low-income housing. Twenty-five to forty percent of all additional floor area in highrise zones (> 85') must be achieved through "non-housing" options (e.g. Landmark TDR/TDP, Open Space TDR/TDP, bonuses for on-site amenities). OH and DPD staff coordinate on permit review for IZ development projects

# Transportation

## Accessibility of Little Saigon

### Bicycle Lanes



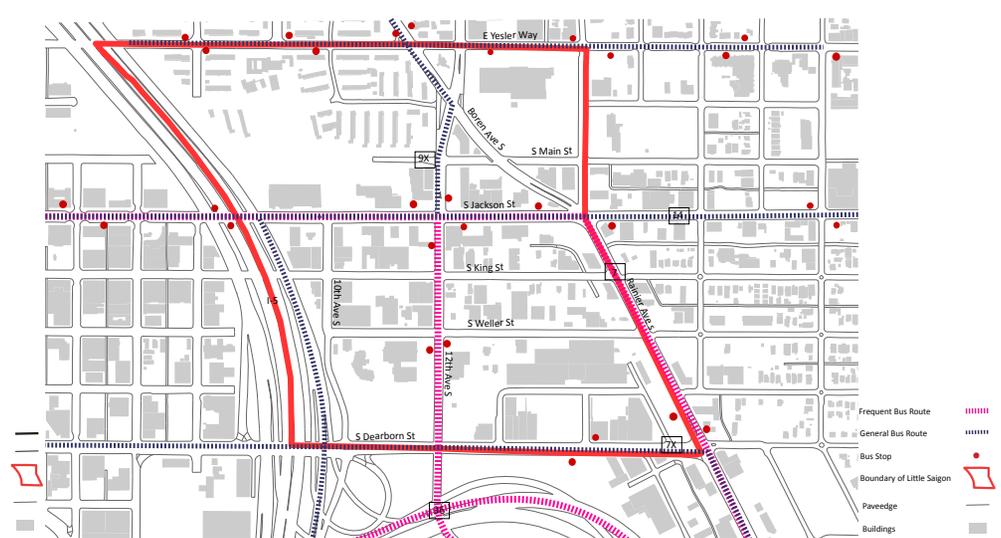
### Pedestrian Road and Streetcar Route



### Arterial Street

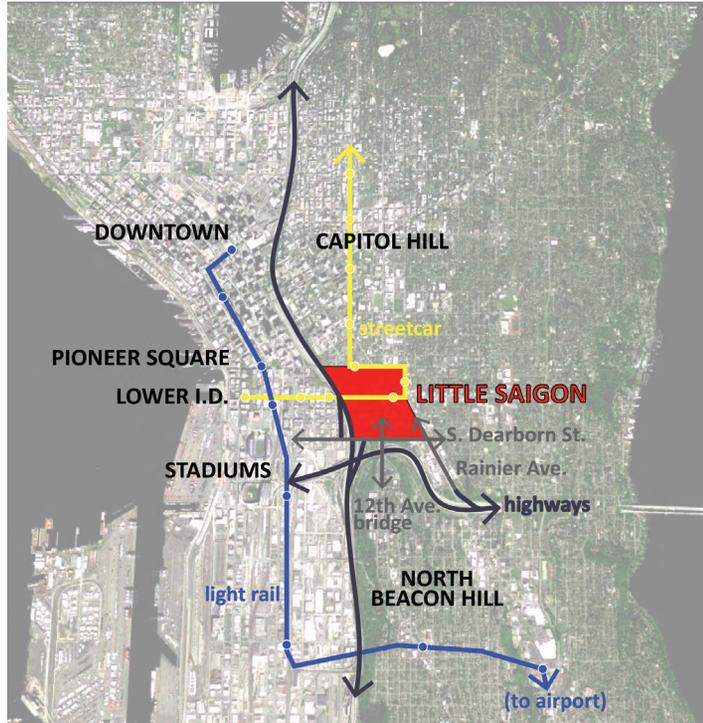


### Bus Routes

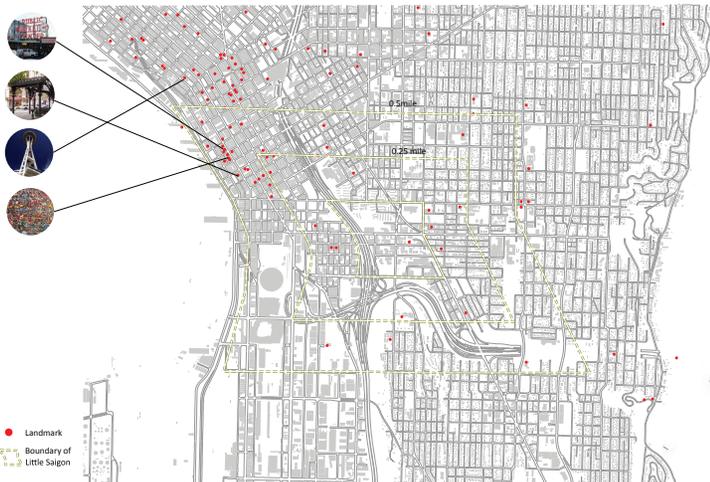


# TRANSPORTATION ANALYSIS: LITTLE SAIGON

## Regional Connections



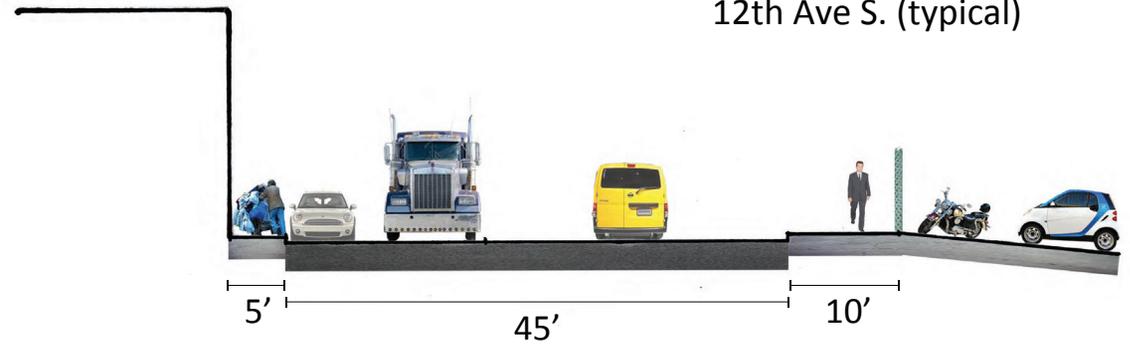
## Landmark Proximities



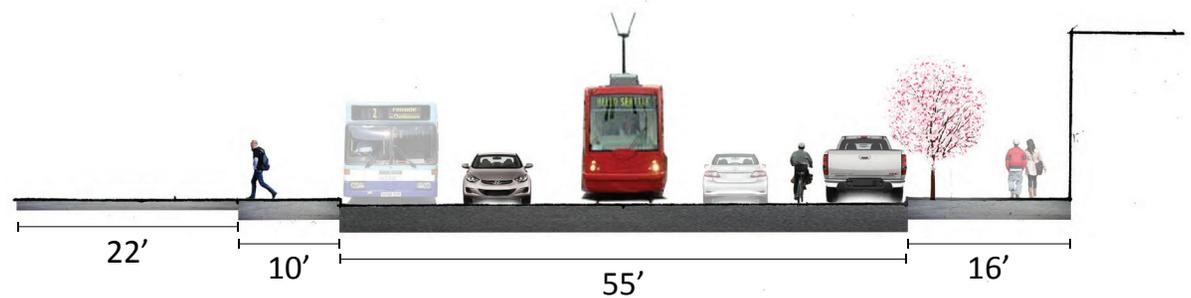
King Street (typical)



12th Ave S. (typical)

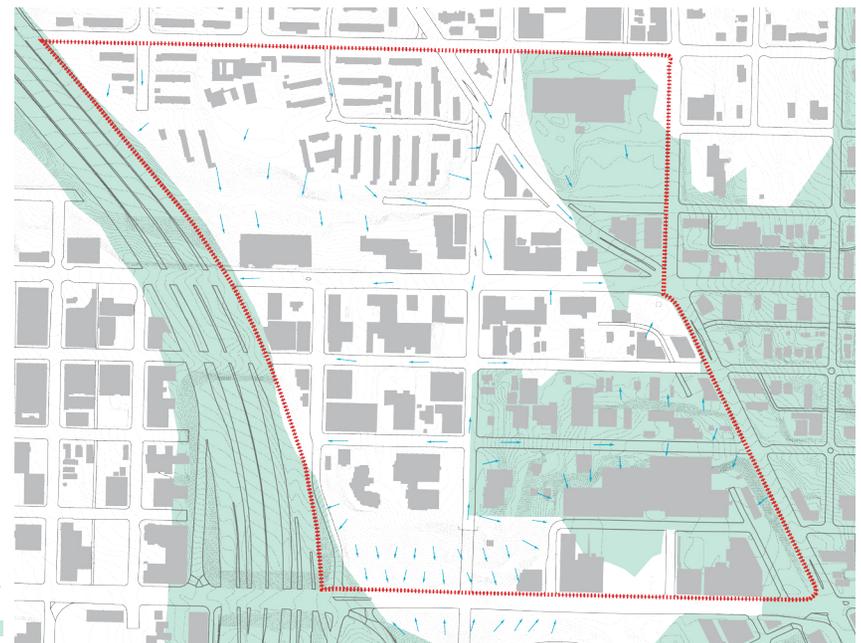
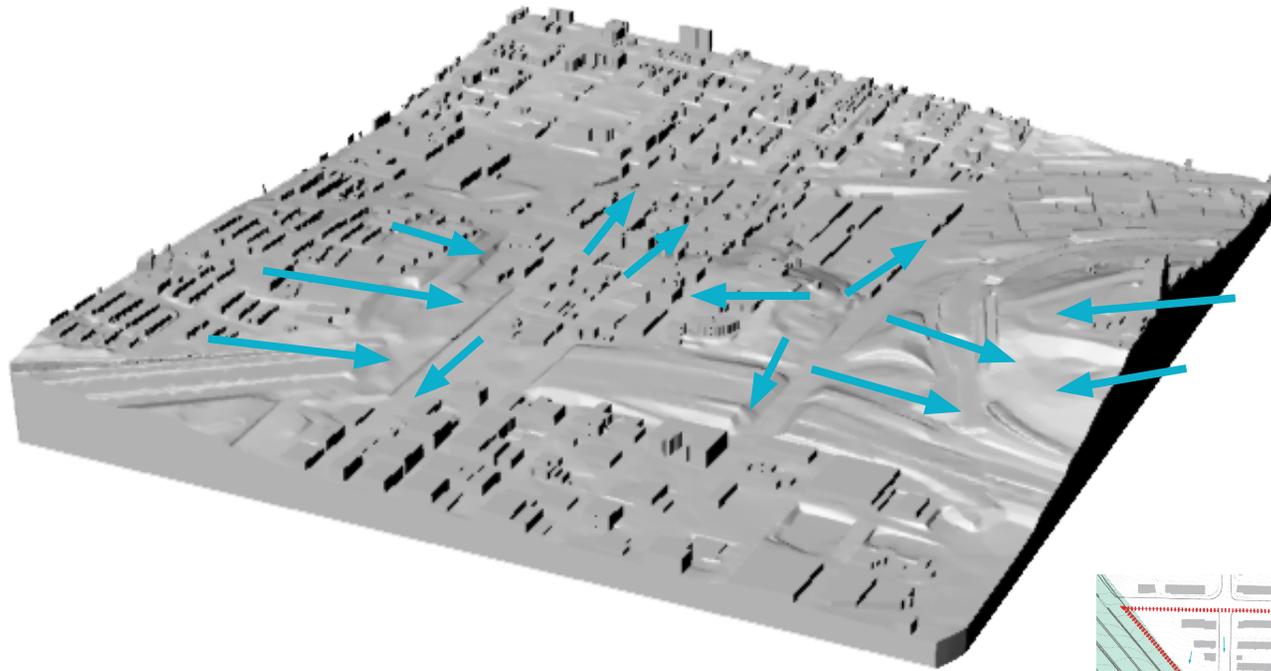


S. Jackson St. (typical)



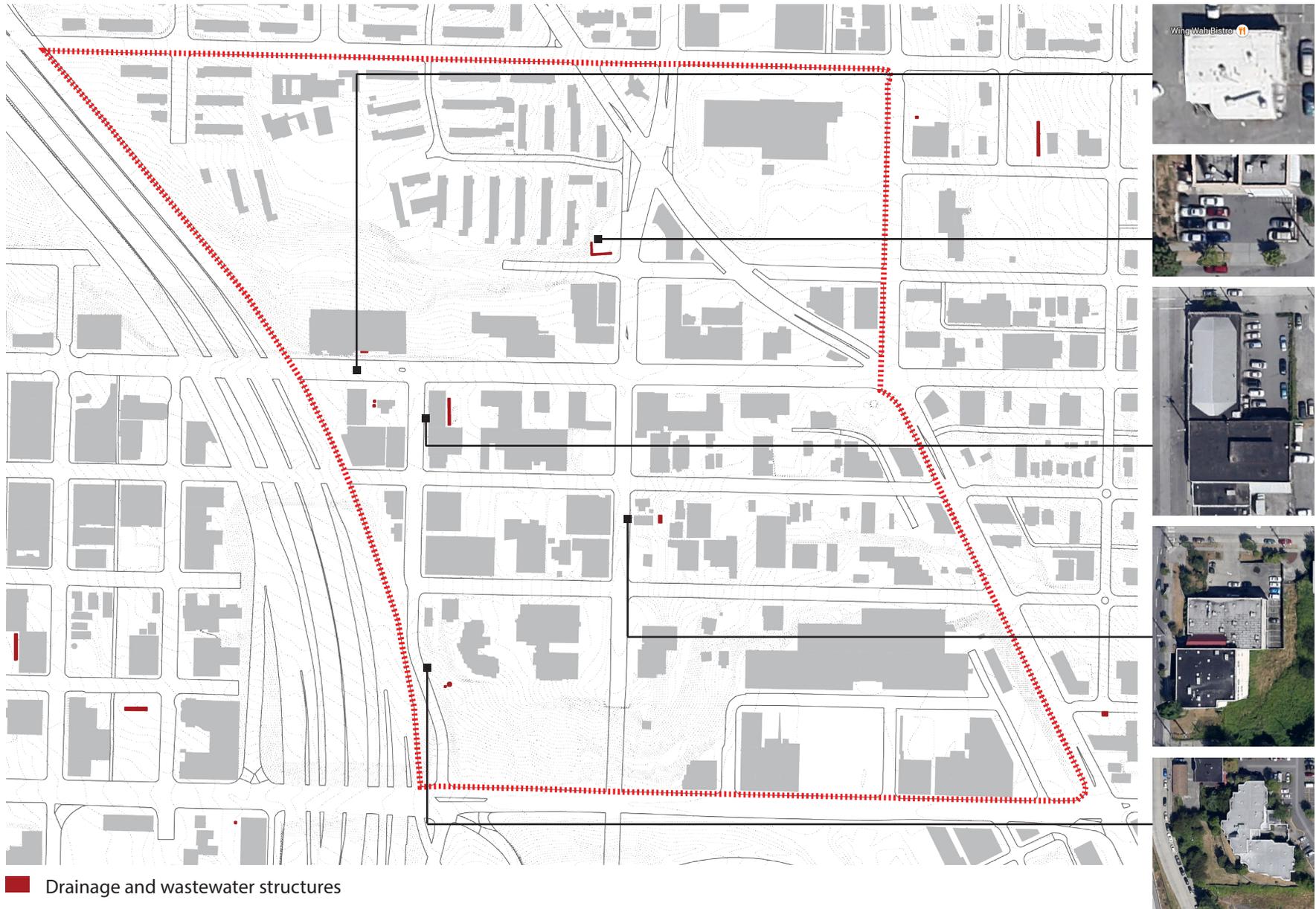
# Stormwater and Infrastructure

## Direction of Flow



Direction of Water Flow →  
Manufactured Drainage Basin

# Drainage and wastewater structures



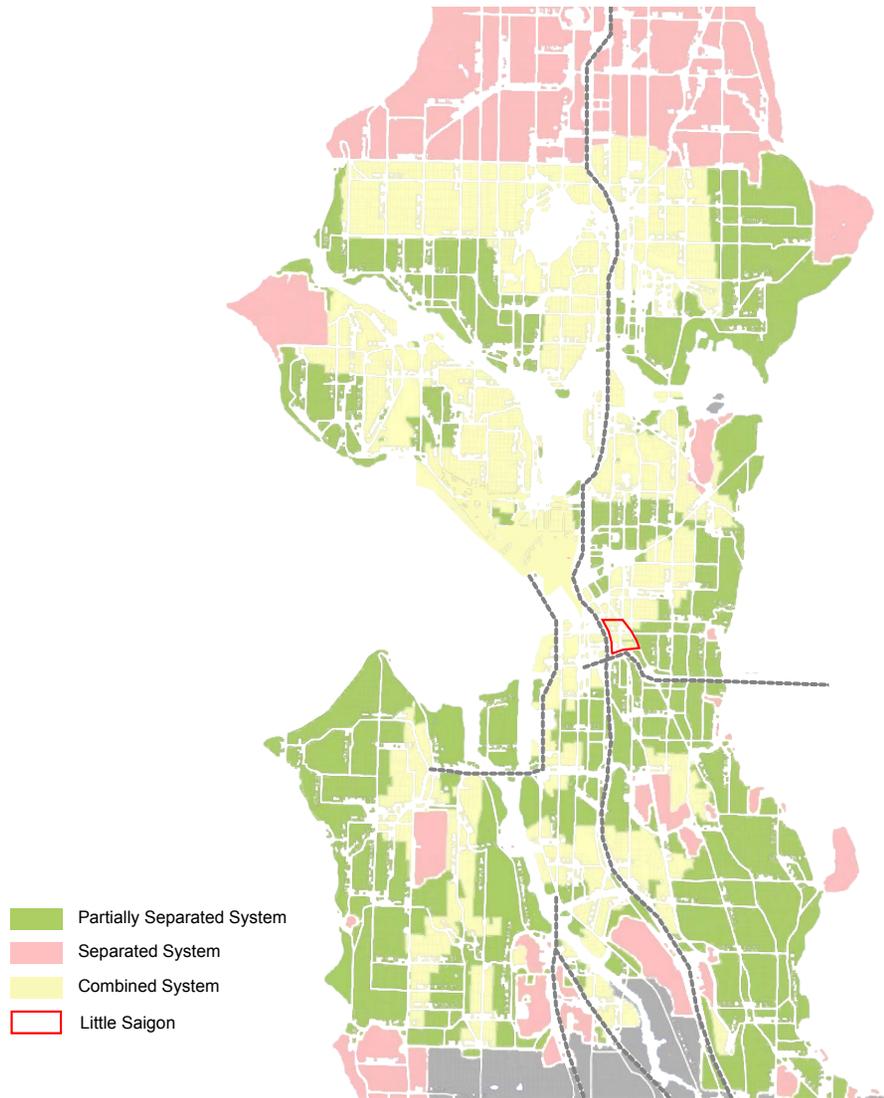
# Stormwater and Infrastructure

## Drainage and Wastewater Detention



Drainage and Wastewater Detention

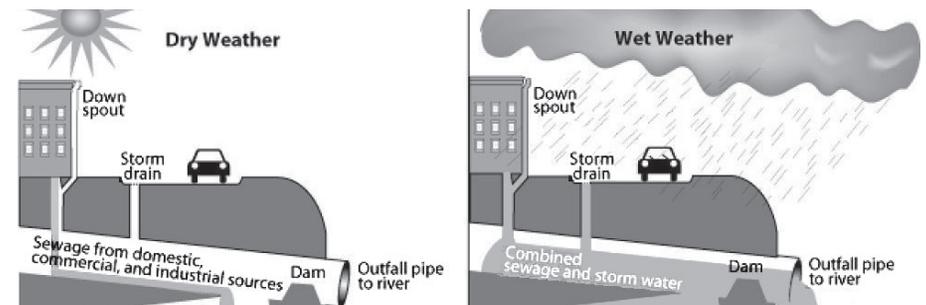
# Stormwater and Drainage



According to Seattle Drainage System Map, Little Saigon has combined system, which collects sanitary sewage and stormwater runoff in a single pipe system.



Sewer and Drainage Pipe



EPA Combined Sewer Overflow Diagram

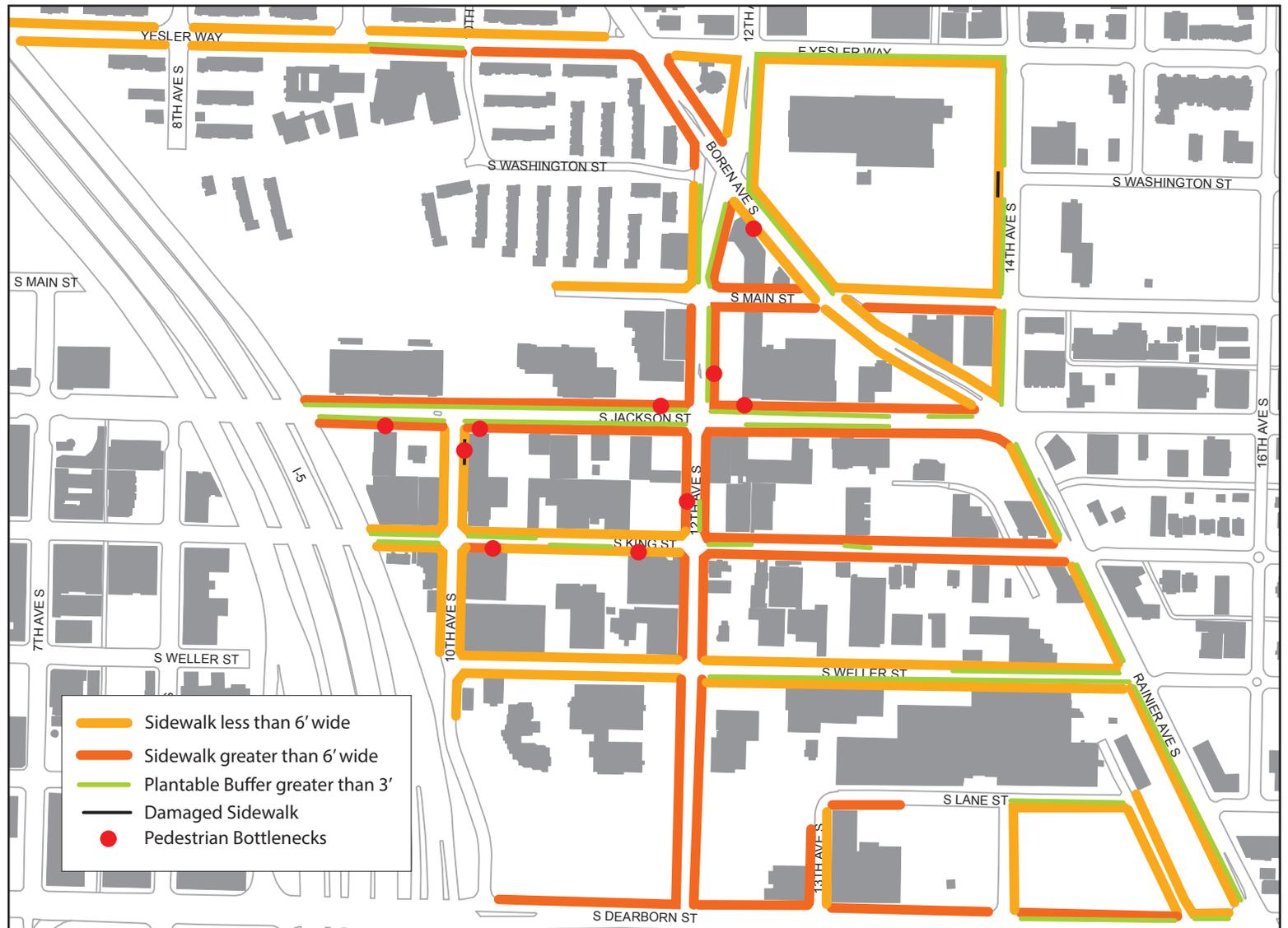
Disadvantages:

- (a) During ordinary heavy storms, the combined sewers may overflow and it may thus put public health in danger.
- (b) The load on treatment plant increases.
- (c) The storm water is unnecessary polluted

# Streetscape Amenities

## Sidewalks and Planting Buffers

Little Saigon has many sidewalks without any sort of planted buffers providing a comfortable separation between pedestrians and the road.



# Streetscape Energy Features

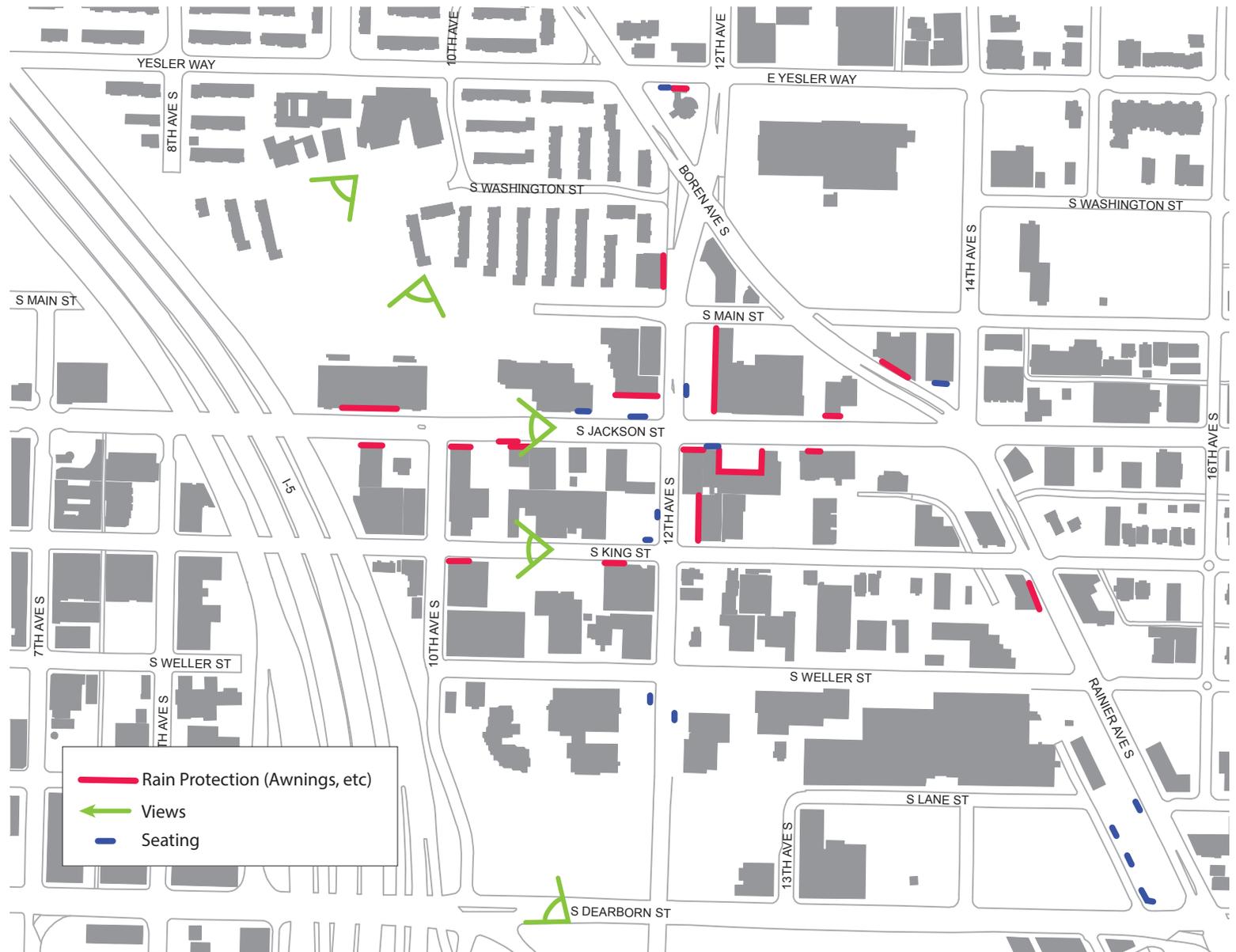
While on street vending and eye level windows help to energize the streetscape in some places, the experience of walking through Little Saigon is negatively affected by fences, wide setbacks (typically parking lots), and the many blank walls (which become canvases for graffiti and are oppressive otherwise). These features suck energy from the street.



# Streetscape Amenities

## Rain Protection, Views, and Seating

From the western side of 12th Street, there are many great views toward the bay, Awnings can be found in the more commercial sections of Little Saigon, Seating is mostly limited to bus stops with a few exceptions.



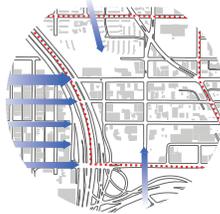




- 1. URBAN DESIGN | PATRICK PIRTLE | RAO FU | XINZHUO AN | FANGYUAN HONG
- 2. URBAN FORESTRY | GUANYI GAO | HAO LIANG | THANAKORN MONGPHADUNGHAM
- 3. JACKSON CORRIDOR | TIANSHI GUO | YING ZHOU | DANIEL JOST
- 4. RESIDUAL SITES | SCOTT BOETJER | IAN GARNIER | JOEL MILLER



# Urban Design



## FULFILL THE NEED OF VARIOUS VISITORS

- Shoppers from Downtown
- People from the Stadium during the sports season
- Residents from Capital Hill, Bellevue and any other neighborhoods
- Connect the characters of Little Saigon with landmarks in Downtown



## EMPHASIZE THE CORRIDOR FROM NORTH TO SOUTH

- To use the linear green spaces to improve the gateways
- Work better for community members to use any facilities in the neighborhood
- Break the overwhelming parcels
- Increase the strip streets from the north to south



## CREATE CENTERED COMMERCIAL DISTRICT

- To start with the intersection of Jackson street and 12th ave
- Expand the business along with King street to Dearborn street
- Make the community more diversely and actively used

## CURRENTSITETECHALLENGESDIAGNOSE

### PROBLEM 1 BLOCK DISCONNECTION



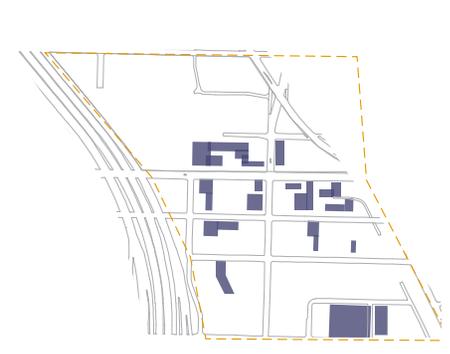
### PROBLEM 2 URBAN DESERT



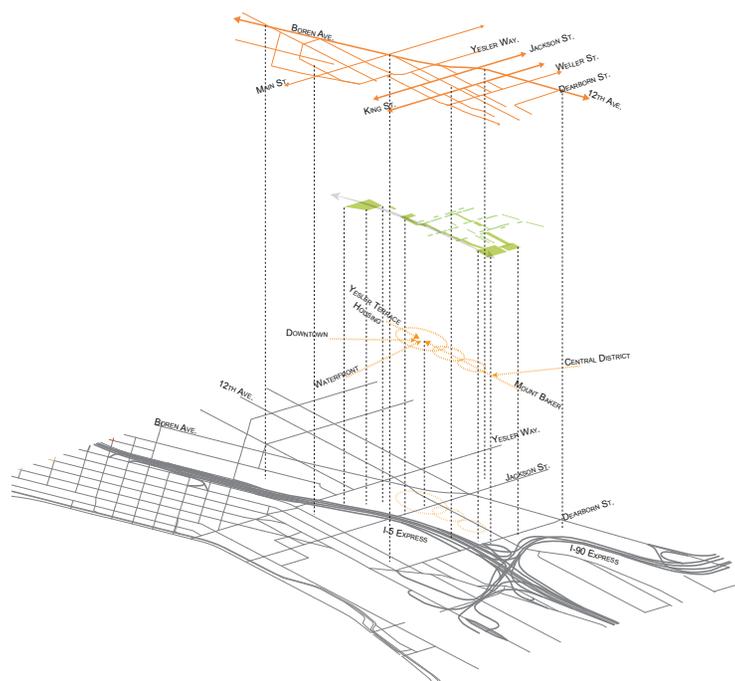
### PROBLEM 3 FRAGMENT SPACE



### PROBLEM 4 VACANT SPACE



## CONCEPT FRAMEWORK



## TRANSIT ORIENTED DEVELOPMENT STRATEGY

### MOBILITY

PEDESTRIAN PRIORITY

MINOR CIRCULATION

STREET CAR

BIKE TRACK

*Provide convenient, direct, and public pedestrian access to transit through TOD strategies. Create continuity with local streets, and locate retail and other pedestrian-friendly uses to encourage pedestrian flow to nearby commercial districts and main street.*

### URBAN ECOLOGY

GREEN CORRIDOR

NORTH-SOUTH CONNECTION

GREEN STREET PLAN  
STREET TREE NETWORK

PUBLIC PARK & GREEN SPACE

*Create new public space, including lively streets, square, corridor, and parks, that enhance nearby commercial district. Take advantage of the increased pedestrian activity generated by both transit and TOD. Related the new space to public uses that may also cluster at TOD locations.*

### COMMERCIAL OPPORTUNITY

CONNECT WITH SURROUNDING  
COMMERCIAL CENTER

LOCAL BUSINESS CENTER

COMMERCIAL PEDESTRIAN STREET

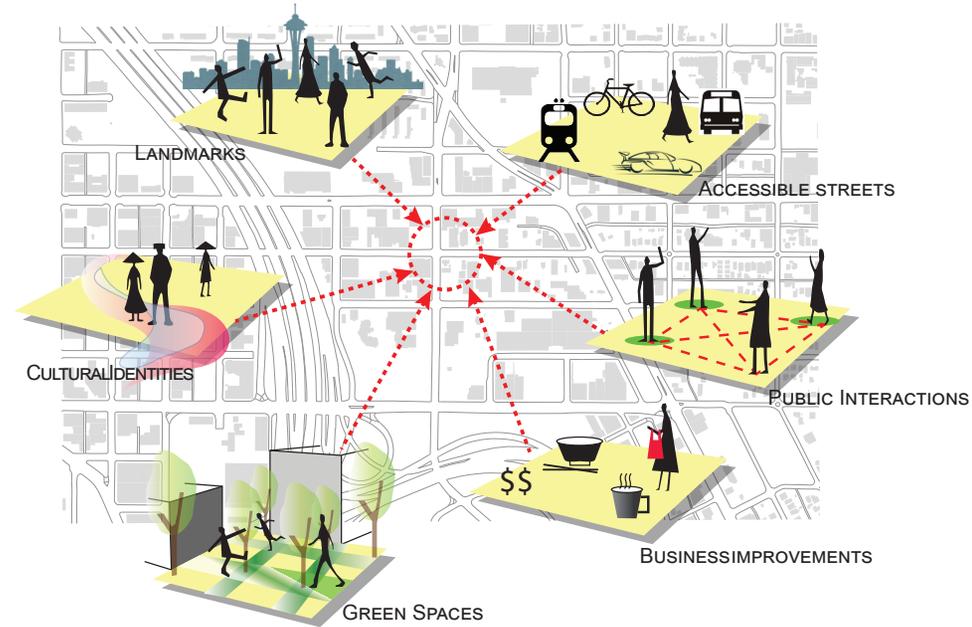
PUBLIC TRANSIT ACCESS

*Transit-oriented development provides affordable access to jobs for people without automobiles or with fewer automobiles per household, attract employers to locate around station area, and broader the overall tax base.*

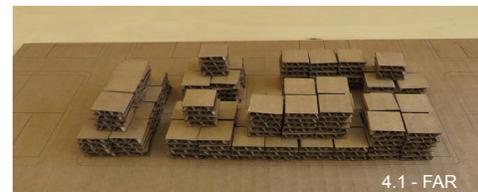
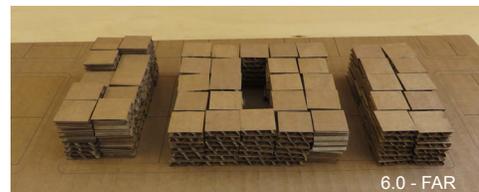
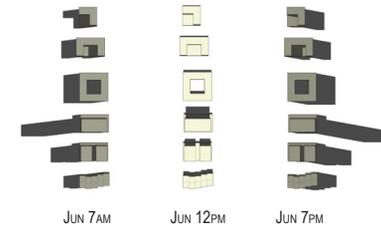
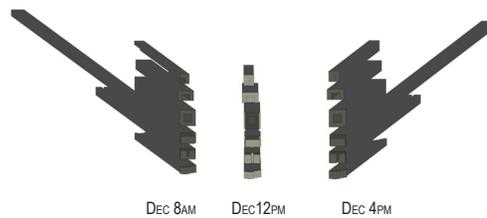
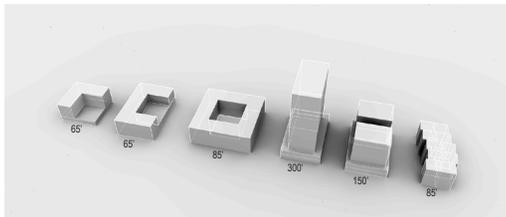
# Urban Design - Urban Form Study

## Site Potential & Programing

Transit oriented development often has complex programs to facilitate the surrounding communities. Along with the complexity of programs, there is higher density and mixed-use environment. To create such dynamic, enliven sidewalks and public spaces with as much retail as the market will support, provide tax revenue-generating and job-producing commercial development, and provide opportunities for residential to be located adjacent to or above such use. This intentional programing can reinforce the vitality of Vietnam community center, and the Jackson Street, where main public transportation located. Give pedestrian the priority in Little Saigon district by optimizing minor circulation. According to the current land use municipal code, take advantage of the mix-use land use to increase the density of housing and commercial.



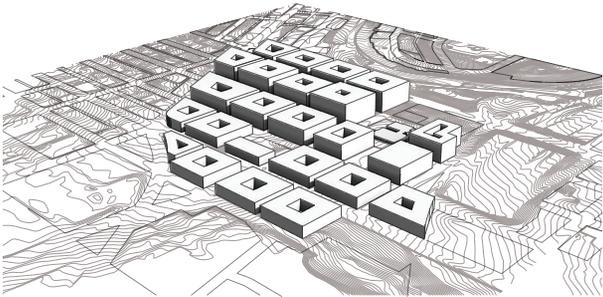
## Potential Building forms + shadow study



# Neighborhood Scale

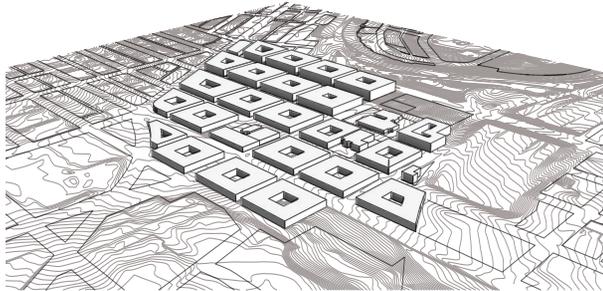
# Building typology

Maximum Build-up model

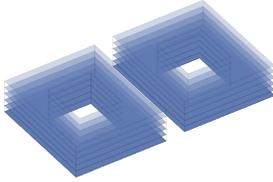


Downtown mix residential/commercial FAR=4  
 Downtown mix residential/residential FAR=2  
 Downtown mix commercial FAR=7

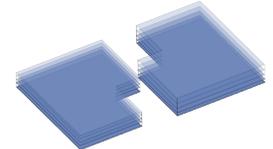
Minimum Build-up model



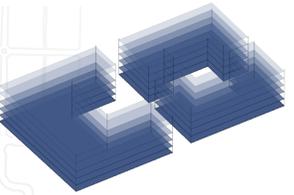
Downtown mix residential/commercial FAR=1  
 Downtown mix residential/residential FAR=1  
 Downtown mix commercial FAR=2



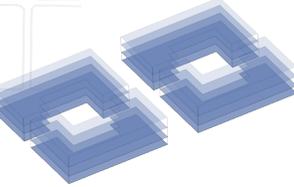
Commercial use on street level. Residential on upper floors. Retail corridor for outdoor sitting.



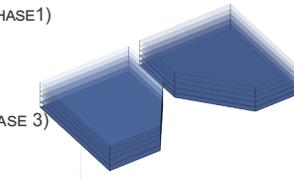
Commercial use mix with residential. Green corridor connects with streets.



High rise building for multi-family residential. Residential corridor expand inner courtyard.



Mid rise building for multi-family residential. Mix apartment units for different home owners.



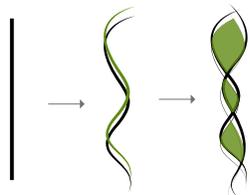
Mainly serve for commercial center. Mix use with residential/commercial. Small retail/restaurant on street level, residential on upper floor.



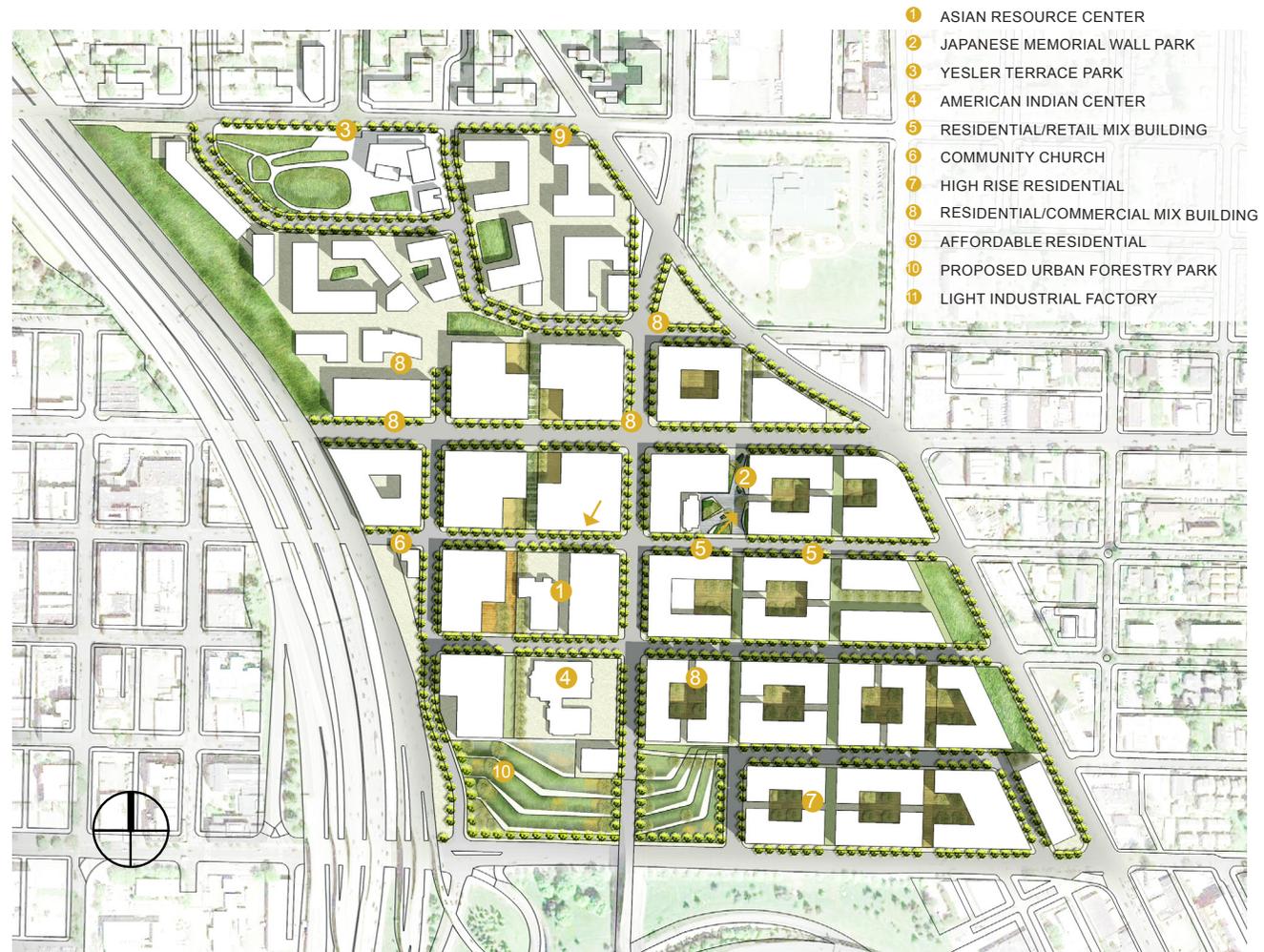
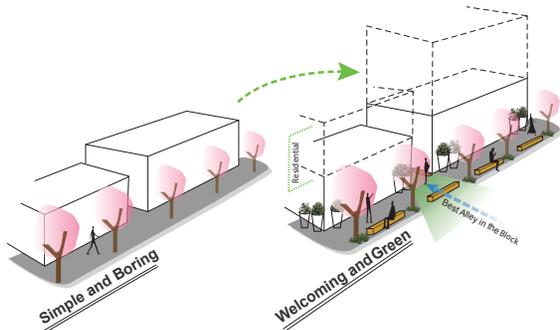
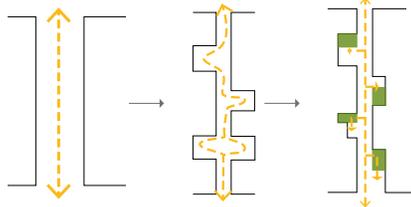
# Scenario 1-Pedestrian Rhythm

In this scenario, open space ratio and density is maximized. Green Corridor space is added between buildings, serving as pedestrian connection and public social space. Different size and orientation of open space provides change of rhythm along walking experience. In order to offset the public open space easement from the owner's parcel, the building height increase to make up for the loss of space. Another primary characteristic is the increased level of density as a compared to conventional development. Building to a higher density lets the residential take advantage of reduced auto dependency, make efficient use of public transportation, support pedestrian-friendly shops. With this scenario, residential live in the balance between the concrete city and the green open space. Courtyard connected residential provides public and private social space for the community. Also, the open space could be reserved for community activities and Vietnam trade fair to stimulate the local business.

## Green space rhythm



## Diversify the corridor



--To combine the traditional Vietnamese festivals with the American national festivals together may provide a chance for improving the local business and attract more residents to interact here.

--To utilize the Vietnamese icons into the street design and decoration design within the community may emphasize the cultural identity of the Little Saigon.

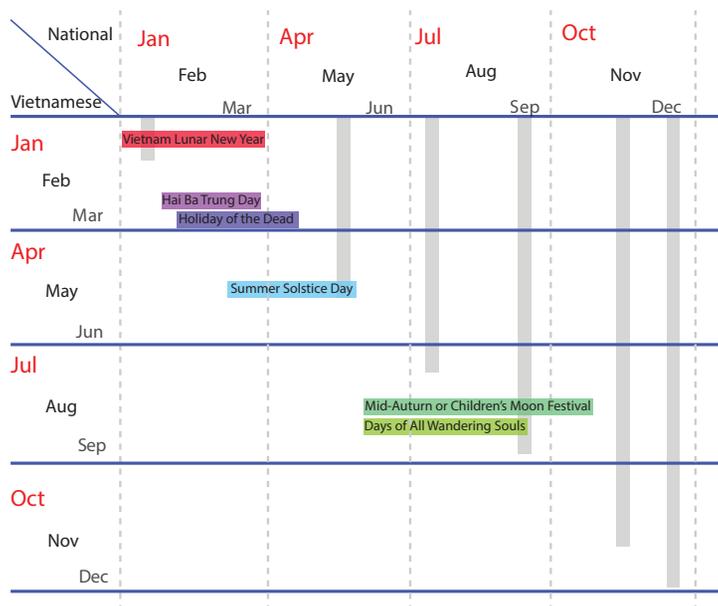
--To utilize different colors and textures to make the alley and streets more welcoming and popular so that more visitors would like to pay a visit during the festivals.



Vietnam trade fair

Transform the current vacant space in front of Asian resource center to a community park. Hold festival celebration and trade fair according to their local traditional festival calendar.

## Vietnam festival calendar For potential Vietnam cultural activities



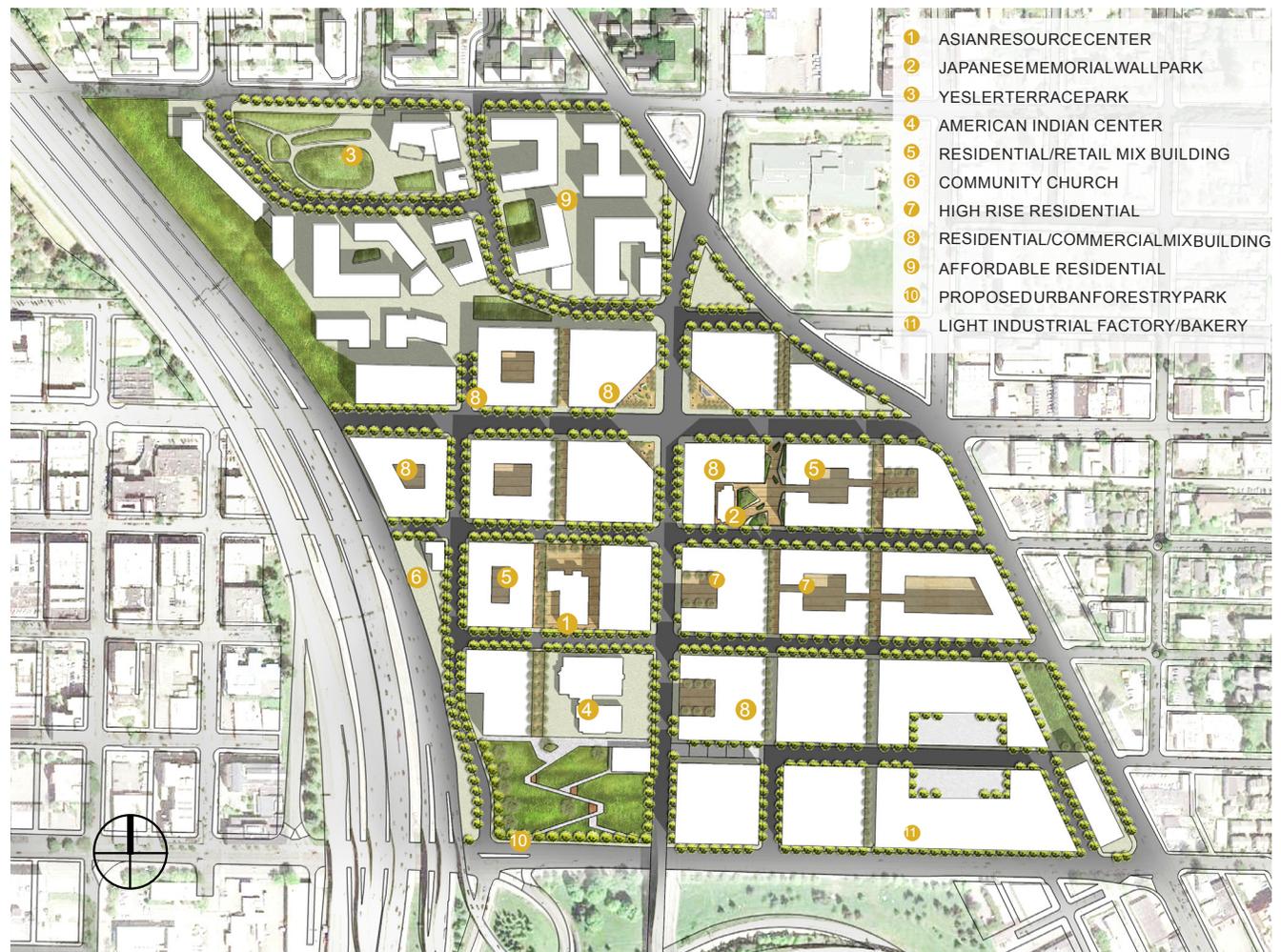
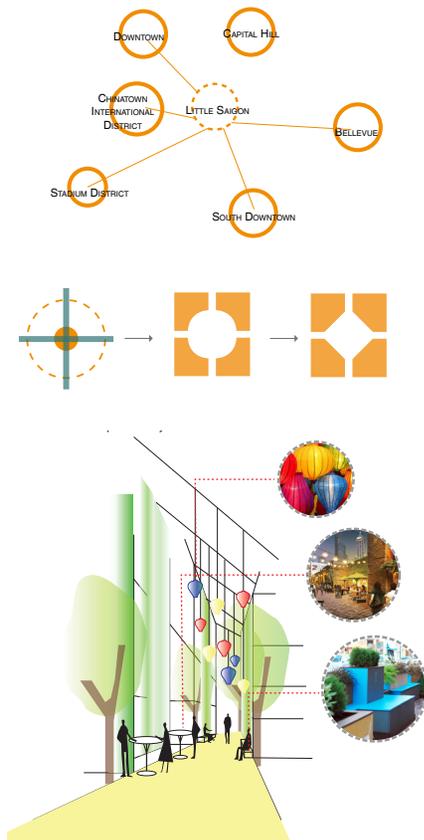
Memorial Wall park at King Street

Preserve the current Japanese Memorial Wall and connect to the proposed park, which connect Jackson Street and King Street. To provide a small scale public social space for Little Saigon community.

# Scenario 2-Commercial Center

In this scenario, emphasize on the intersection of Jackson street and 12th Avenue to create the neighborhood commercial center, which aggregates local small business and attract new business service. Little Saigon local business could take the advantage to aggregate small business into a center market. Business owner and land owner could establish an effective community participation process during the transformation to transit oriented commercial, to shape a community's future in a unique civic dimension. Transit proximity often increases real estate values, based on transit oriented development strategy, the estate values of Little Saigon area will increase to make up for the loss from transfer from automobile-based commercial type. The combination of transit use and intense development around transit stations is one strategy for long-term sustainability.

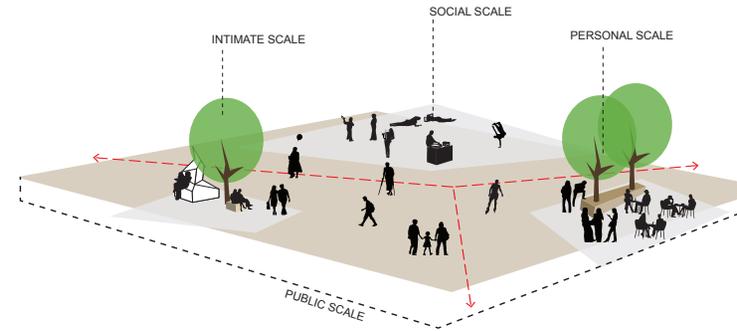
## Connect with existing Commercial center



## Little Saigon Commercial Center as Landmarks



Central plaza, Green corridor and urban forestry park integrate diverse social public space.

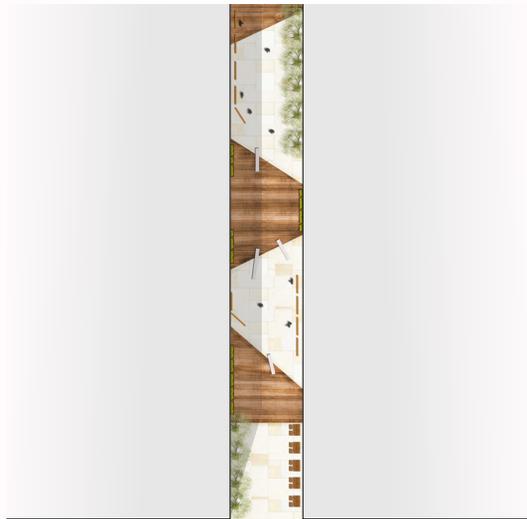


Intersection of Jackson St. & 12th Ave.

In the long term, the intersection of Jackson St. And 12 th Ave. Will become the center of the Little Saigon commercial circle. Street car and bus will be the main transit system. Complete street support bikers, pedestrian, bus rider, and street car rider. Mix use building with retail and service on the street level, and residential apartment on the upper level.

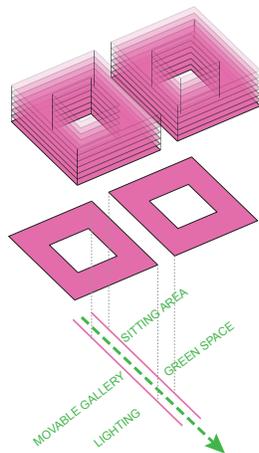
# Mid-Block Easement

## Retail Corridor

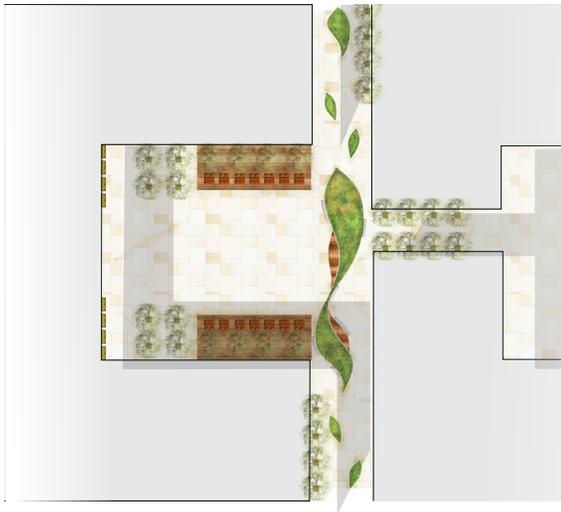


### Linear Space Activities

This linear corridor is about 32' wide and created with two buildings standing up on each side. It connects the north top to the south bottom to make the vacant space more vibrant and interesting to go through or stay for a while. With this type of space, to provide more sitting and more flexible activities would be appropriate and relaxing for visitors. The elements in this space should involve the seating benches, movable boards for temporary gallery or other activities. Using different materials as woody paving and ceramic to make the space more interactive and diverse. The design aims to help users to hold their activities during festivals.

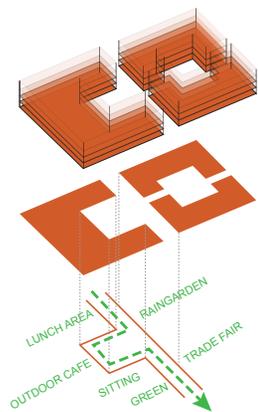


## Residential Corridor



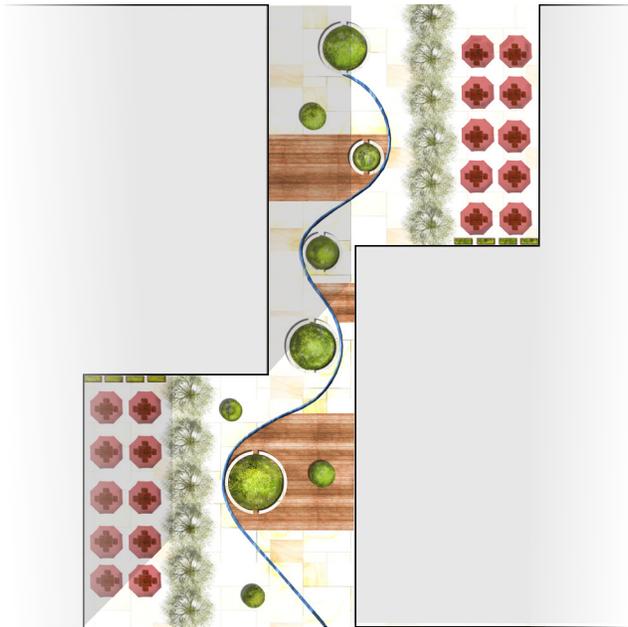
### Expanding Space Activities

This space is created with the expanding space which is created by the building typology with a courtyard inside the building area. The on the west side of the linear space. With the expanding courtyard, there could hold big events in front of the building. Combining with our ideas of creating more trade fairs and cultural events in little Saigon, this space would be a choice for the desires. The design also involves the design of rain garden to collect the water flows from the roof and street to make this linear space more ecologically friendly and healthy. Besides, in this design it also involves the outdoor cafe to hold more little businesses. The design aims to make the vacant spaces more functional and attractive.



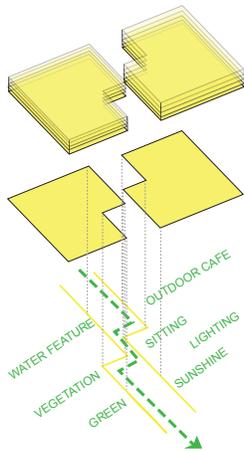
# Mid-Block Easement

## Green Corridor



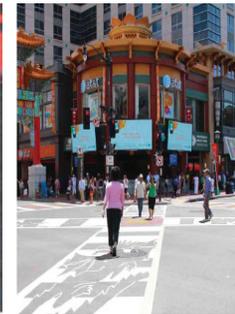
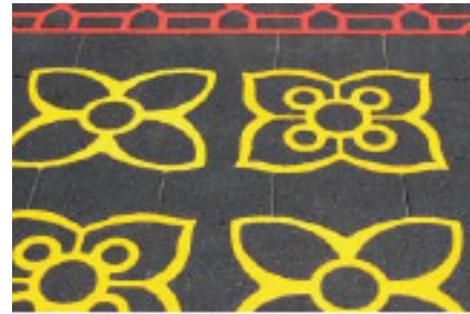
### Two-side Expanding Space Activities

The design is created with the concept of bubbles on the street to make the linear space more interesting. With the expanding courtyards on north and south sides, there would provide more spaces for outdoor cafe and sitting areas. The “bubbles” represent green mounts which may also provide sitting benches around it. This element would let people enjoy the day light and lunch time. The space is separated into different sections with different functions. With various materials in the street, this space would be more flexible and interesting. With the changes of space, people would enjoy more sunshine during the sunny days and this space would be a great choice for lunch break.

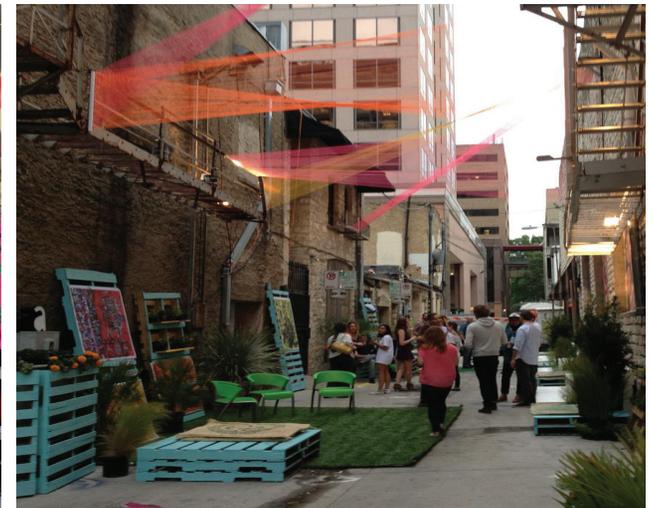


Precedents Picture for community reference

Decorations of identity: reference of International district, San Fransisco.

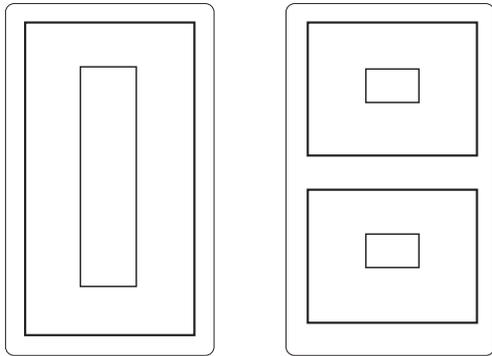


Proposal alley activities.



# Public Right-of-Way

## Establishing A Finer Grain

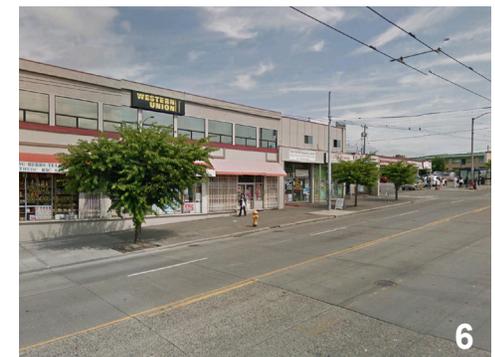


### Changing the Grid

A major portion of our design considers how to streetscape can be reappropriated to promote non-vehicular travel in Little Saigon. This process considered a phasing strategy in addition to design considerations that the community and city should take into consideration when outlining future plans and requirements. Sub-dividing the blocks into two and promoting mid-block crossing a important design tools for creating a more vibrant experience in the public realm that will promote economic development and a healthier lifestyle.

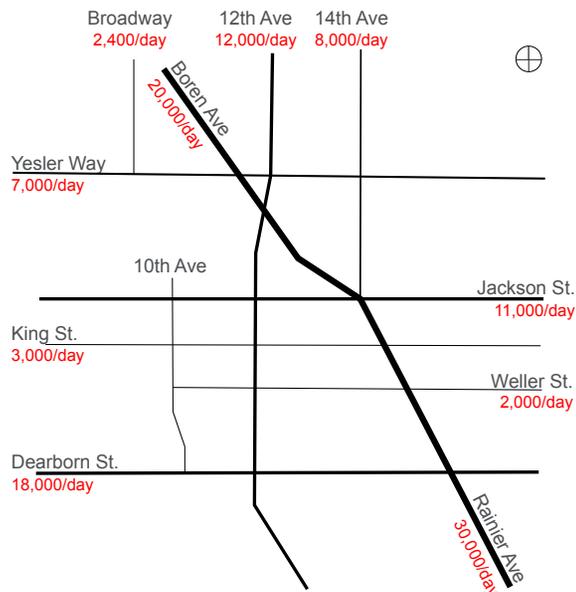
### Observations

1. Cramped Streets
2. Car Dominant
3. Signs of Degradation
4. Vegetation Blocks Signs
5. Lack of needed space
6. No rhythm to street



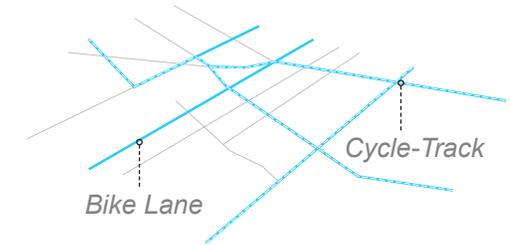
## Street Network

The current street network has potential based on the city's proposals. These focused proposals and recent upzoning will increase pedestrian and vehicular traffic. The greater emphasis on the pedestrian will increase the livability of the neighborhood and its economic vibrancy.



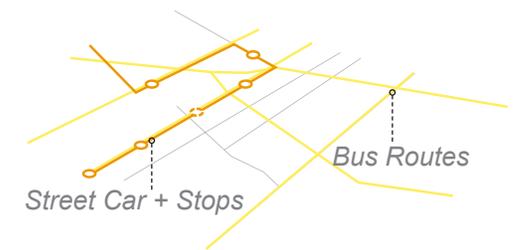
## Bike Infrastructure

This is what the city has proposed for future bike infrastructure in the neighborhood. There are current sharrows on Jackson and 12th.



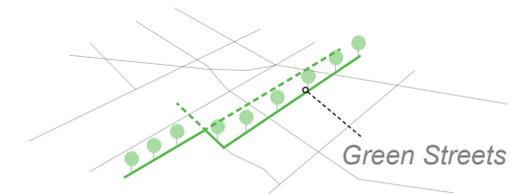
## Public Transportation

With the introduction of the new street car, this neighborhood will change drastically. We propose adding a new stop just beyond the I-5 underpass for easy access from the new senior housing.



## Green Streets

The city has proposed green streets in the neighborhood, We recommend extending them on 10th and along King Street.



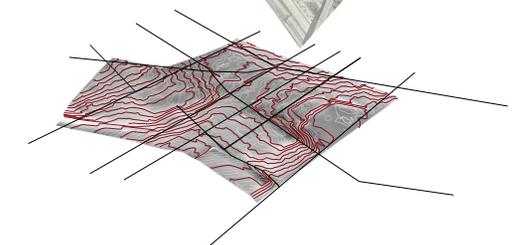
## Built Form

The current built form is under built based on its current zoning. This with its proximity to the CBD will result in increased development in this area.



## Topography

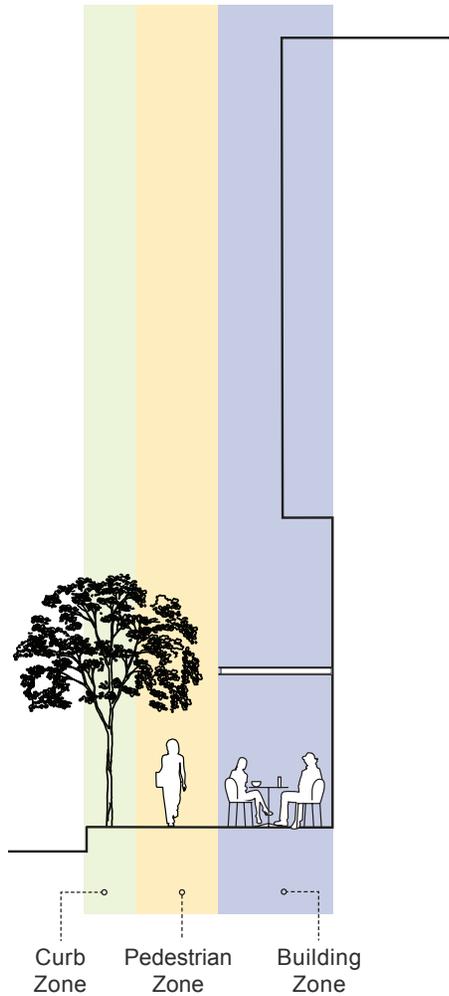
The existing topography offers relatively flat corridors North-South, yet have limited paths in that direction.



# Public Right-of-Way

## SIDEWALK ZONES

Consider the three zones of the sidewalk when proposing setbacks and street organization. These zones can be dynamic, expanding and contracting based on different events and time of day.



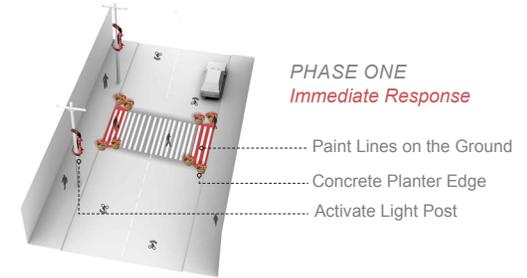
*Pedestrian Priority*



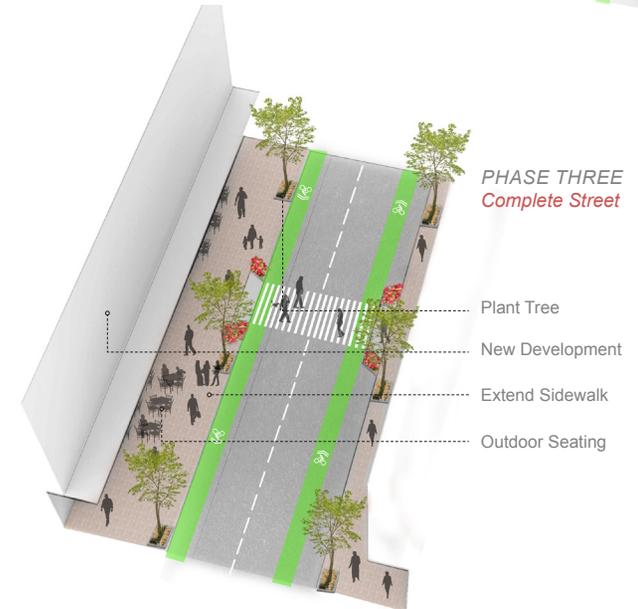
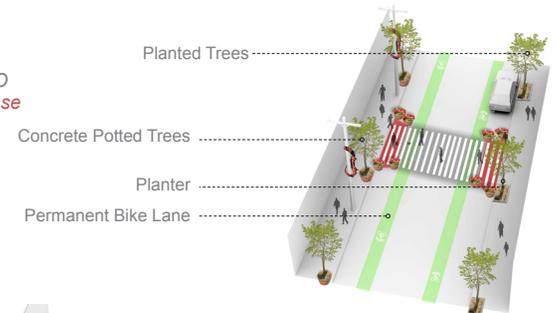
*Equal Priority*



*Building Priority*



### PHASE TWO *Building a Base*



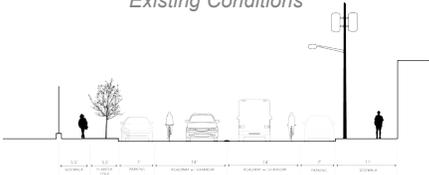
## S King Street

Existing Width: 64 ft.

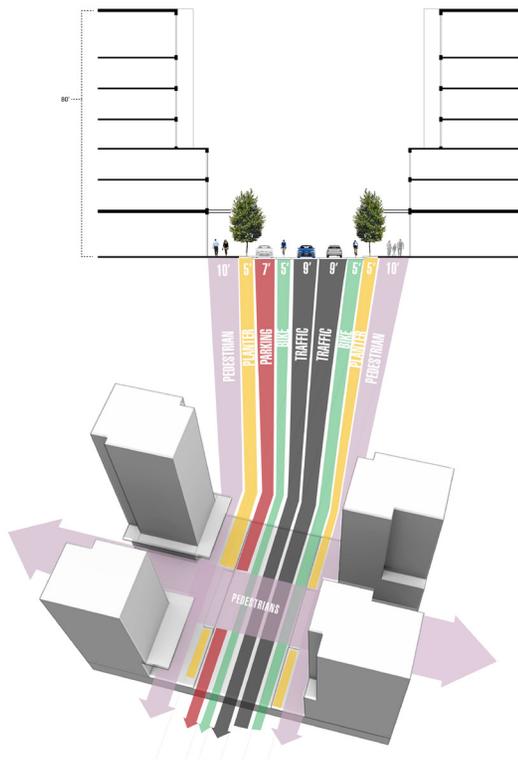
Street Type: Green Street

Daily Traffic Volume: ~3,500 cars

Existing Conditions



Proposal



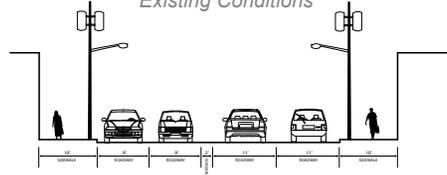
## 12th Ave S

Existing Width: 62 ft.

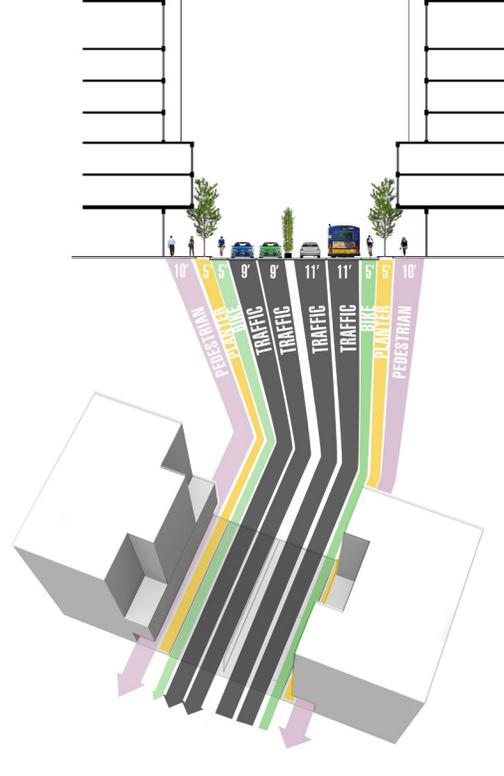
Street Type: Regional Connector

Daily Traffic Volume: ~14,000 cars

Existing Conditions



Proposal



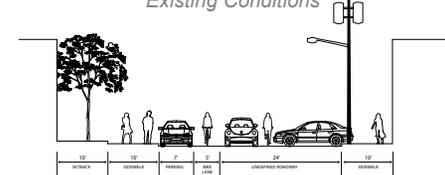
## S Weller Street

Existing Width: 63 ft.

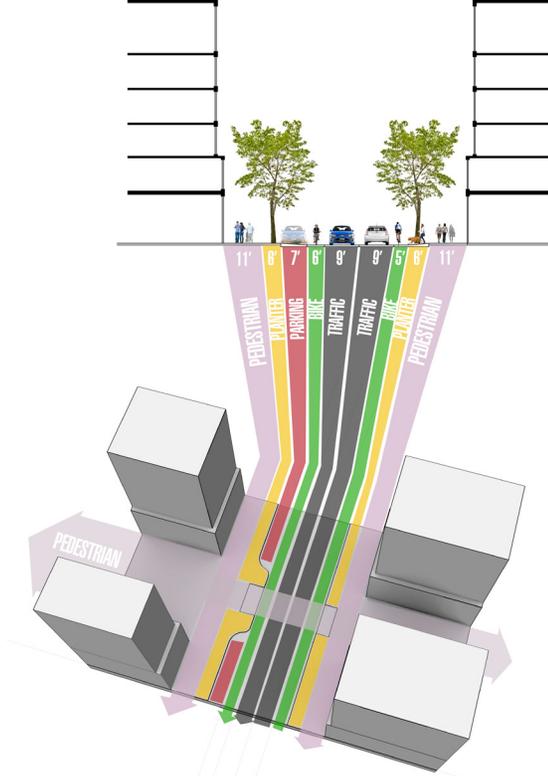
Street Type: Green Street

Daily Traffic Volume: ~3,400 cars

Existing Conditions



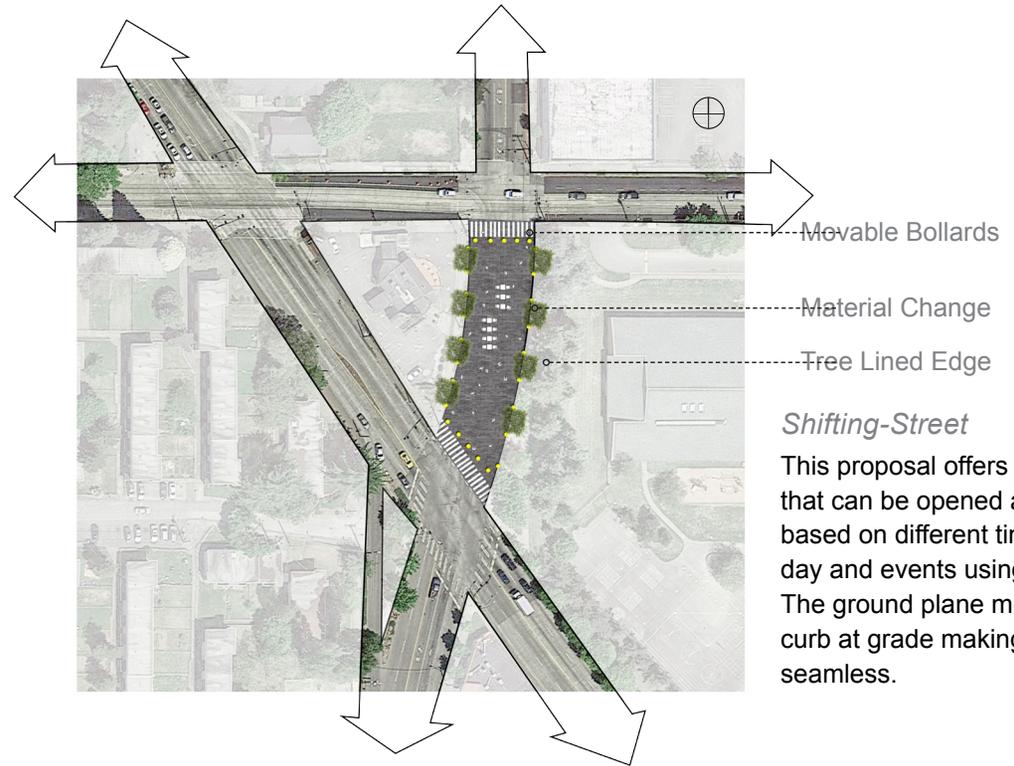
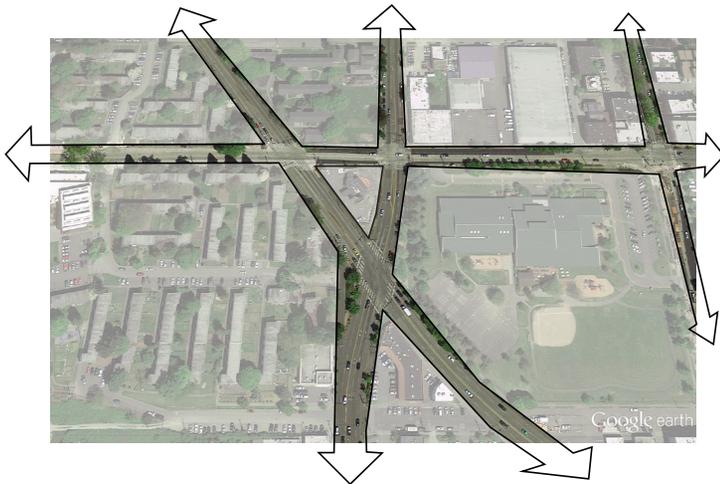
Proposal



## INTERSECTION REDESIGN

This intersection currently poses problems for all modes of travel especially non-vehicular. Changing road alignments and materials offer potential solutions to this area. Allowing the street to be controlled using ballards, depending on the day and time, the street is able to transform its flow, priority, and benefit with ease. This acts as a step towards democratizing the right-of-way in Little Saigon.

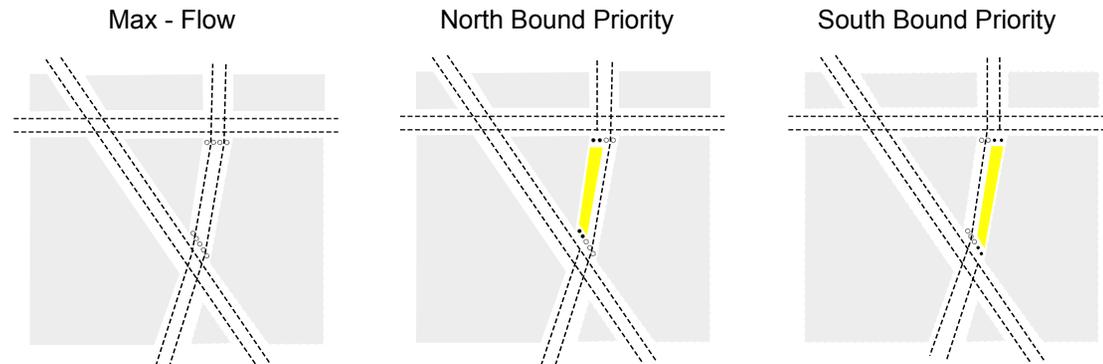
Current Conditions



### *Shifting-Street*

This proposal offers a street that can be opened and closed based on different times of the day and events using bollards. The ground plane meets the curb at grade making the street seamless.

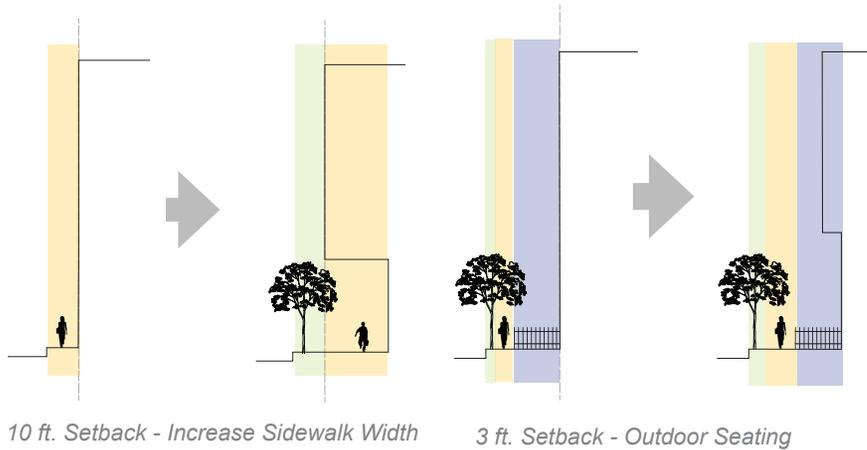
Traffic Flow Options



# DESIGN GUIDELINES

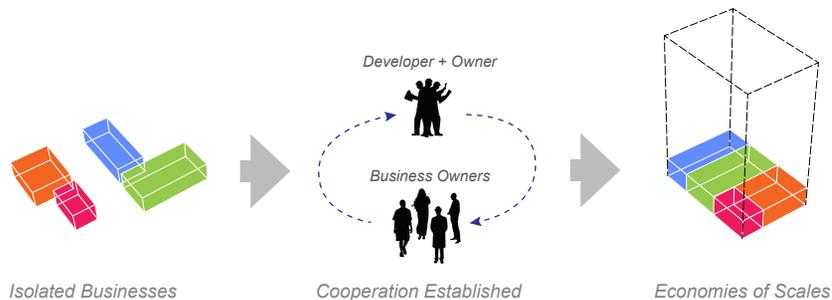
## SETBACKS

Setbacks are a good strategy for providing more space along a sidewalk and for providing room for cafe seating along the street edge. A setback of 10 ft. can help with extending the sidewalk and providing a cycle track with a 3 ft. setback being used for cafe seating.



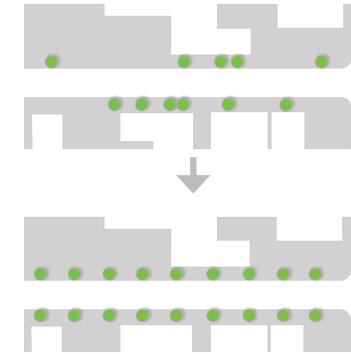
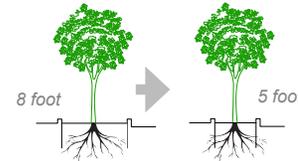
## AGGLOMERATION ECONOMIES

A strategy for combating gentrification is to establish stronger relationships between business owners in an effort to establish economies of scale. This strategy can help reduce costs and can aid in acquiring retail space in new development at a cheaper rate due to economics of scale. Business can work together to establish agglomeration economies that have the potential to attract new clientele.



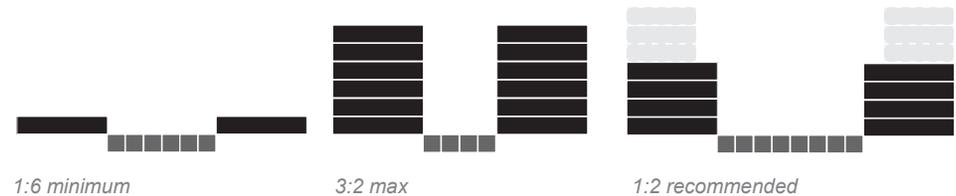
## STREET TREES

When organizing street trees, they should aid in establishing a rhythm to the street through even spacing with a smaller planter box. In addition, they should be sited to not block signage.



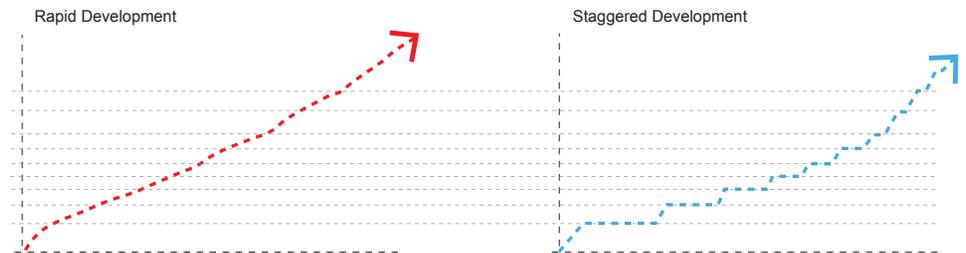
## BUILDING HEIGHT - STREET WIDTH RATIO

Human-scale development has height to width ratio ranging vary from 1:6 to 3:2. Each ratio provides a distinct pedestrian experience that should be prescribed through design review.



## PRESERVING IDENTITY

One major strategy for preserving the identity of the neighborhood is to slow the pace of new development for existing businesses to adjust to the evolving demands of new populations moving into the community. Pauses in-between development will allow businesses to adjust, rather than being gentrified out of the community.



# Residual Sites

## Left-over Space as a Catalyst for Community



The Little Saigon neighborhood has a plethora of residual sites. These underused spaces: surface parking, vacant lots, overgrown hillsides, etc, all represent lost opportunities for the community. Our three-phased approach focuses on activating these spaces for the businesses, residents, and patrons of the neighborhood, helping better prepare them for future changes.

# Mapping Residual Spaces

Scott Boetjer, Ian Garnier, Joel Miller

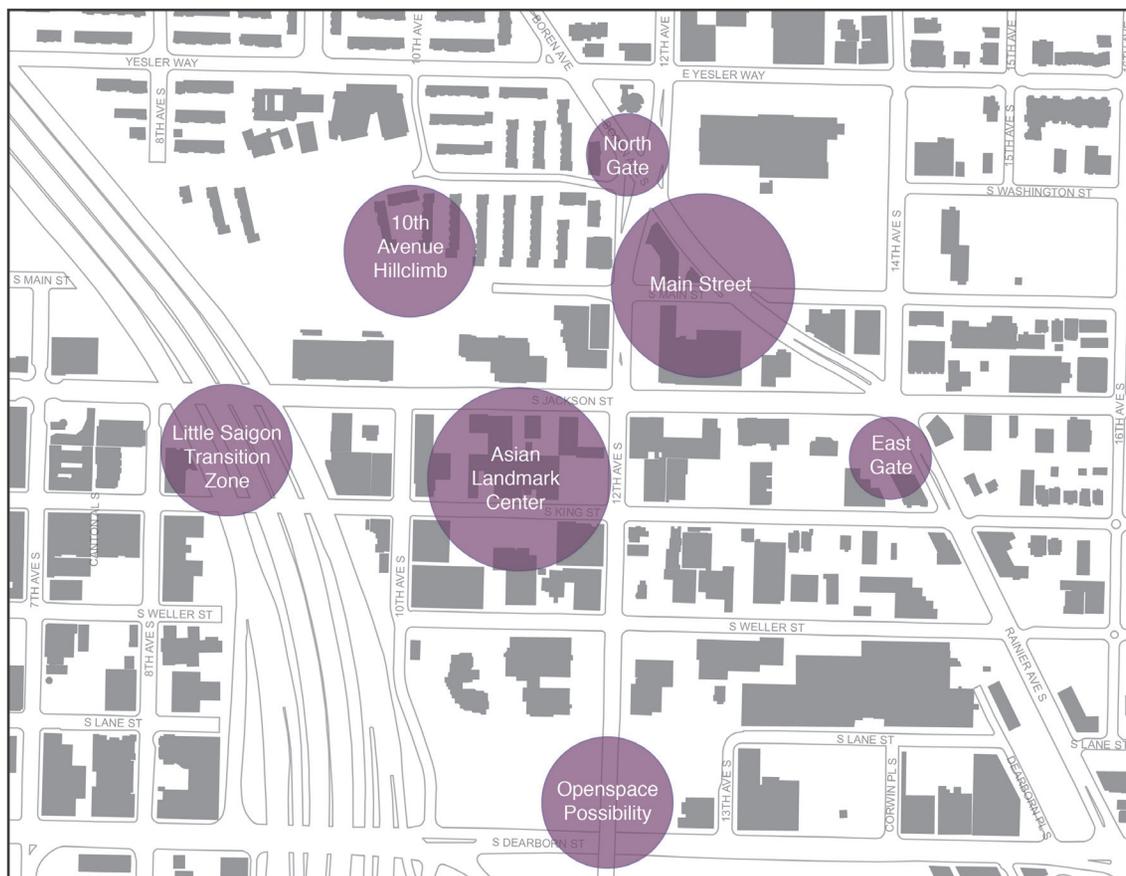
## Nodes and Connections



Little Saigon has many underused spaces within the district that can be used to create a stronger community. Our initial process was to map these spaces within the district so that we could form a plan on how to utilize these spaces. We mapped nodes, which are areas that could sustain small temporary or semipermanent events. We also mapped connectors, which were lots and other spaces that served as a route between these nodes.

# Identifying Cultural Landmark Opportunities

## Building on Current Assets



Identifying the community assets that we can build from is crucial in forming strategies that can be easily implemented. Other current development projects such as the 10th Avenue Hillclimb and redevelopment of Yesler Terrace have long lasting implications that we hope to mitigate by empowering the community in the immediate future.

<http://www.tednguyenusa.com/little-saigon-enchants-with-big-flavors-of-culture-and-cuisine/>, <http://www.tednguyenusa.com/little-saigon-enchants-with-big-flavors-of-culture-and-cuisine/>, <http://www.tednguyenusa.com/little-saigon-enchants-with-big-flavors-of-culture-and-cuisine/>, <http://www.cityheightslife.org/wp-content/uploads/2011/08/lantern1.jpg>

# Building Neighborhood Connections

## Utilizing Readily Available Strategies



Our analysis lead us to several conclusions. First, there is a need for mid-block pedestrian access to aid North-South movement within the district. Building from that, there are several opportunities to place strategic interventions that add an identity to the district to encourage increased pedestrian traffic, as well as provide for the future street car along S Jackson Street.

# A Three Phased Approach

## Phase One

### Instant Interventions

- Quick - start tomorrow
- Easy - the space is there
- High Impact - extremely visible



Pilot Projects:

Flexible Cafe and Parking  
The Turtle Corner

## Phase Two

### Building Community

- Medium Term - within a year
- Lasting Value - lasting identity
- High Impact - added resilience



Pilot Projects:

Pho Bac Cafe  
Phostival  
NVC Sports Lot

## Phase

### Neighborhood Longevity

- Long Term - enduring identity
- Lasting value - economic vitality
- High Impact - retain businesses



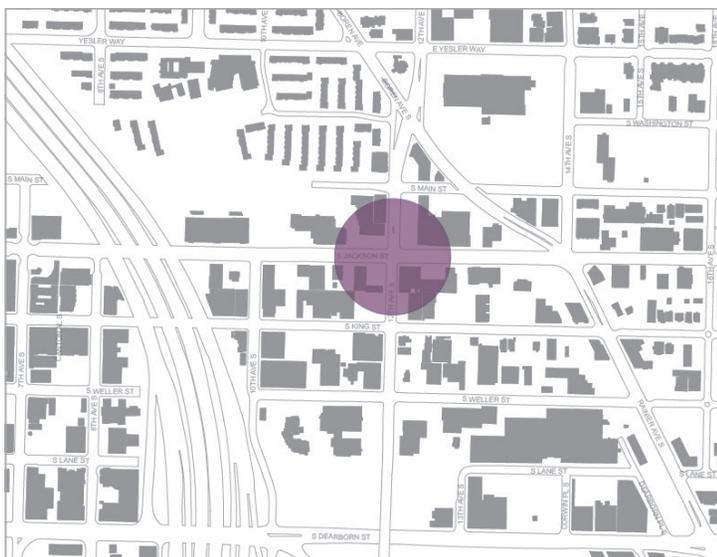
Pilot Project:

Bamboo Avenue

# phase 1 - Instant Interventions

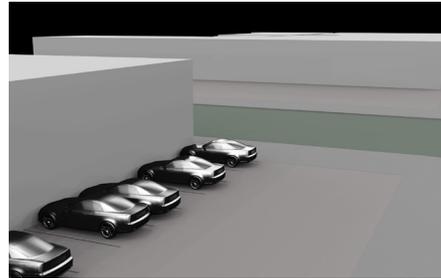
## Jump-starting the Heart of Little Saigon

For maximum visibility, phase one focuses on quick projects at the intersection of 12th and Jackson; the hub of commerce, community, and transportation in Little Saigon. These highly prominent projects can then be repeated throughout the district.



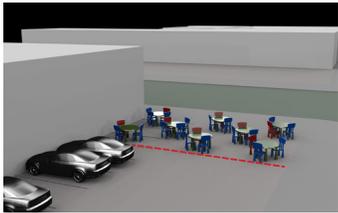
Little Saigon, San Francisco

# Cafe / Parking Flexible Space

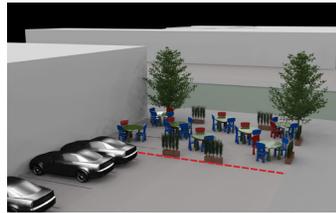


The surface parking lot fronting Asian Plaza dominates the NW corner of 12th and Jackson. Using a simple and stepped approach, cafe seating can generate additional revenue for the plaza's restaurants while enhancing the pedestrian experience.

Step 1



Step 2



Step 3



Half and half



Parking



# Phase 2 - Building Community

In phase two, we expand to the nodes and edges of Little Saigon. These pilot projects focus on enhancing public space and building community, sparking further district-wide community resilience.



## Festivals Connections

- Flowers
- Food Festivals & Markets
- Tet
- Cultural
- Tournaments



## Open Space Active Programming

- Pocket Parks
- Skate Park
- Ping Pong
- Cage Soccer
- Cinema
- Performance

# Sports and Youth in the N.V.C. Lot



The N.V.C.'s open, flat lot



The Memorial Wall



The N.V.C. Gym

The Nisei Veterans Committee building is ideally sited in central Little Saigon with a large open parking lot and Memorial Wall at the back of the lot. It houses restrooms, community space, and a gym, and lies next to a future city park site.

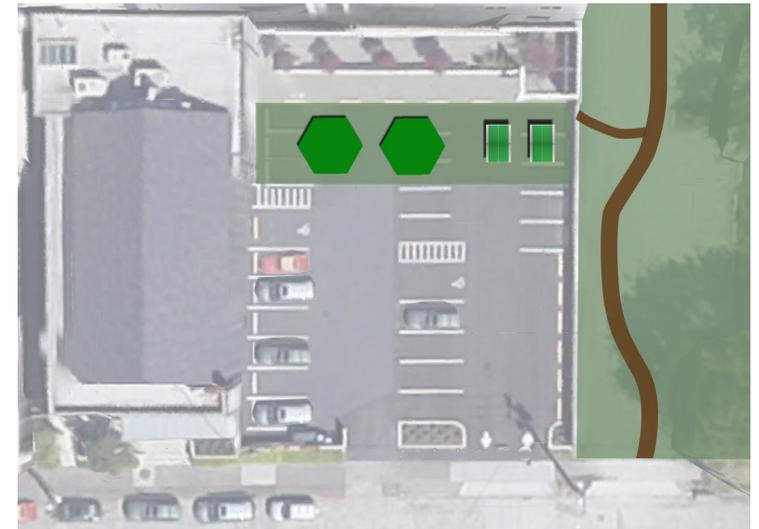
These unique features make the N.V.C parking lot an ideal space to attract community youth through sports. Cage soccer is a newer sport that can be built with cheap, modular materials for fast, one-on-one soccer match-ups, while ping pong is a fun, well-established game.

In the immediate future, the community could set-up and host tournaments large and small. Once the neighboring park is built, there is an opportunity for an integrated design benefiting the park, the Memorial Wall, and the community youth.

## Step 1: N.V.C. Tournament



## Step 2: Future Sports Lot



# Pho Bac Outdoor Cafe

## Commercial Resilience and the Public



A Little Saigon institution



The entrance to Little Saigon



The large parking lot



Cafe from the east - a more welcoming streetscape

# Pho Bac Outdoor Cafe

Pho Bac has been a Little Saigon institution since the 1980s. Sited on the extremely prominent corner of Jackson, Boren, 14th, and Rainier, the pho shop shares a parking lot with its sister property, Pho Viet. Because of the odd triangular shaped property, a large portion of that lot remains unorganized.

Adding cafe seating in that unorganized section would not only add resilience to the small business, but enhance the pedestrian experience on Jackson, and act as a visual marker for cars and transit entering Little Saigon from the east.

Because of Pho Bac's prominent location, it could also act as a catalyst for other Little Saigon businesses to enhance their outdoor areas, making the district a more friendly and walkable place.

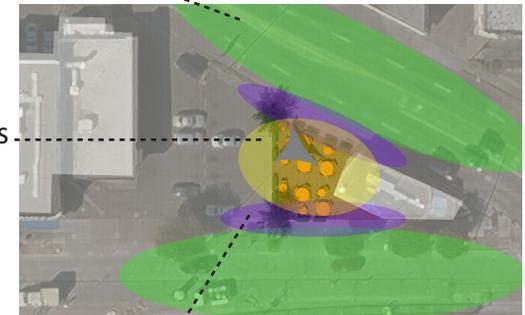


unused space

entrance landmark for cars

increased business

friendlier pedestrian experience



Evening activation

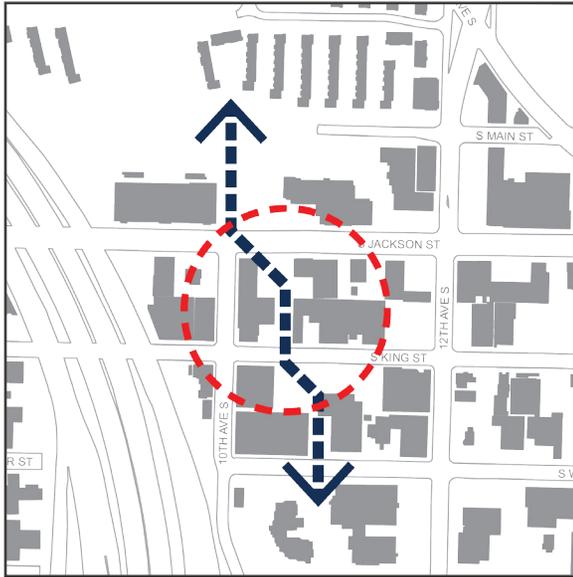


plan

# Phase 2: Bamboo Avenue

## Creating a Vietnamese Shopping Experience

Ian Garnier



### Establishing a Connection

Mapping residual spaces in the district made evident the lack of North-South connectivity. Future development planned in the district such as the 10th Avenue S. Hillclimb and reconstruction of Yesler Terrace allow for increased permeability within Little Saigon. Additionally, with the recent rezoning of the district that permits a massive increase in density there is an apparent need to focus on pedestrian connectivity and safety. Establishing this can create

opportunities to strengthen the local businesses and aid in retaining Vietnamese businesses within Little Saigon.

Existing business owners can utilize current residual spaces and start establishing pedestrian connections immediately. The site selected for a conceptual study is located east of 10th Avenue S between S Jackson and Weller Streets. The study area is comprised of several lots currently used as surface parking and private lots. By removing the existing fencing between these parcels (and retaining fencing adjacent to the street) and constructing temporary strictures to accommodate grade changes, a large space is created able to hold temporary events, such as bi-monthly Sunday markets oriented to weekend shoppers. Events such as these would not constitute a complete loss of parking stalls, but a temporary displacement in order to accommodate increased foot traffic. Additionally, nominal fees could be assessed as a way for the affected businesses to create additional

revenue streams.

Establishing these corridors as a commercial resource will reflect the character of the neighborhood, and guide the inevitable redevelopment of these parcels in a way that reflects these events. In doing so, the small businesses that have become established in the neighborhood through this practice can withstand the market forces of gentrification brought on by the increased investment in Little Saigon. The future presence of the Asian Landmark Center can further assist in maintaining Vietnamese businesses through community development banks, subsidized commercial space rent, or other programs that invest in the Vietnamese community while promoting workforce training and lifelong learning.

# Where has this Succeeded Before?

## 22@Barcelona, Barcelona, Spain<sup>1</sup>



22@Barcelona comprises public investment and private sector innovation. Spanning over several blocks, this technology and science hub also provides workforce education, entrepreneur spaces as well as several universities that promote lifelong learning.

## Old Town Pasadena, California, U.S.A.<sup>2</sup>



Connected to Downtown Los Angeles via light rail, Old Town Pasadena was revamped in the early 1990's to include commercial and mixed-use spaces, and includes stages for free events as well as night-time events that attract residents year-round.

## Third Street Promenade, California, U.S.A.<sup>3</sup>



Reflecting the business oriented nature of Santa Monica's past, the Third Street Promenade underwent redevelopment into a pedestrian mall in 1989 has become both a destination and a shopping district catering to pedestrians.

## Kings Cross, London, England<sup>4</sup>



Kings Cross has invested in a neglected granary-turned-art school and adjacent plaza by providing gourmet food trucks and seating. Simple actions like these invite possibilities and support for a better future.

1: <http://siteselection.com/issues/2013/jul/images/22Barcelona.jpg>, 2: <http://www.oldpasadena.org/homeflash/1.jpg>, 3: [http://upload.wikimedia.org/wikipedia/commons/8/87/Santa\\_Monica\\_Third\\_Street\\_Promenade%2C\\_Jane\\_Lidz.jpg](http://upload.wikimedia.org/wikipedia/commons/8/87/Santa_Monica_Third_Street_Promenade%2C_Jane_Lidz.jpg), 4: <http://gehlarchitects.files.wordpress.com/2014/04/p1110842.jpg>

# Phase 2: Establishing a Lasting Connection

Current Conditions

Perimeter Fencing



Revised Conditions



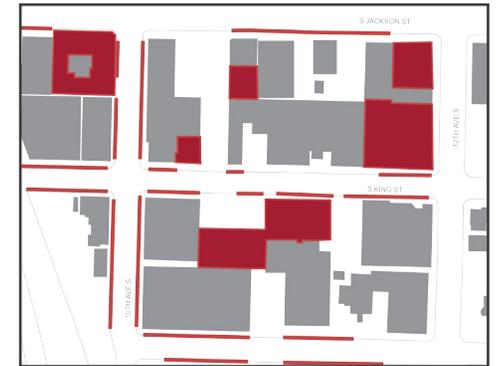
The fencing located between adjacent parcels is a barrier for pedestrian connectivity within Little Saigon. Removal of these barriers (while maintaining the perimeter fencing) allows for access during the day and security at night.

Available Retail Space



By removing fencing between existing lots, a corridor is created suitable for temporary spaces. Additional revenue streams for existing businesses can be gained by charging vendors nominal fees for use of the space.

Parking Availability



The private lots that comprise this area serve the adjacent businesses. By temporarily displacing a small portion of parking onto the street and surrounding lots, additional retail space and therefore revenue can be created.

# Possible Market Configurations

## Proposed Configuration

## Alternate Configuration



# Holding a Weekend Market



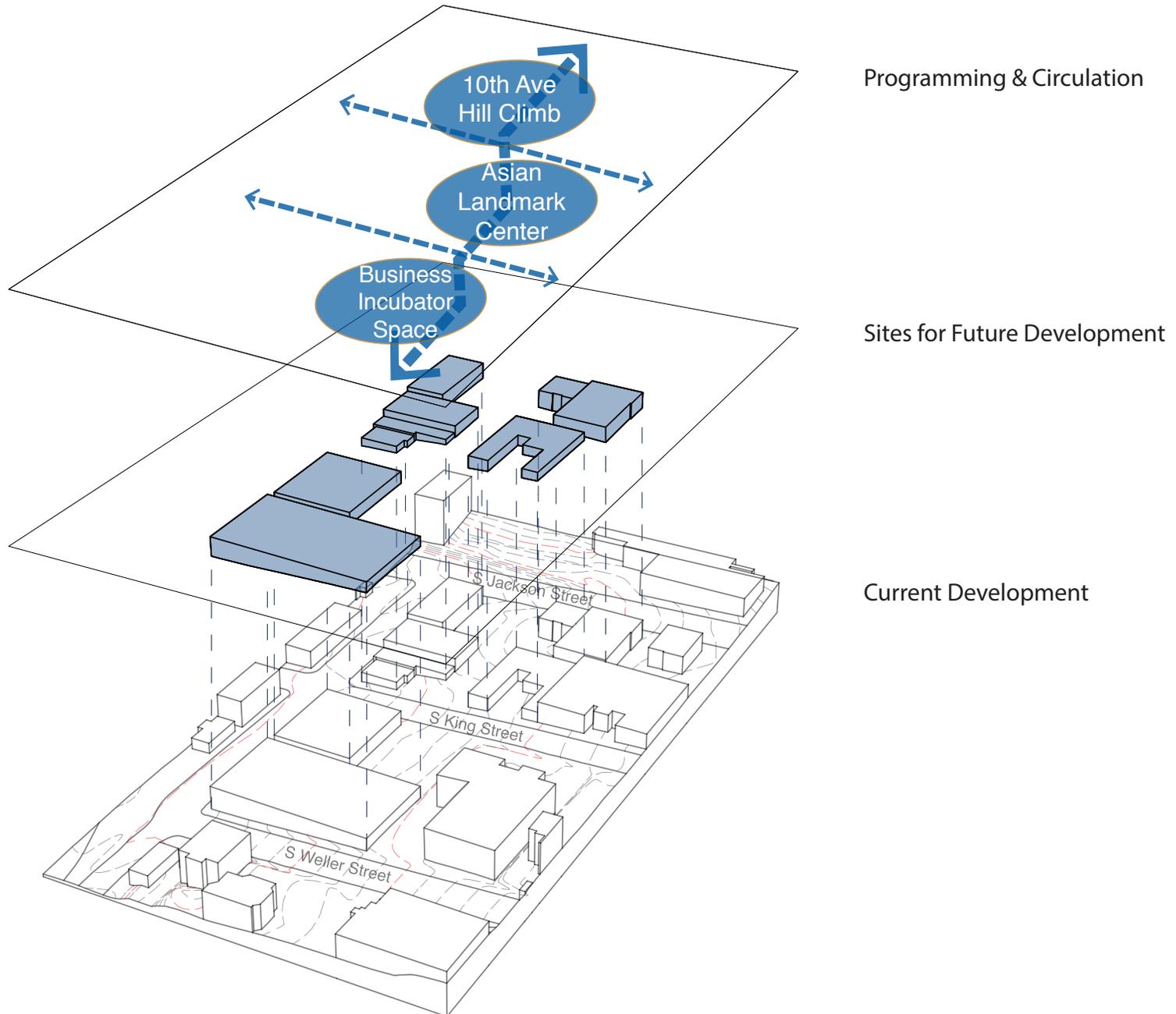
## Beginning Bamboo Avenue

Temporary markets located in these strategic locations give economic activity a sense of novelty, attracting Vietnamese consumers from around the Puget Sound region. Adjacent business are able to supplement these market stalls by providing their own wares, provide food service, or sponsoring the event. With

regularly scheduled markets such as this, residents and visitors to Little Saigon will begin to recognize these corridors as places to procure unique items or goods in addition spending time within the district. Once these markets have become well established, redevelopment in he area has the onus of reflecting the Vietnamese people and culture

of Little Saigon by reflecting these pedestrian shopping corridors into redevelopment. Partnering with community groups and resources, these places can encourage a strong Vietnamese entrepreneur culture and provide workforce training and lifelong learning.

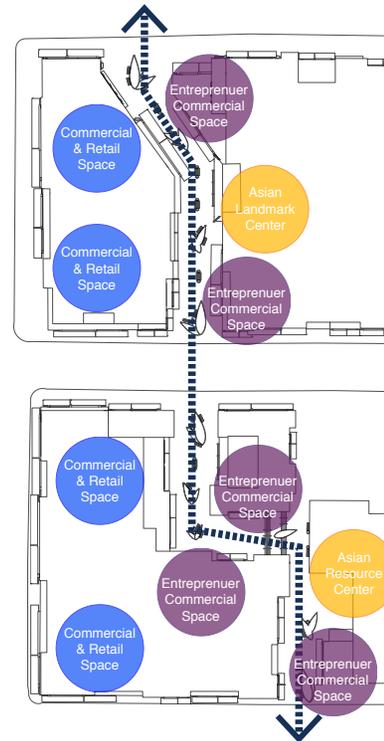
# Phase 3: Preparing for Redevelopment



# Bamboo Avenue Reflected in Future Development



# Bamboo Avenue



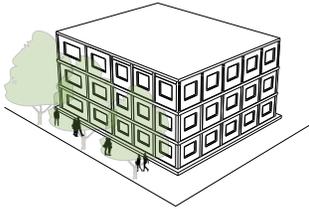
## Diverse Programming

Public Private Partnerships can provide affordable spaces for the Vietnamese community. Situating the Asian Landmark Center as a vanguard against displacement, Vietnamese entrepreneurs and small business owners will continue to thrive in the community. In turn, development will continue to honor the existing community while shaping community spaces that are attractive and attract to regional shoppers.



# Policies & Incentives to Encourage Public Space

## Standard Zoning Codes



- Constricted Buildings Heights
- Restrictive Land Use Regulations
- Minimum Parking Requirements
- Lengthy Permitting Process

Advocating for public policies will make positive strides in welcoming development that will not displace merchants in the area while ensuring the longevity of the Vietnamese within Little Saigon. Current codes for Little Saigon are subject to zoning designations as well as other restrictions such as parking minimums. In order to ensure the continuance of Bamboo Avenue, the City can enact policies

## Providing Public Space

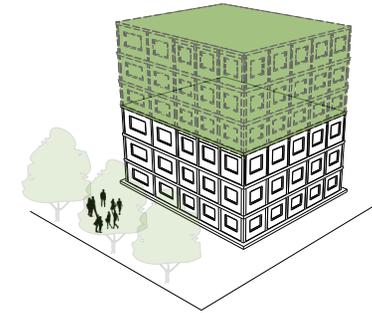


### Examples of Tools to Encourage Public Space:

- Transfer of Development Rights
- Zoning Variances
- Tax Benefits
- Expedited Permitting

that provide easements for a pedestrian shopping alley as well as encouraging spaces for current and future Vietnamese businesses. Transfer of Development Rights (TDR) allow for portions of a property to be developed for the public realm. Under a Transfer of Development Rights program, development space can be transferred in exchange for benefits such as additional building heights or a reduction

## Profitable & Lively Businesses



- Increased Building Height
- Increased Business Exposure
- Government Subsidies
- Reduced Parking Requirements

in parking requirements. Under this program, an easement can be established that will allow a pedestrian concourse that begins from the 10th Avenue Hillclimb through the Asian Resource Center. Additionally, granting zoning variances in exchange for entrepreneurial space will add vibrancy to Little Saigon. Under a zoning variance, certain land usages that would otherwise be

excluded for a certain zoning designation would be available to developers. In Little Saigon, variances can be advantageous to those entrepreneurs interested in light manufacturing or storage. Allowing for diverse commercial spaces will assist in keeping Little Saigon a vibrant community that cater to start-ups as well as established commercial practices.

# Perspective

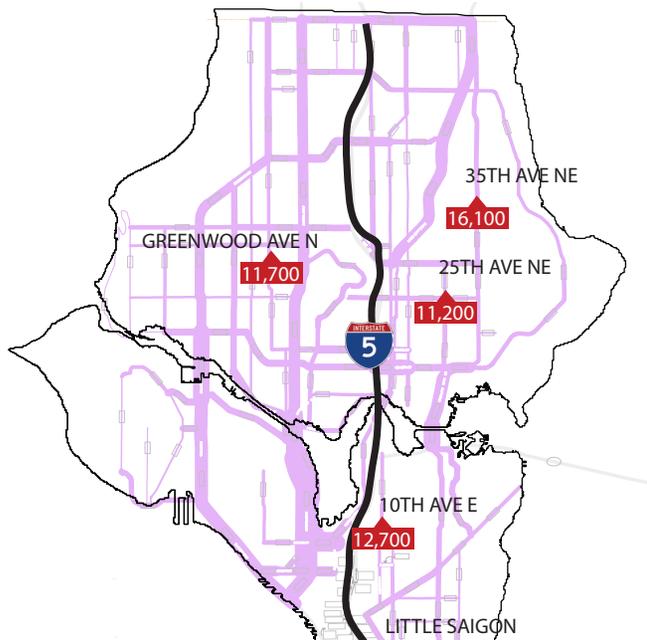
## Active Sidewalk



# Jackson Corridor

## Traffic Analysis

Tianshi Guo & Ying Zhou & Daniel Jost

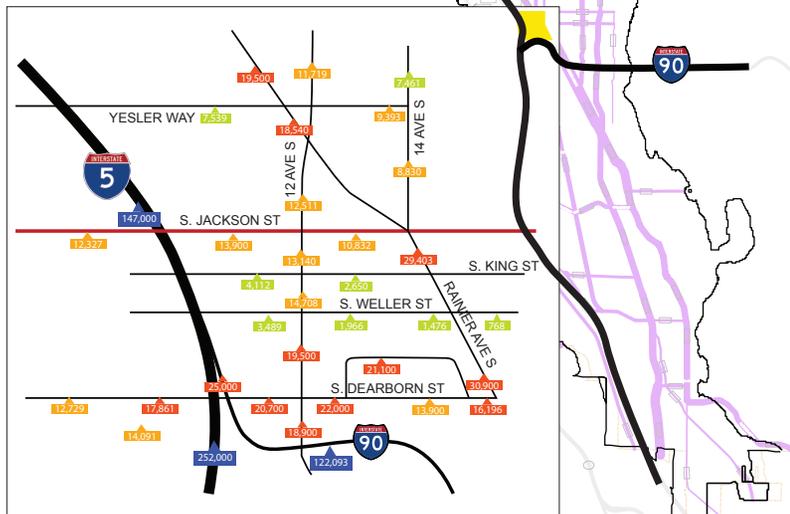


### 2012 Seattle Traffic Flow Map

Based on the annual average weekly traffic data from SDOT, Jackson Street has the similar amount of traffic with many avenues such as Greenwood Ave N, 25th Ave NE, 35th Ave NE, and 10th Ave E.

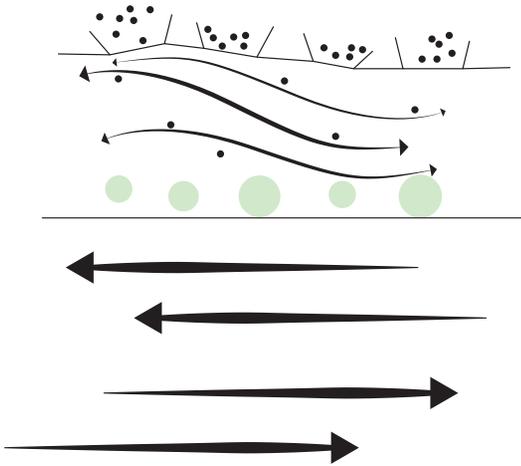
### Street Image

The 35th ave NE has even more traffic flow than the S Jackson street. But the 35th ave NE has one traffic lane on each direction and one turning lane in the middle, and on-street parking is allowed on both side of the street. It shows Jackson street has the possibility to have the same traffic category.

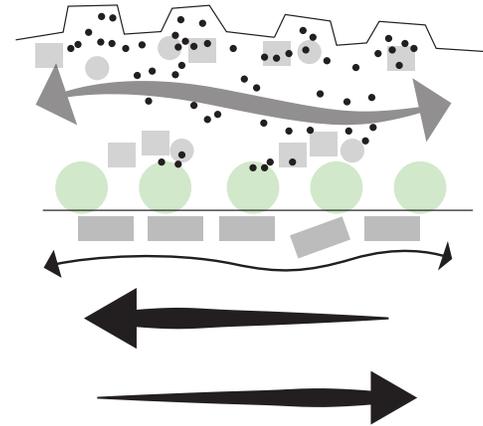


# Design Strategies

## Concept Diagram



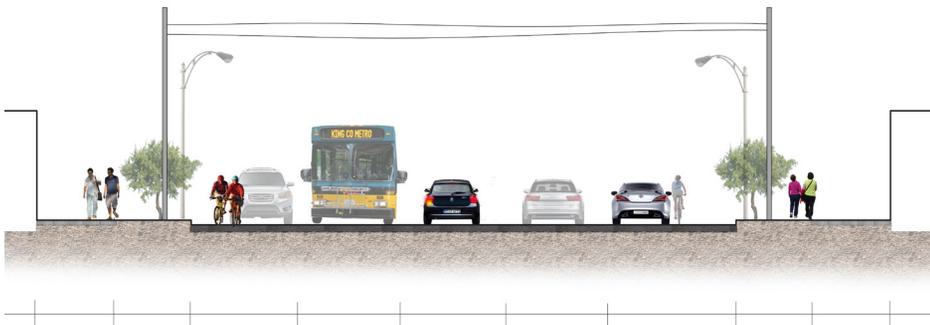
**BEFORE**  
 Closed facades | Disperse people |  
 Segregate pedestrian | Big gaps | Fast traffic flow



**AFTER**  
 Gathering people | Integrate with pedestrian | Invite people | Opened up facades | Slow down the traffic

## Sections

**BEFORE**  
 Two traffic lanes on each side | Limited on-street parking |  
 Unclear bike routes | Too wide tree pit



**AFTER**  
 One traffic lanes on each side | Allowed on-street parking | Clear bike route | Active sidewalk



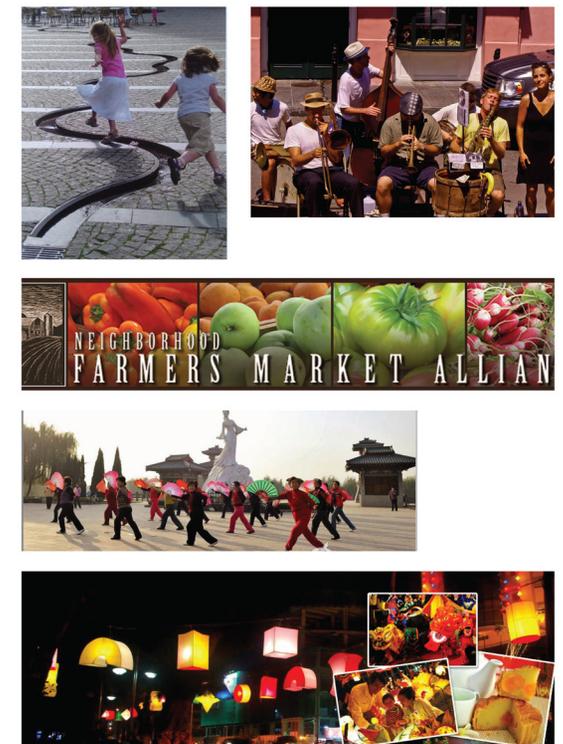
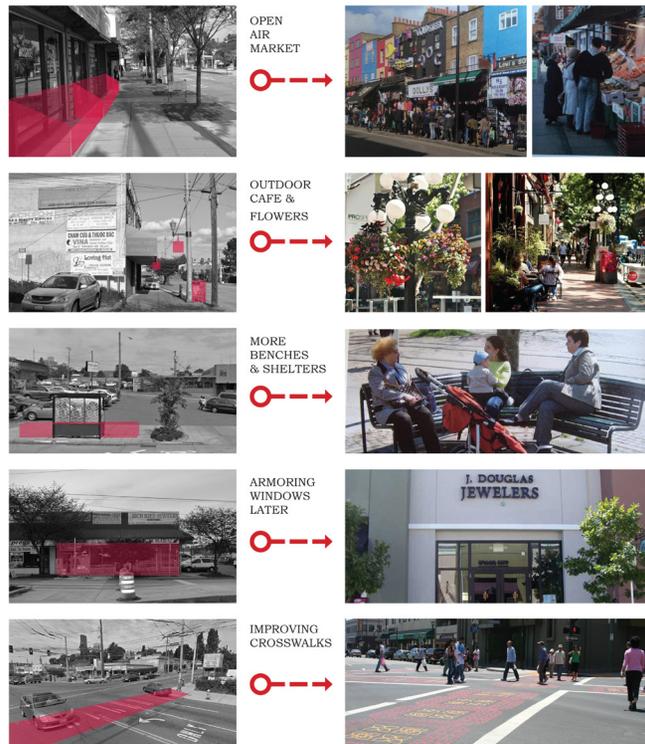
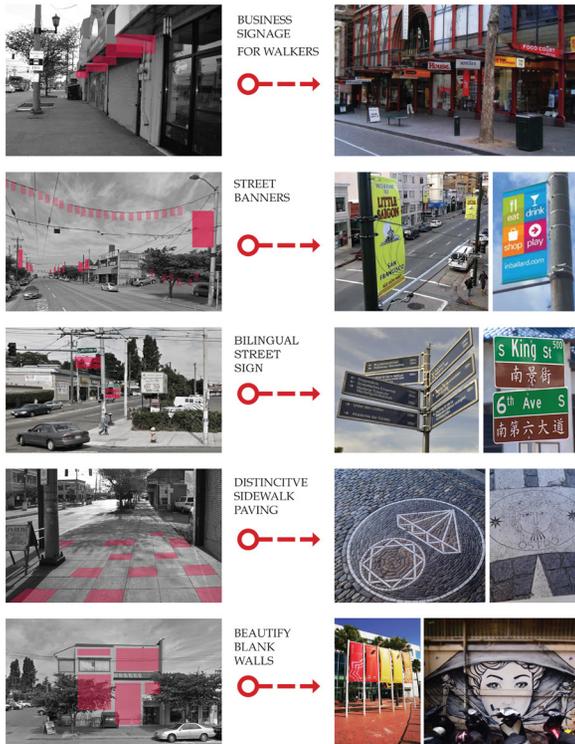
# Streetscape Proposal

## New Street With Culture Identity

**IDENTITY** - Visual appeal for self-expression  
 The visual decorations of the street offer a feeling of organization, comfort even security.

**TALKSCAPES** - Lively space  
 Street furniture showcase can be designed and set up to offer a wealth of Conversational opportunities - as wanted and needed.

**FLEXIBLE & FLEETING** - Active space  
 Space, furniture and set up can provide short term but important activities such as morning gymnastics, parades, festivals, small parklets, performances, and weekend farmers' market.



# Plan

## 10 Ave - 12 Ave



### VIETNAM - Culture

The little Saigon area is mostly Vietnam community and the design proposal is to make the streetscape with Vietnamese cultural Identity.



### New fence & Bus Shelter

Instead of the ugly existing fence, the new design of the fence comes from the traditional water puppet show in Vietnam. Also it has the function of lighting.

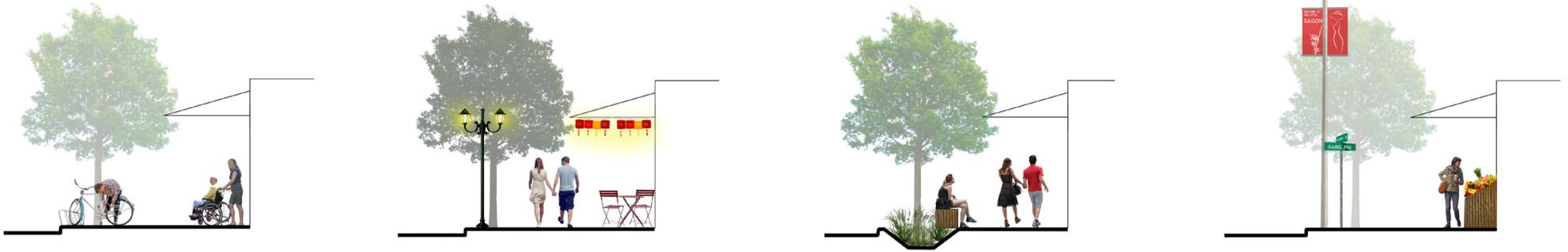


## Sections

### Sidewalk and Driveway improvement

#### Sidewalk categories

The sections shows different sidewalk categories. Many activities can happen on the sidewalk and the new designs make Jackson Street more pedestrian friendly.



#### Jackson Street Section

The section shows the basic design strategies of the driveway. Also gives a simple perspective diagram of the outdoor cafe and new parking lot on the north west corner of intersection of the 12th ave and Jackson street.



# Perspective

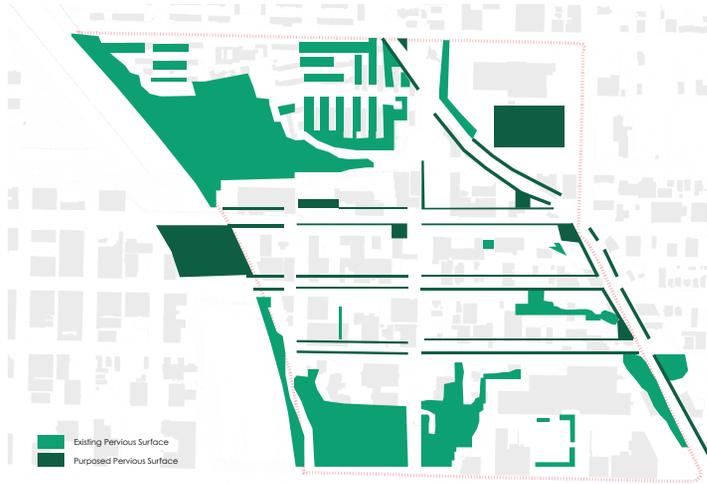
Lighting system improvement



# Stormwater Analysis and Design Strategy

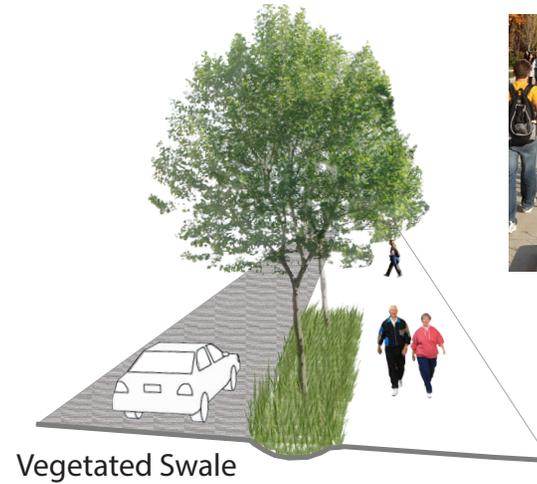
## Little Saigon Stormwater Facility Enhancement

Previous Surface Map



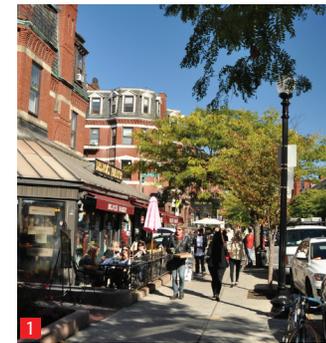
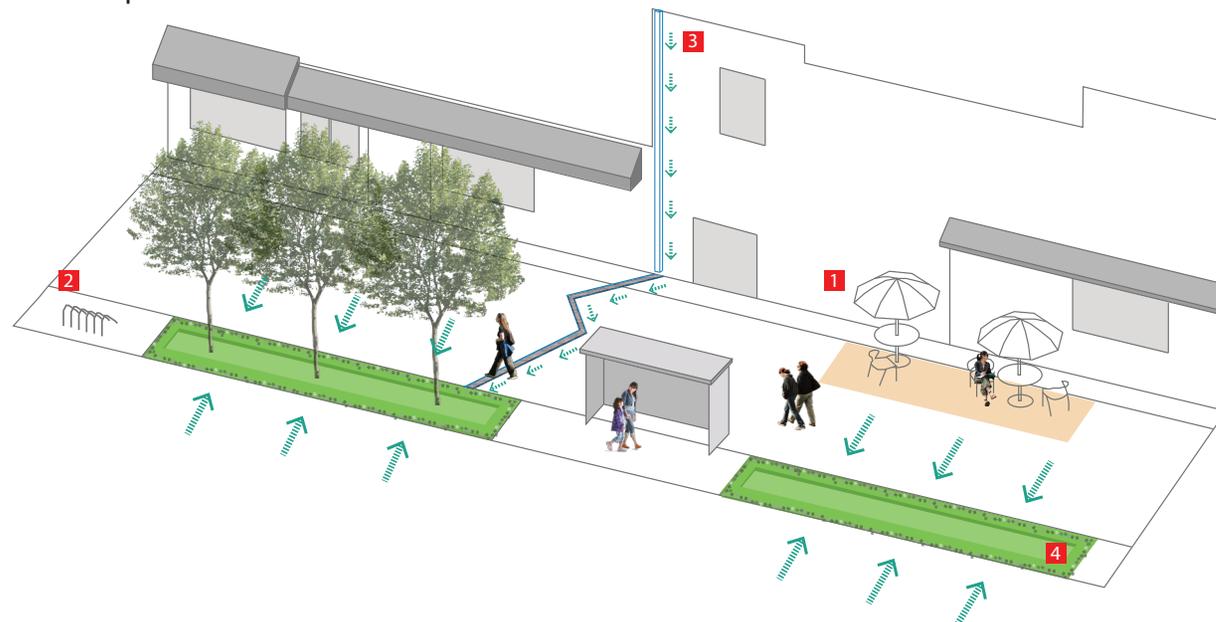
Stormwater facilities work as corridor to connect Little Saigon and the previous surface of Little Saigon will be increased.

Stormwater Facility

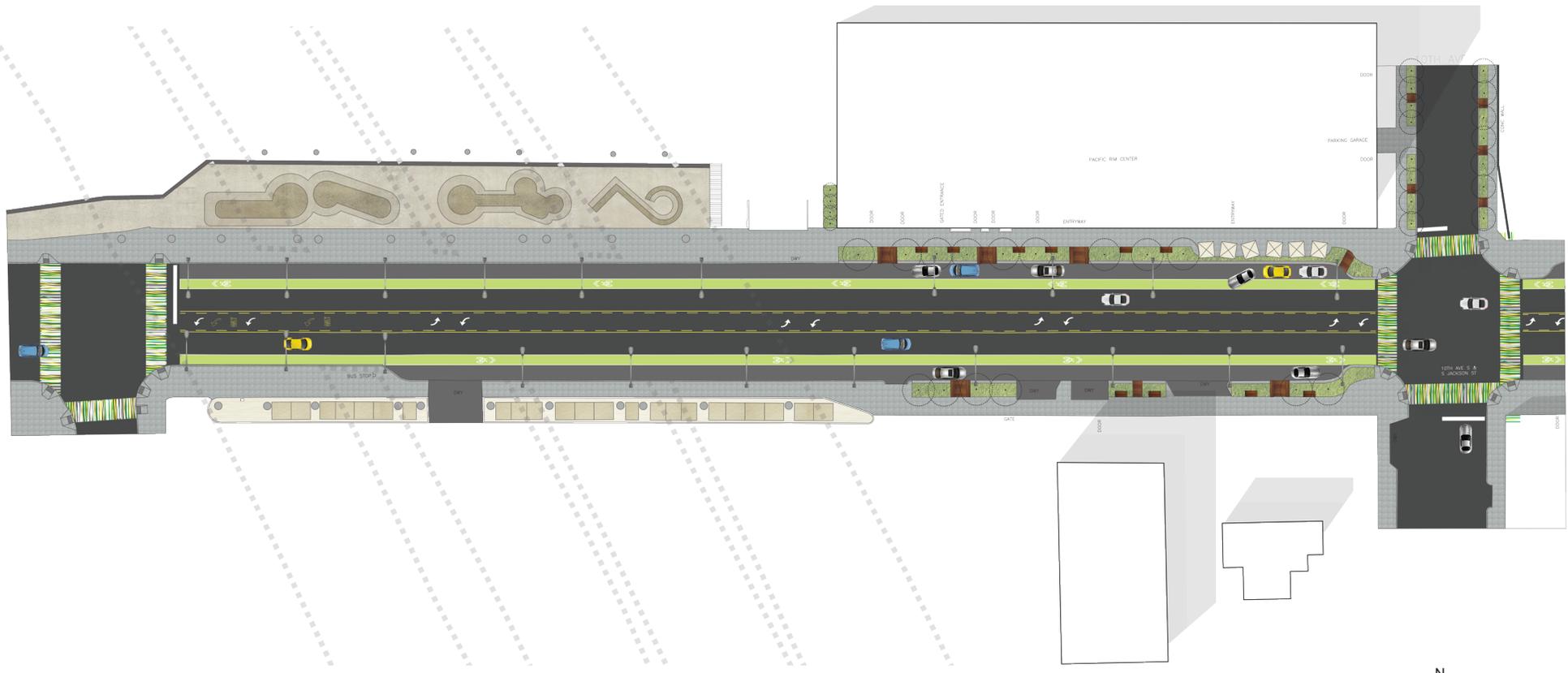


- Filter and slow stormwater runoff
- Cost-effective
- Provide wildlife habitat
- Visual enhancements
- Reduce the number and cost of storm drains and piping required when developing a site

Streetscape View



# Plan I5 - 10th Ave.



Outdoor Market



Skate Park

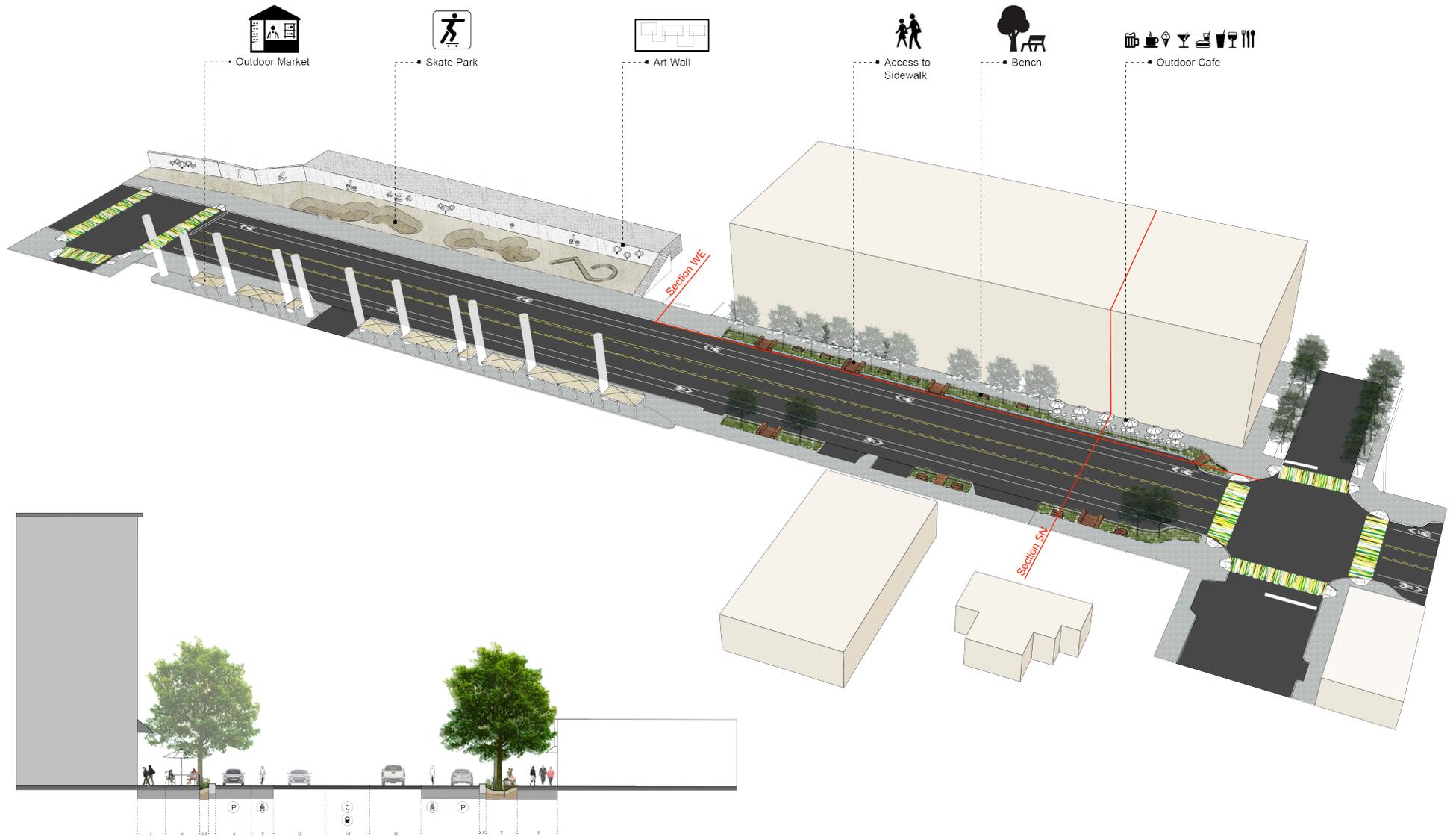


Vegetated Swale



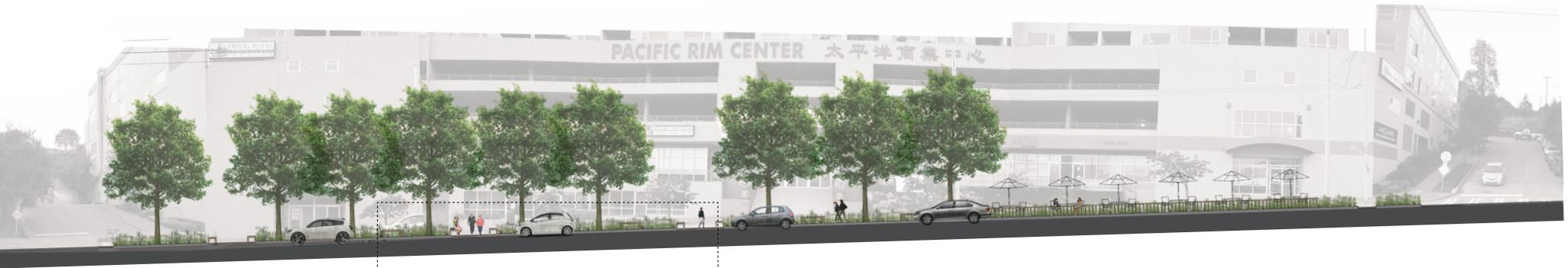
## Streetscape Elements

# Street Programs



Section SN

# Jackson Corridor



Section WE



Street Furniture: Vegetated Swale with Seating and On-street Parking Access



Outdoor Market

# Jackson Corridor

## Energizing South Jackson Street

Tianshi Guo, Ying Zhou, & Daniel Jost

South Jackson is Little Saigon's most lively street. It is filled with interesting shops and restaurants. But its physical features make it an unpleasant place to walk, and that likely deters many potential customers. The new street-car could bring many new people to the district, but only if riders see it as a safe and fun place to explore.

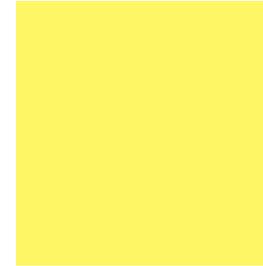
We identify some of the physical features that are creating energy gaps along the street, like setbacks, blank walls, highway overpasses, and armored windows. And we propose interventions that would fill these gaps.

We also seek to calm traffic along the street and make it a more pleasant place to walk and bike. The section of South Jackson Street between Interstate 5 and Rainier Avenue is currently five lanes wide and the lanes themselves are 12-13 feet apiece. This encourages cars to speed through the area with no regard for pedestrians.

But five lanes isn't necessary to accommodate the traffic flows here. The Federal Highway Administration's website says that four lane roads with average daily traffic of 20,000 vehicles or less may be good candidates for a road diet. South Jackson Street has average daily traffic of just 13,900 vehicles on the block west of 12th Avenue and just 10,832 on the block east of 12th Avenue. So we advocate replacing one lane in each direction with bike lanes and on-street parking.

In addition to calming traffic and energizing the neighborhood, our plans strive to celebrate Little Saigon's Vietnamese-American culture without disneyfying the space. We build on Vietnamese references in an effort to create a more cohesive district.

To replace tree pits that are awkwardly sized, we propose creating green stormwater infrastructure that will beautify the neighborhood and cut flows to combined sewers.



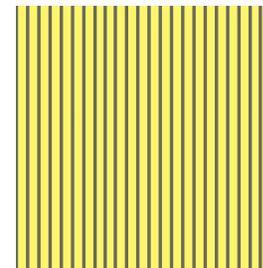
### More Energized Areas

- Eye Level Windows
- Shopping Along Street
- Window Displays Perpendicular to Sidewalk



### Energy Gaps

- Blank Walls
- Areas Under Interstate
- Buildings Set Back From Street
- Boarded Up Buildings
- Chain Link Fences

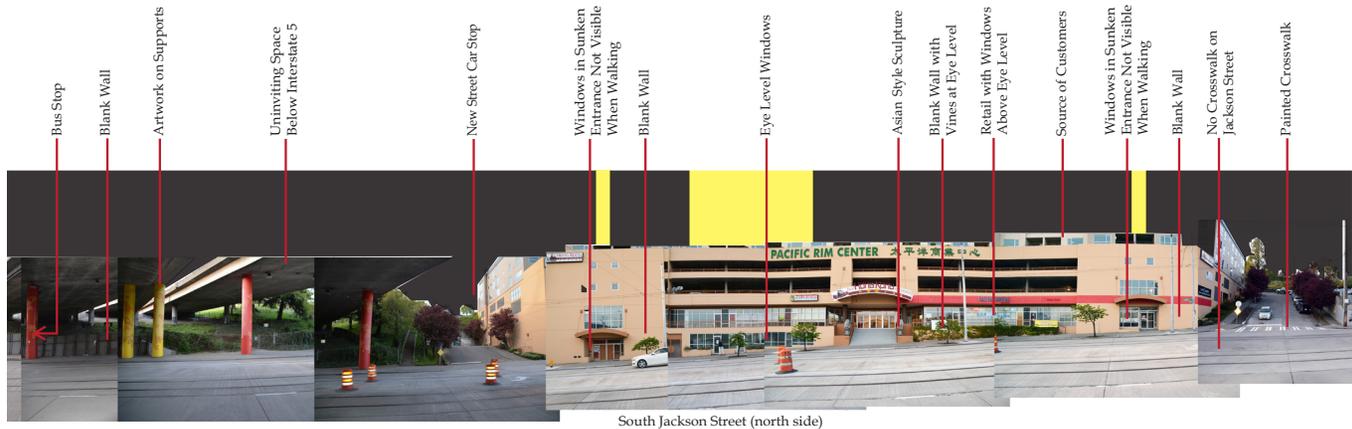


### Energy Gaps in Evening

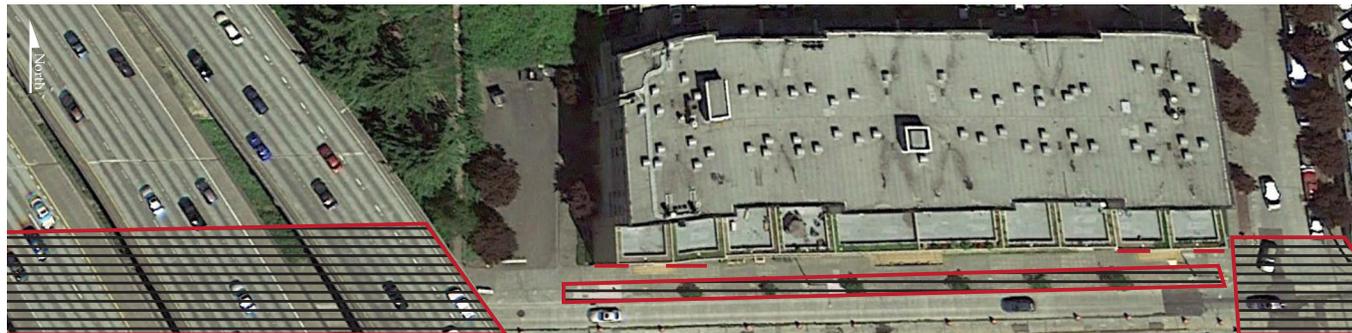
Many buildings in Little Saigon armor up with retractable fences and garage doors between 5 and 7 pm. This makes the neighborhood feel dangerous and unwelcoming during dinner hours.



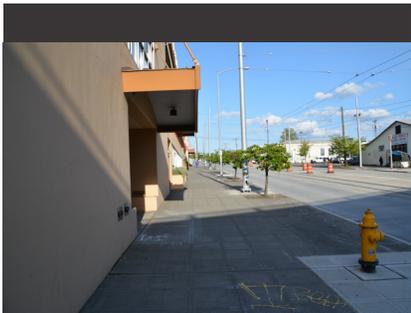
### Areas with Potential for Energizing



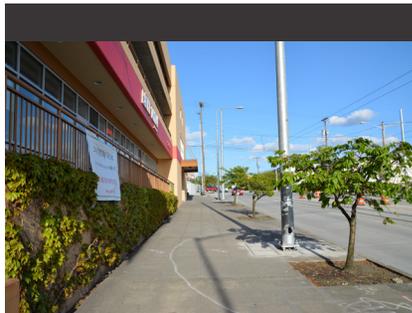
South Jackson Street (north side)



Interstate 5 has four overpasses over Jackson Street, separating Little Saigon from Chinatown.

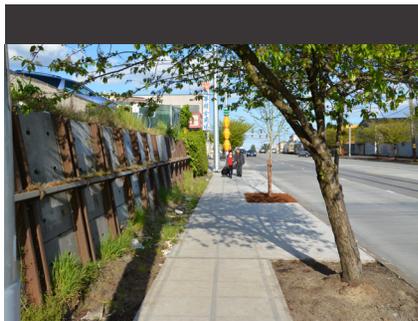
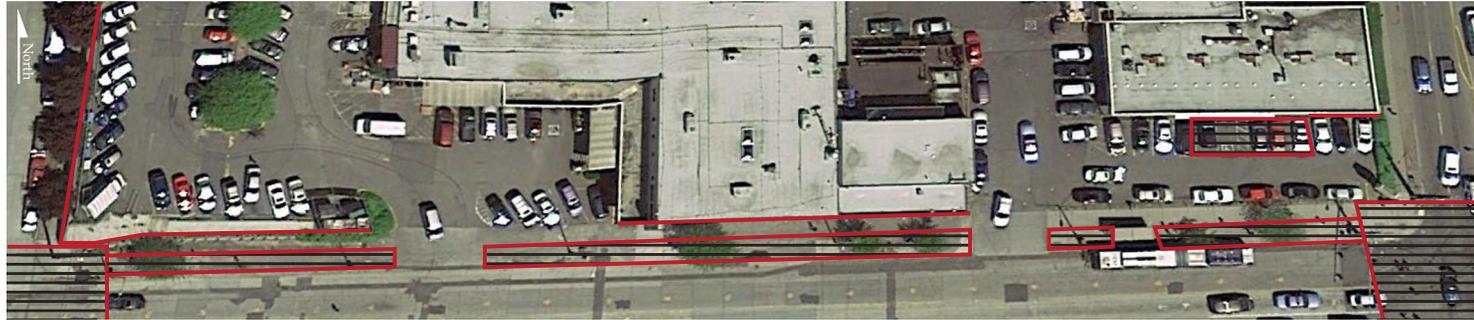
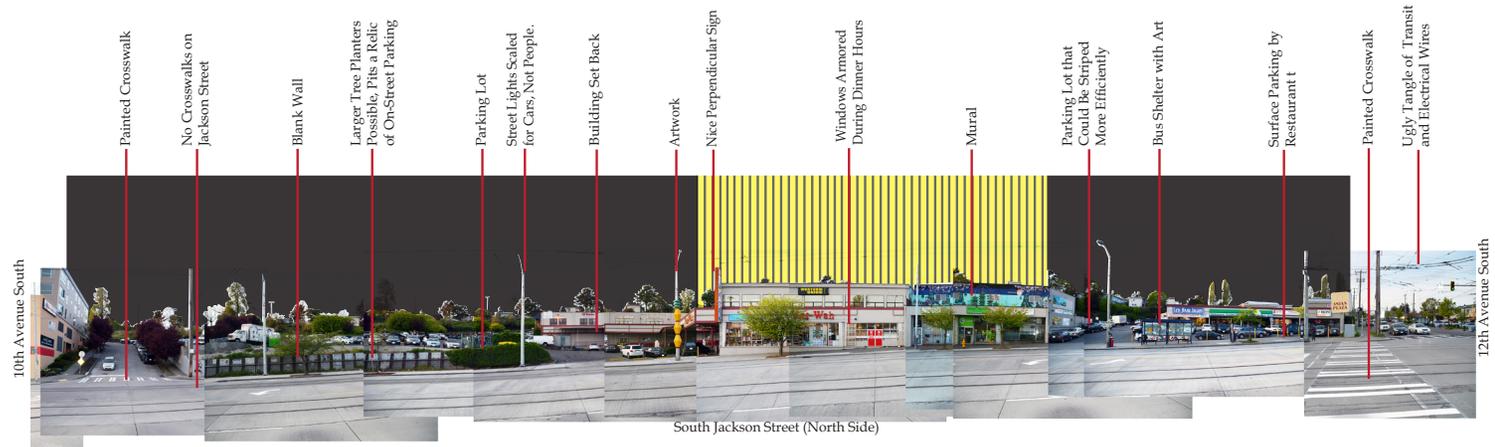


Setbacks in the facade obscure eye level windows at the Pacific Rim Center.



Much of the retail space at the Pacific Rim Center is high above the sidewalk.

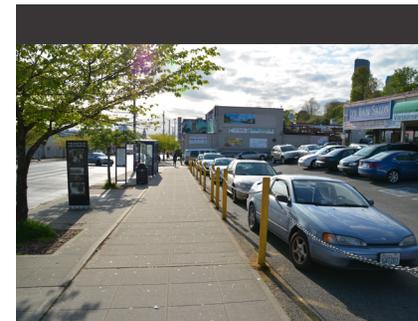
# Jackson Corridor



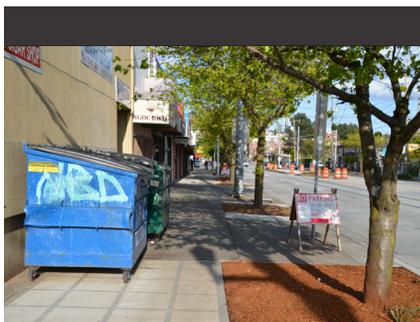
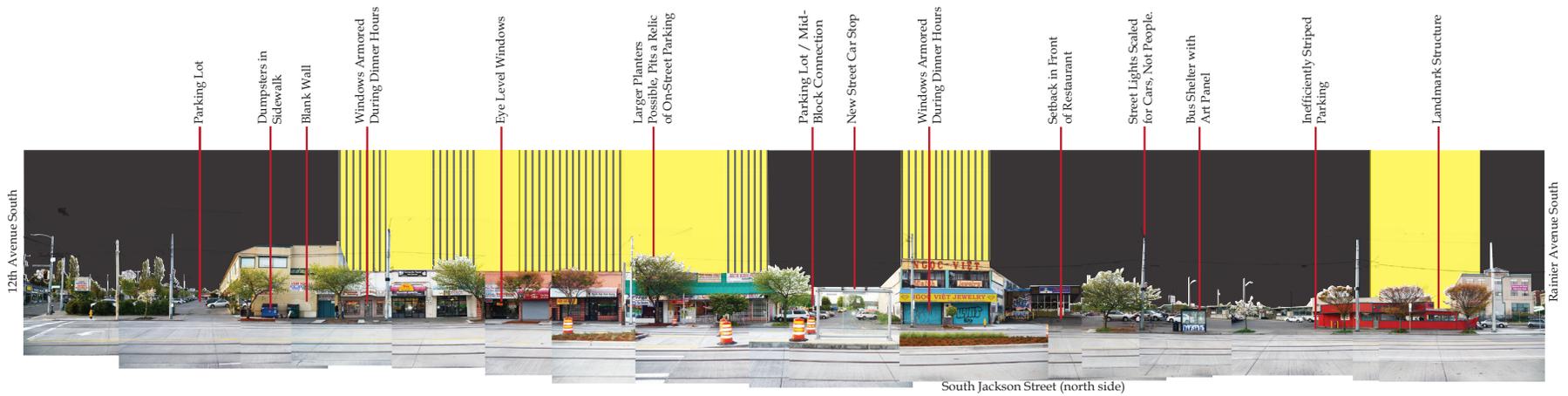
A long, blank, retaining wall attracts graffiti and trash, discourages visitors from continuing on.



Viet-Wah's eye level windows encourage pedestrians to browse during the day, are barred at night.



Setback with surface parking discourages street life, west side could be striped more efficiently.



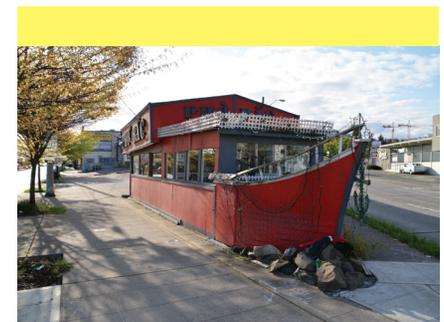
A blank wall attracts graffiti. Dumpsters create a pedestrian bottle neck.



Storefronts armored during the dinner hours make walking to restaurants feel unsafe.



Extensive tagging right in front of the new street car stop could discourage tourists from stopping.

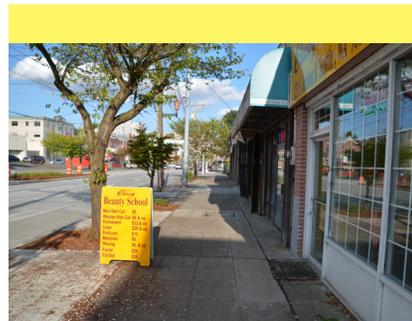


Pho Bac is a neighborhood landmark. Its eye level windows make the sidewalk feel safer.

# Energizing South Jackson Street



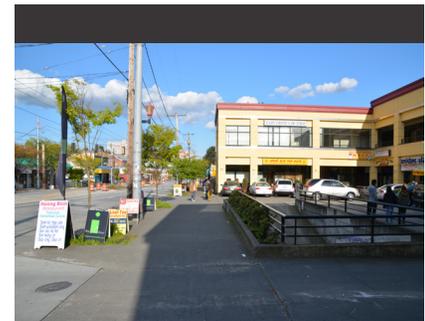
A fence with barbed wire surrounds a used car



Sandwich boards are used by many businesses to

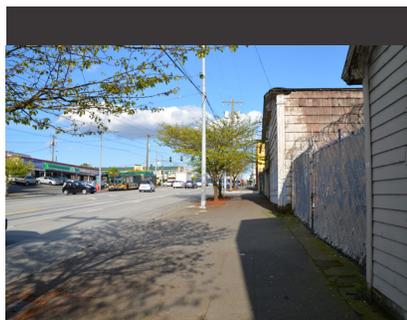
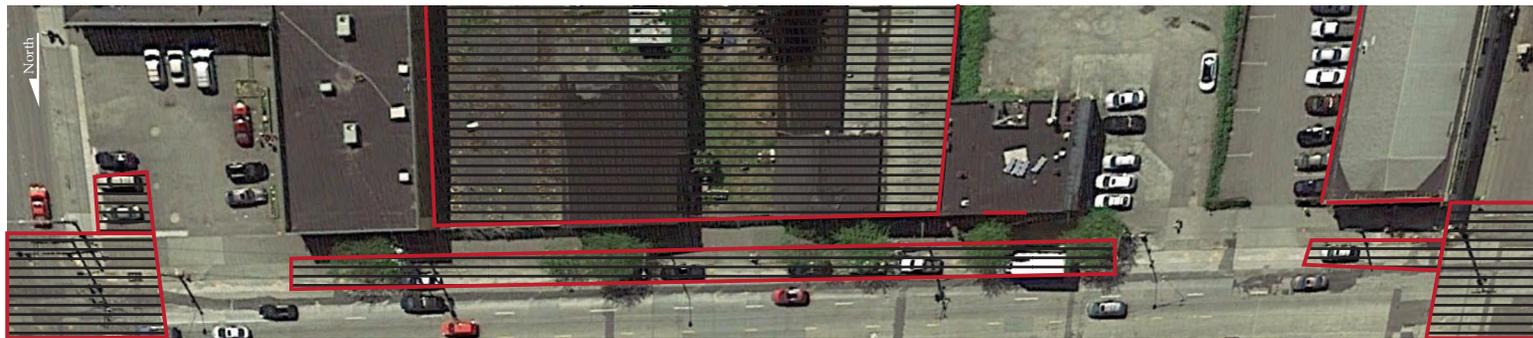


A lot owned by the Seattle Parks Department is

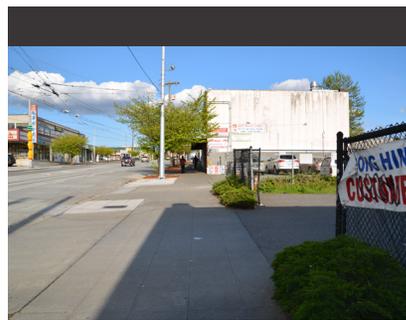


Ding How Center may not need all its surface

# Energizing South Jackson Street



A cluster of dillapitated buildings covered in graffiti makes the neighborhood appear unsafe

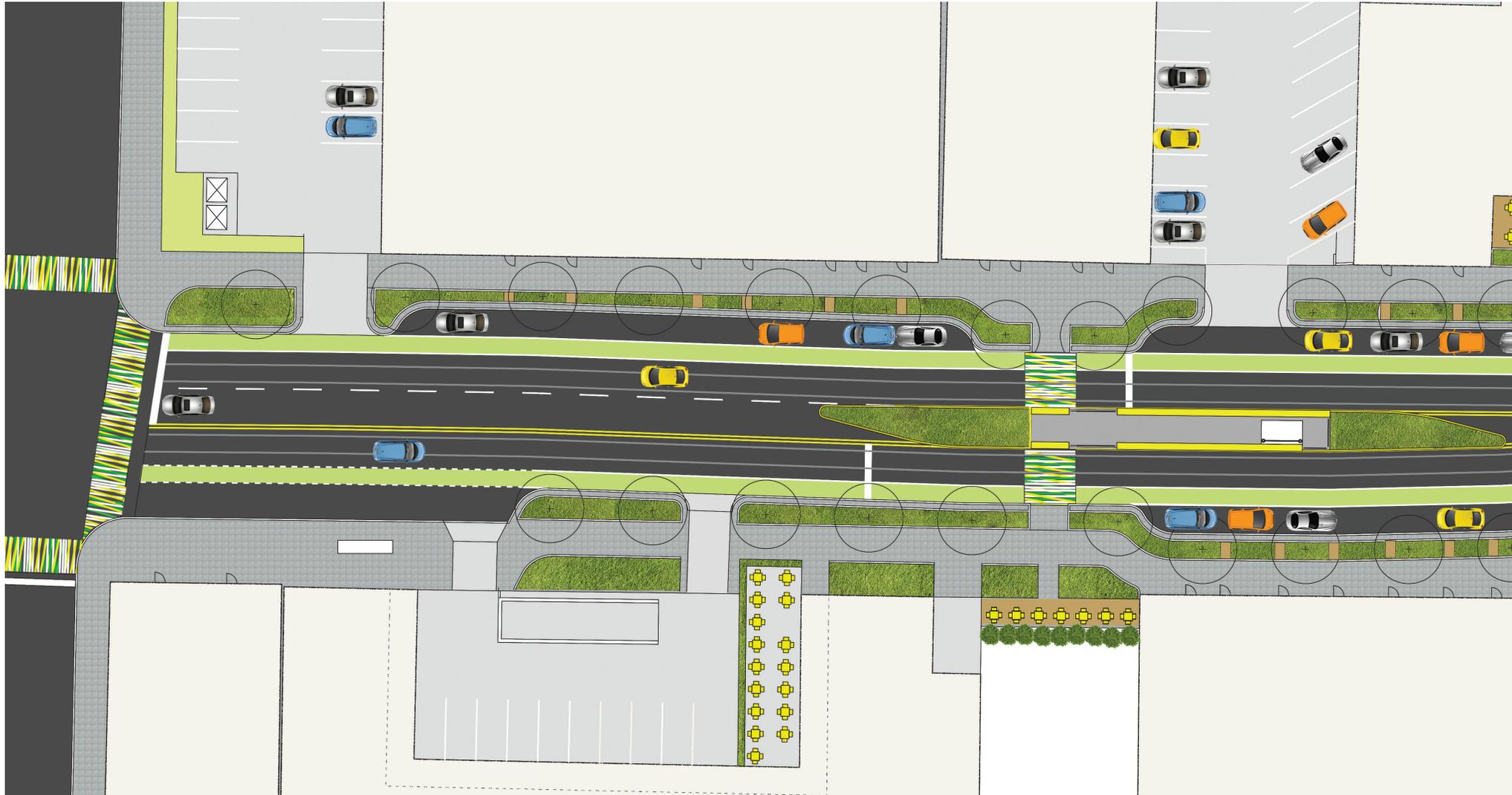


Two parking lots, a blank wall, and no planting strip make this section of sidewalk feel unfriendly.

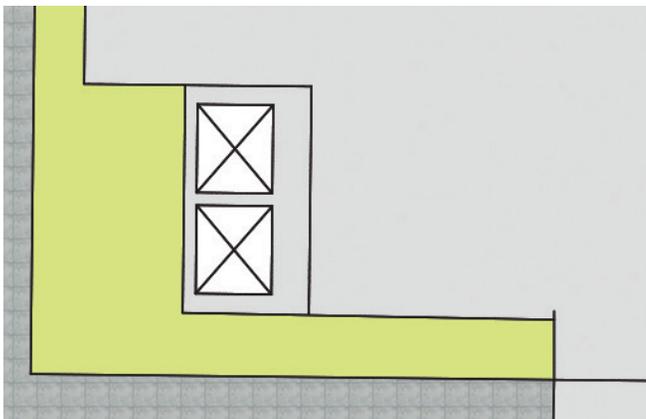


During the daytime, Dong Hing Market puts carts full of merchandise on the sidewalk.

## Plan for Narrowing Jackson Street: 12th Avenue to Rainier Avenue

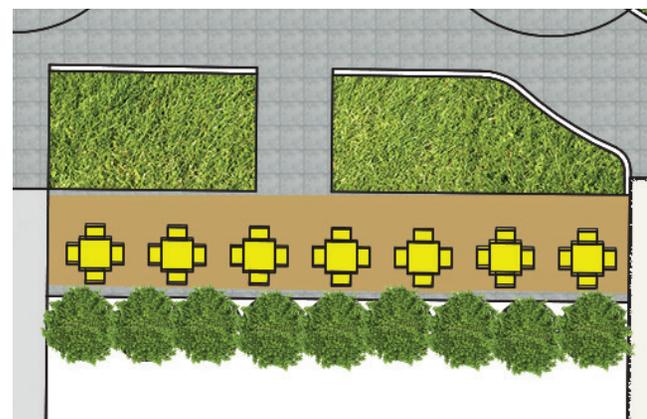






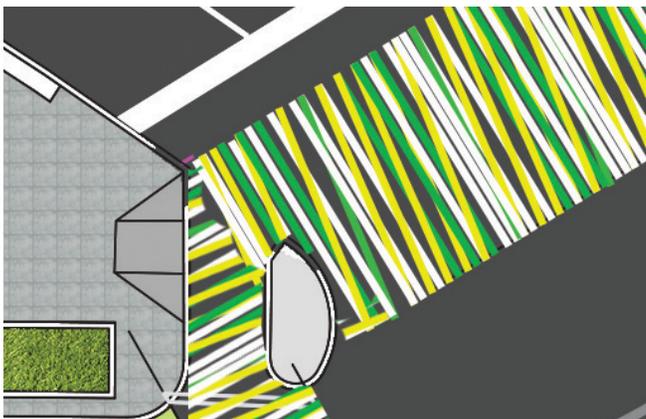
## Dumpsters Relocated

Dumpsters could be relocated from pedestrian pathway and screened.



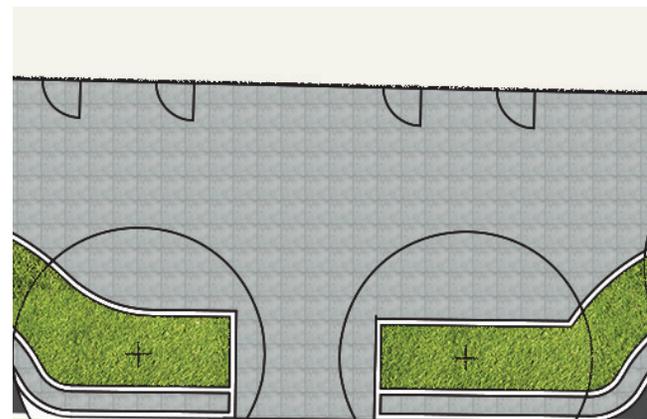
## Game Area

Land owned by parks department could get temporary deck with game tables while more permanent design ideas are explored.



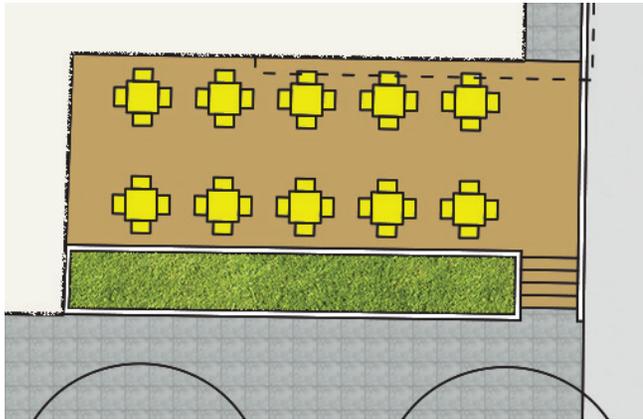
## Distinctive Crosswalk and Lighting

A distinctive crosswalk, paired with strings of lighting that criss-cross overhead, mixing with the various wires, could act as a welcome mat for Little Saigon.



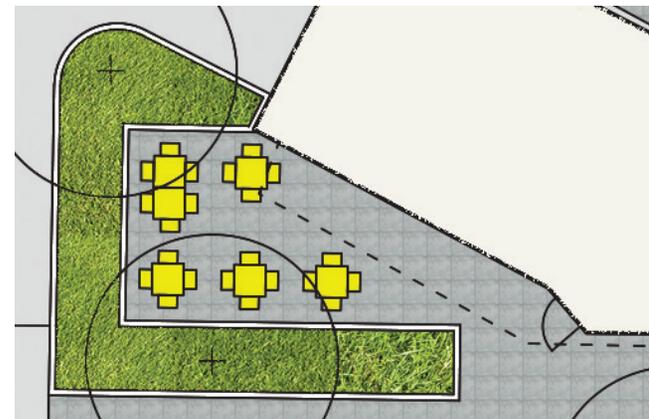
## Adaptable Bulb-out

Bulb out in front of currently vacant store-front could become cafe space or could be used for outdoor displays of merchandise



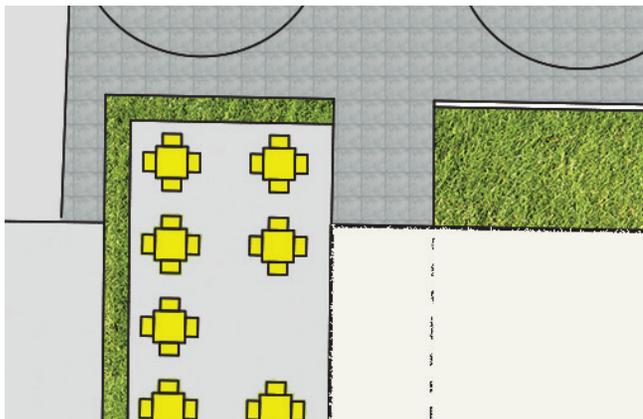
## Pho Viet Deck

Pavement sometimes used for parking could become cafe seating for the adjacent restaurant. The site is uneven so a deck would be required.



## Pho Bac Cafe Space

The flowing expanse of unstriped pavement west of Pho Bac could be reconfigured to provide outdoor cafe space.

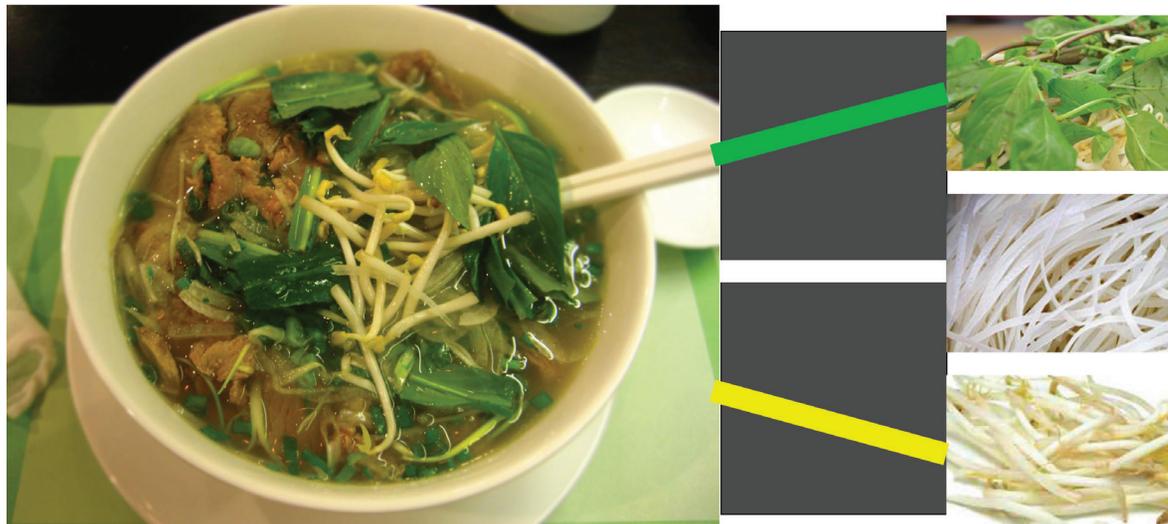


## Ding How Center Cafe

Some parking spaces near restaurant where there is a deep setback could become cafe space

## Improved Crosswalks Inspired by Local Food Cul-

A new streetcar station in the middle of South Jackson Street will become a main entry point for visitors. Yet it does not feel very welcoming for pedestrians (here). The thermoplastic lines are barely noticeable to drivers and they terminate at a tree pit. In addition to the restriping work to make the street more friendly for pedestrians and bicyclists, we propose bumping out the curb at this mid-block crossing and improving the crosswalk. It would be hard to add a paver crosswalk at this point, since the rails are surrounded by concrete. However using colorful thermoplastic strips, one could create a very nice modern looking crosswalk inspired by pho.

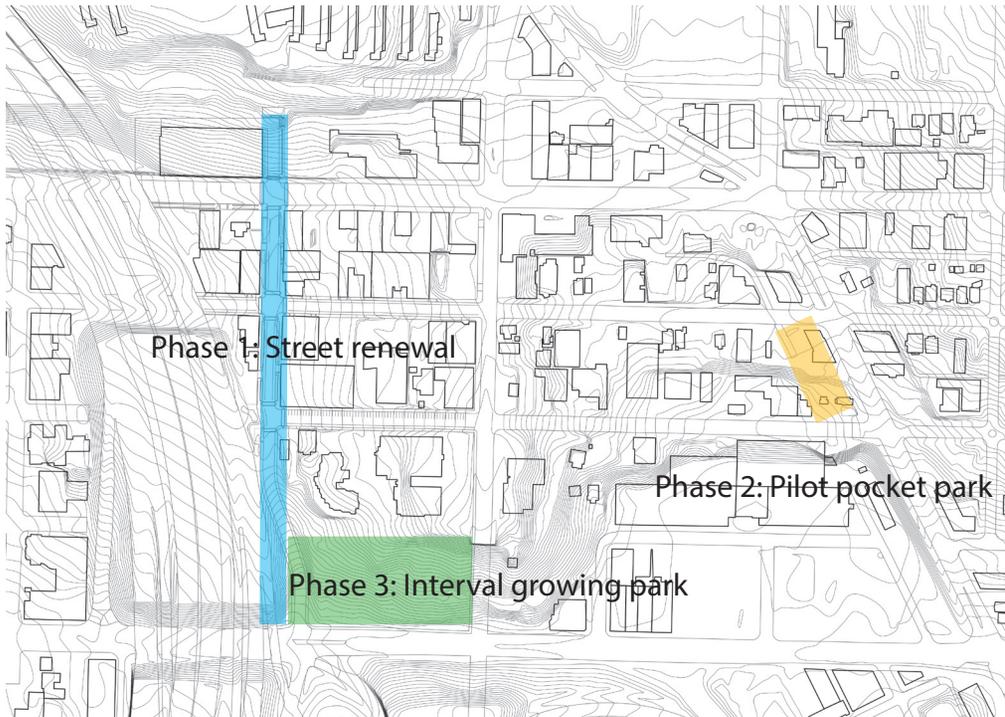




# Urban Forestry

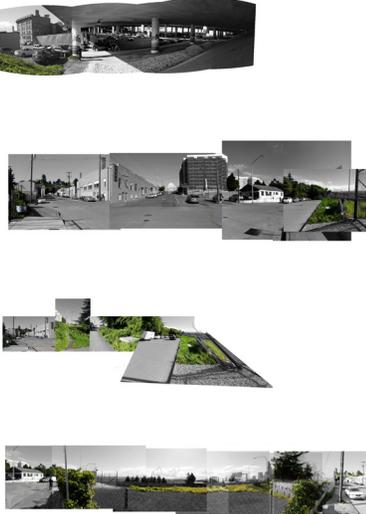
## Green Little Saigon in

In order to promote the Vietnamese cultural and identity, one of the ways is to look at the Vietnamese cultural plants through applications of the native plants with resembling characteristics. Urban forestry includes the idea of improving the existing landscapes at different scales ranging from street renewal, pocket spaces and larger green open spaces. The approach is to implement the improvements of the landscapes in phases in both short term and long term. Stormwater is also part of the design intervention. Overall, the urban forestry would benefit Little Saigon socially and commercially.



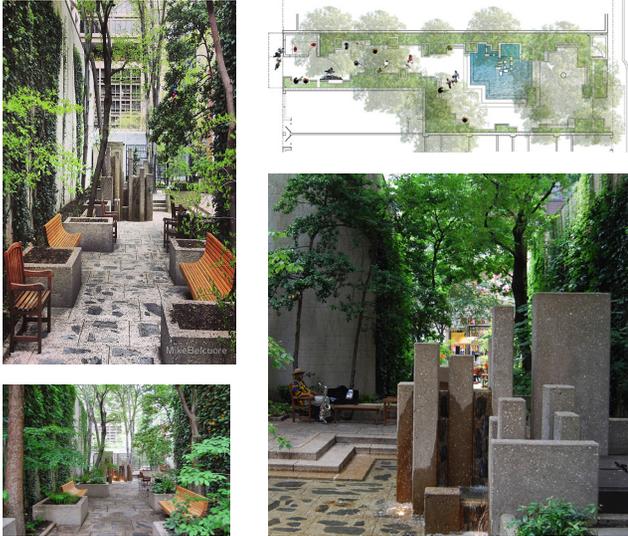
# Green Little Saigon in Phases: Precedents

**Phase 1: Streetscape\_10th Street Renewal**  
 "Greening" the streets is one of the effective ways to improve an urban infrastructure such as street corridors while meeting the functional traffic demands. Based on the existing context of Little Saigon, The following precedents show a few possibilities of immediate implemetations.



Existing conditions of the streets in Little Saigon

**Phase 2: Community Pocket Park\_Pilot Pocket Park**  
 The existing underprogrammed pocket spaces or spaces between buildings could be turned into public recreational parks. John F. Collins Park (Chestnut Park) in Philadelphia is one example of successful unban parks located between buildings.



**Phase 3: Large-Scale Green Extension\_Interval Growing Park**  
 While neighborhood streets serve as a corridor connecting different green spaces, the large turfed open spaces on Dearborn Street could be transformed into a neighborhood's park in the future such as Awaji Yumebutai International Conference Center, Japan.



Warsaw, Poland

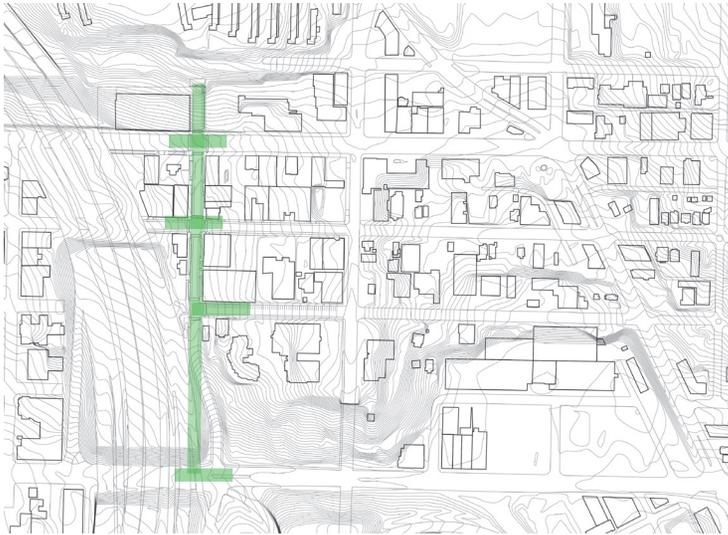
Kayseri, Turkey

Mall revitalization, Portland, USA

# Urban Forestry

## 10th Street Renewal

Little Saigon context



Vietnamese cultural plants



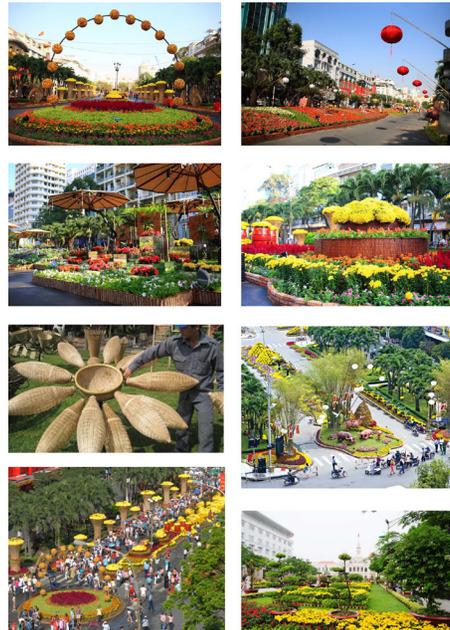
Existing plants in Little Saigon



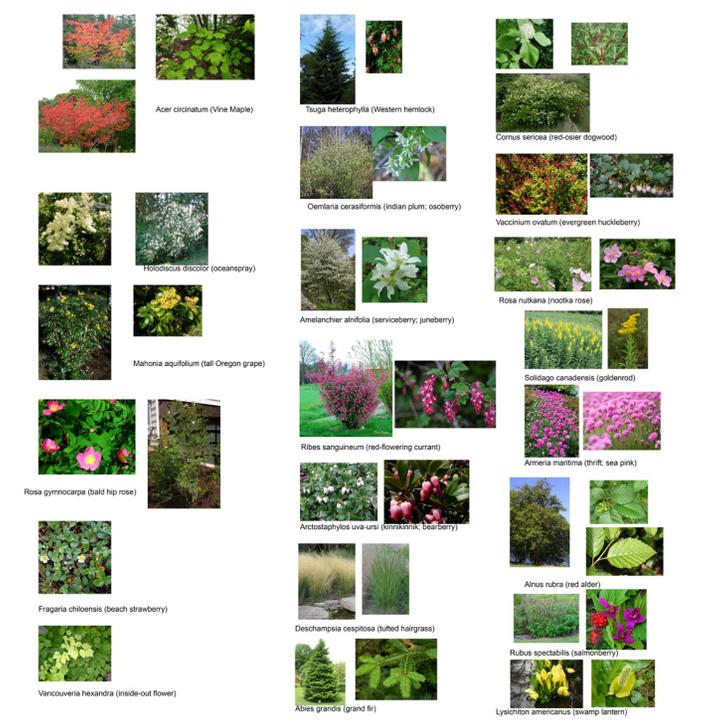
### Street Design|Plants|Activities

10th Street renewal is considered a gateway or an entrance to Little Saigon. It is aimed to energize the space in terms of social and commercial activities. The idea of urban forestry is explored and applied in the street design through the use of existing and native plants that are also associated with Vietnamese cultural plants. Urban forestry also deals with stormwater management by, wherever appropriate, turning the existing impervious surfaces into more pervious ones. The pervious surfaces slow down runoff whereas bioswales help filter and infiltrate water before reaching the retention pond which is located in a small garden adjacent to the highway.

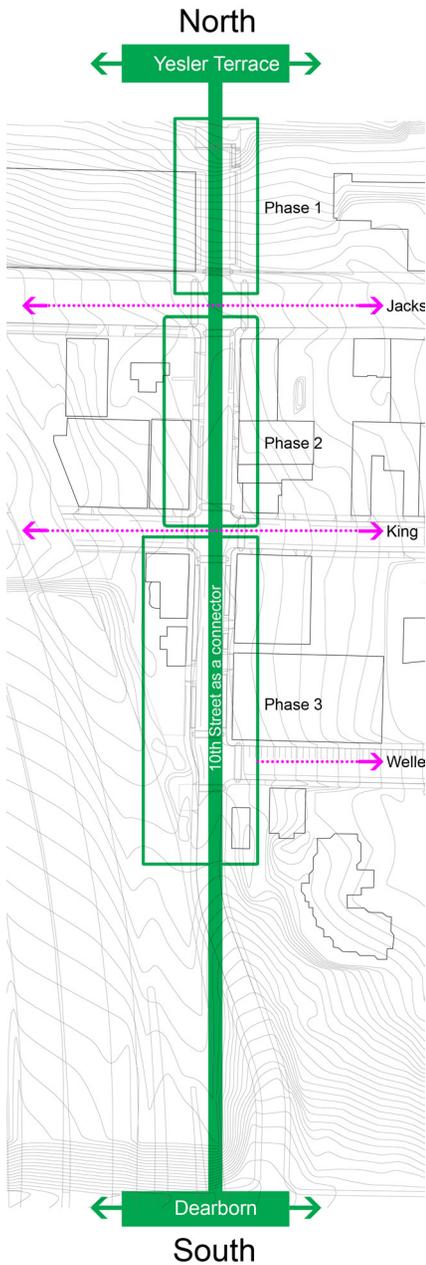
Street Festival in Vietnam



Native plants to PNW/Seattle



## North-South connector



## Space utilization



Image sources:  
<http://www.vietnam-culture.com/articles-160-32/The-New-Year-Tree.aspx>  
<http://www.baohuatienhue.vn/?gd=4&cn=1&id=317&newsid=28-0-31520>  
<http://www.baohuatienhue.vn/?gd=4&cn=1&id=317&newsid=28-0-31520>  
<http://vietnamtravelguide01.blogspot.com/2013/12/peach-flower-special-flower-of.html>  
<http://www.vietnam-beauty.com/vietnamese-culture/vietnam-culture-value/13-vietnam-culture-value/268-ornamental-plants-heart-and-soul-in-tet-.html>  
<http://cutemintan.wordpress.com/2013/05/11/lotus-vietnam-national-flower-a-symbol-of-divine-beauty/>  
<https://www.facebook.com/pages/LAN-Poland/621930914566920>  
<http://www.trainsofukry.com/w/pmwk/pkpr/nban/Kaysen>  
<http://www.asia.org/2011awards/091.html>  
<http://www.zgf.com/portfolio/>

## Runoff directions



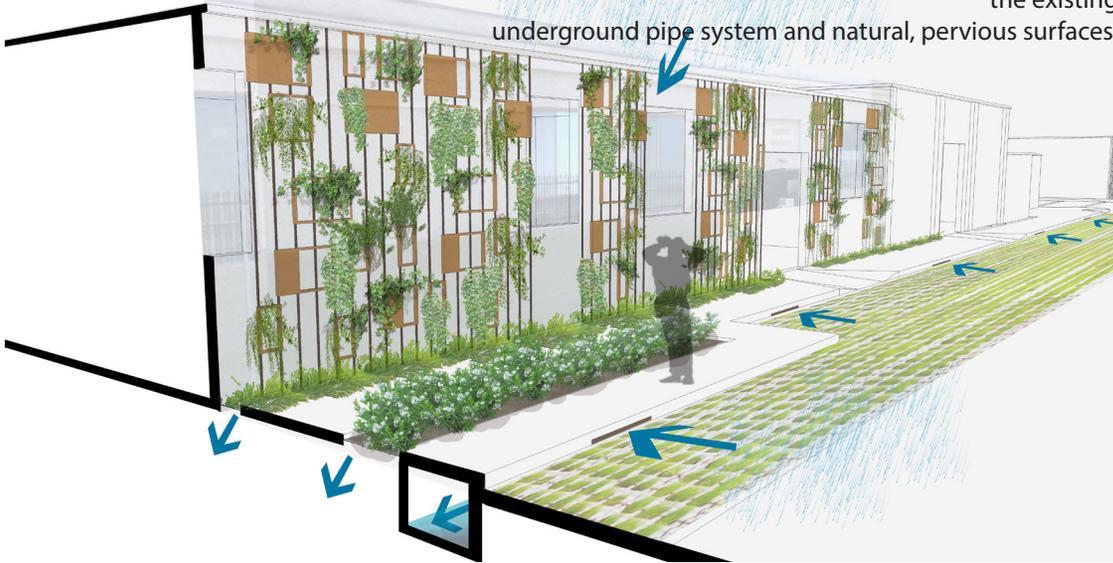
Image sources:  
<http://www.geocities.ws/arquique/ando/andoaw.html>  
<http://forafocus.wordpress.com/2013/02/08/platform-landscape-for-awaji-yumebutai-center/>  
<http://whenearth.net/100-terraced-garden-squares-awaji-yumebutai-japan/>  
<http://www.designrulz.com/architecture/2012/09/awaji-yumebutai-international-conference-center-by-tad-a-o-ando/>  
<http://www.vietnamtourism.org.vn/travel-guide/travel-with-us/it39s-worth-making-a-trip-to-vietnam-in-days-of-vietnamese-tet-2013.html>  
<https://www.facebook.com/pages/NGUYEN-HUE-Flower-Street/429842504450367?ref=photo>  
<http://huetnews.vn/lifestyle/12200/home-flower-fests-ready-for-tet>  
<http://www.saigon-gpdaily.com.vn/hochiminhcity/2013/2/104160/>

## Sidewalk improvement as a social catalyst

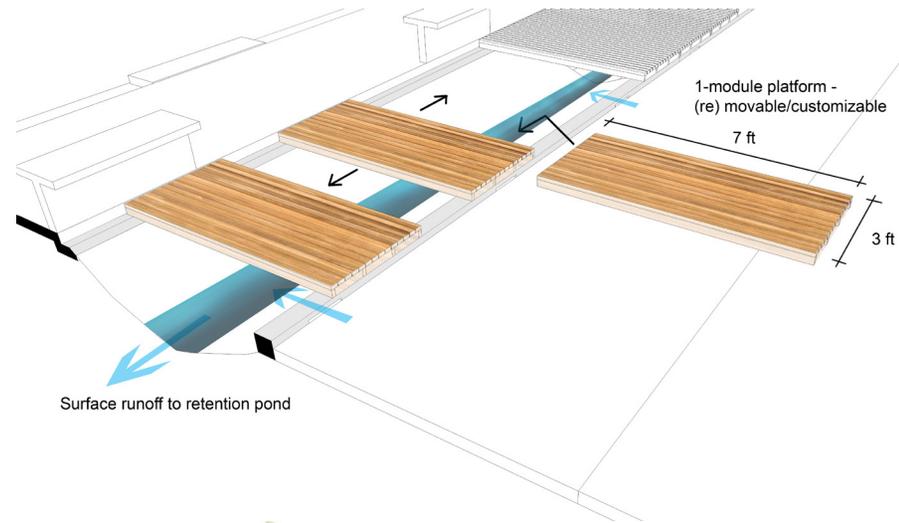


# 10th Street Renewal: Site Design

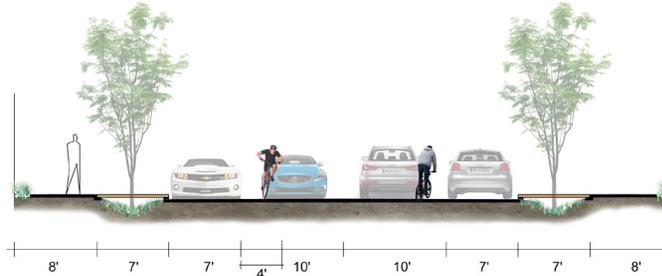
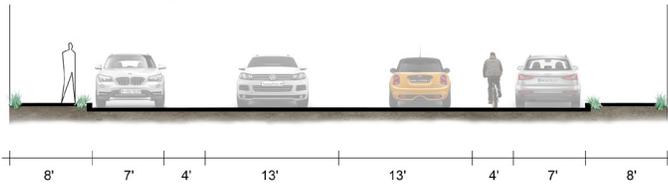
Green walls and pervious surfaces: The idea is to make use of the existing blank facades to create a more welcoming atmosphere. Stormwater is handled through a combination of the existing underground pipe system and natural, pervious surfaces.



Platform terraces: movable platforms come in modules. They can be placed on top of structurally-reinforced curbs and vegetated swales, and moved to create customizable terraces as an additional gathering place.



Existing street



Proposed street section:  
Due to light traffic condition, the street is narrowed by 7' on each side, making additional room for vegetated swales as surface drainage where runoffs are directed to a retention pond in the proposed park. The traffic lanes are shared by motorized vehicles and bikes while maintaining the same amount of parking



# 10th Street Renewal: Perspectives



# URBAN FORESTRY

## INTERVAL GROWING PARK

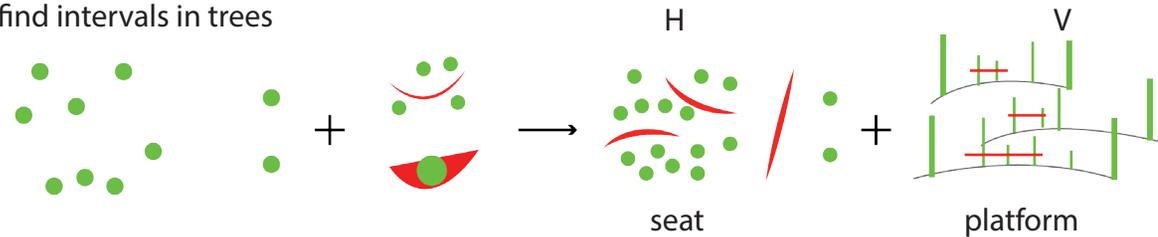
Guanyi Gao



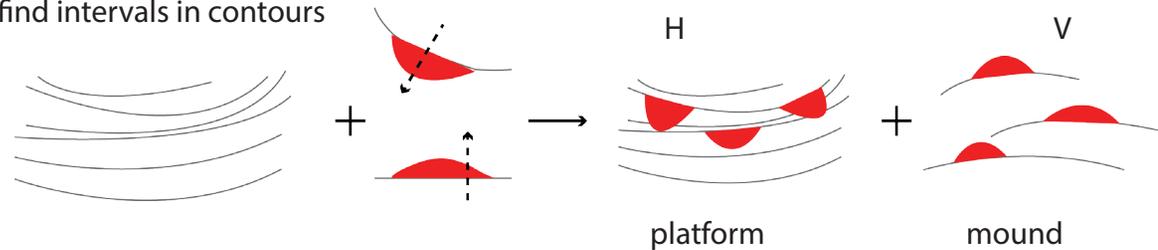
### Concept

Interval Growing

find intervals in trees

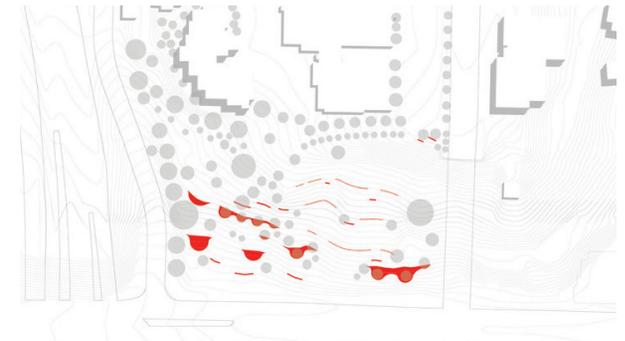
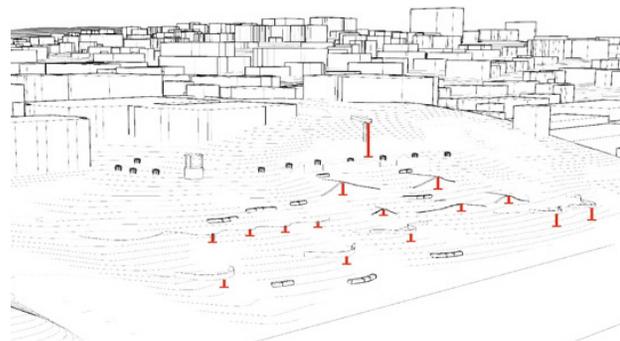


find intervals in contours



### Issues

- landuse possibility
- follow urban design proposal that the site is defined as a green urban space
- economic
- park+community garden landuse can reduce cost than real estate development in such big slope site
- community garden can make people involved with space maintenance and economic benefit
- bring back ecology
- large scale green space for Little Saigon area



Plan



- LEGEND**
- 1 terrace community garden
  - 2 view platform
  - 3 tree stage
  - 4 Vietnam garden
  - 5 outdoor coffee space
  - 6 flexible seat
  - 7 reflection pool

green space  
*before*



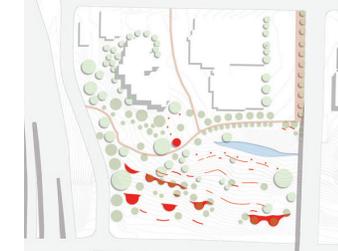
water feature



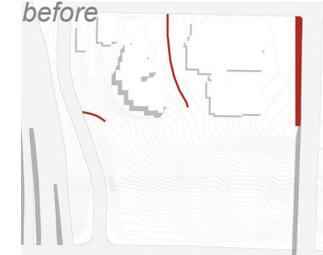
*after*



furniture



circulation  
*before*



visual connection



*after*



develop phases



# Space Pattern



furniture in trees



water feature in public space



community garden



SUMMER (VIEW FROM WestSouth TO EastNorth)

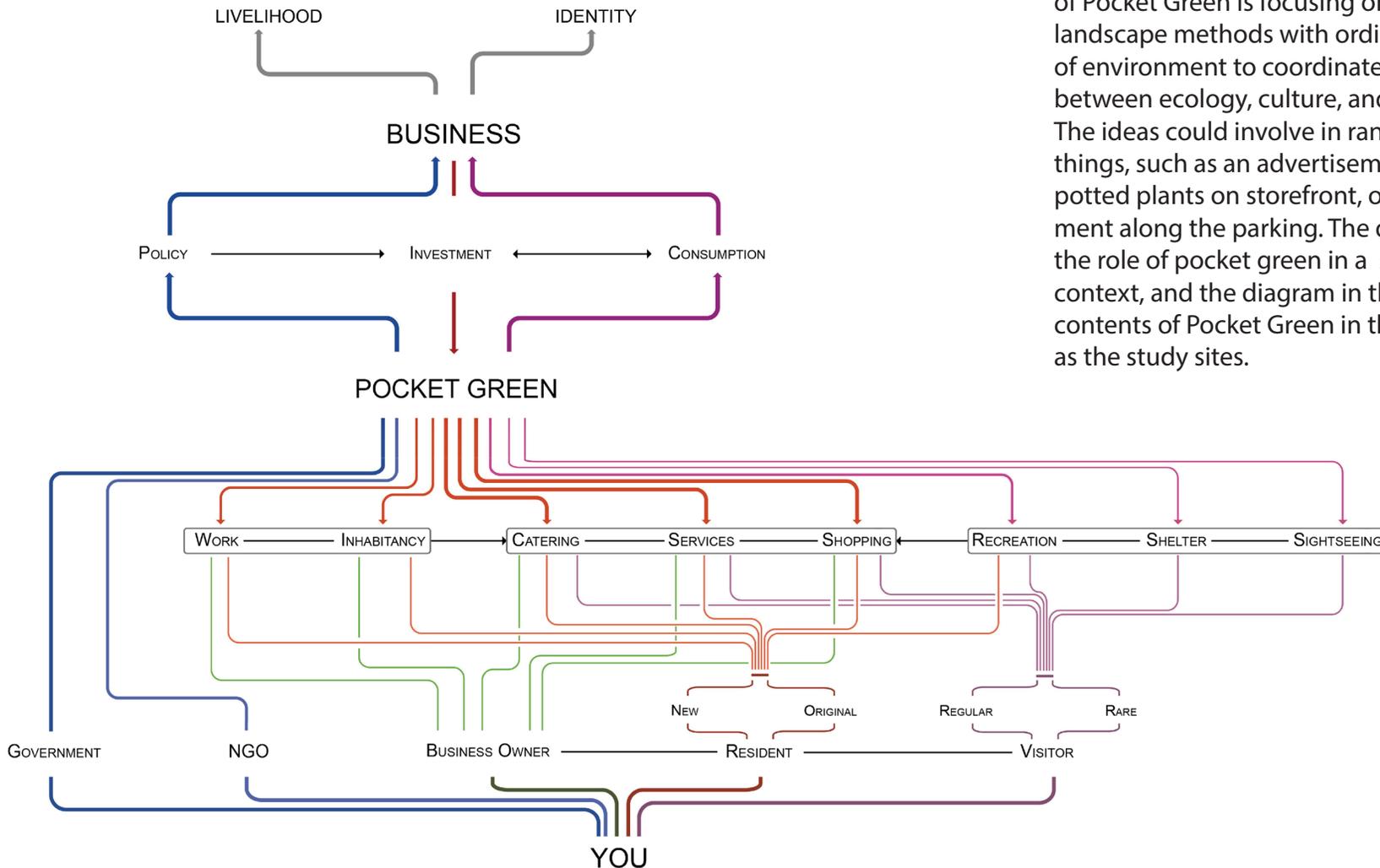


# Pocket Green

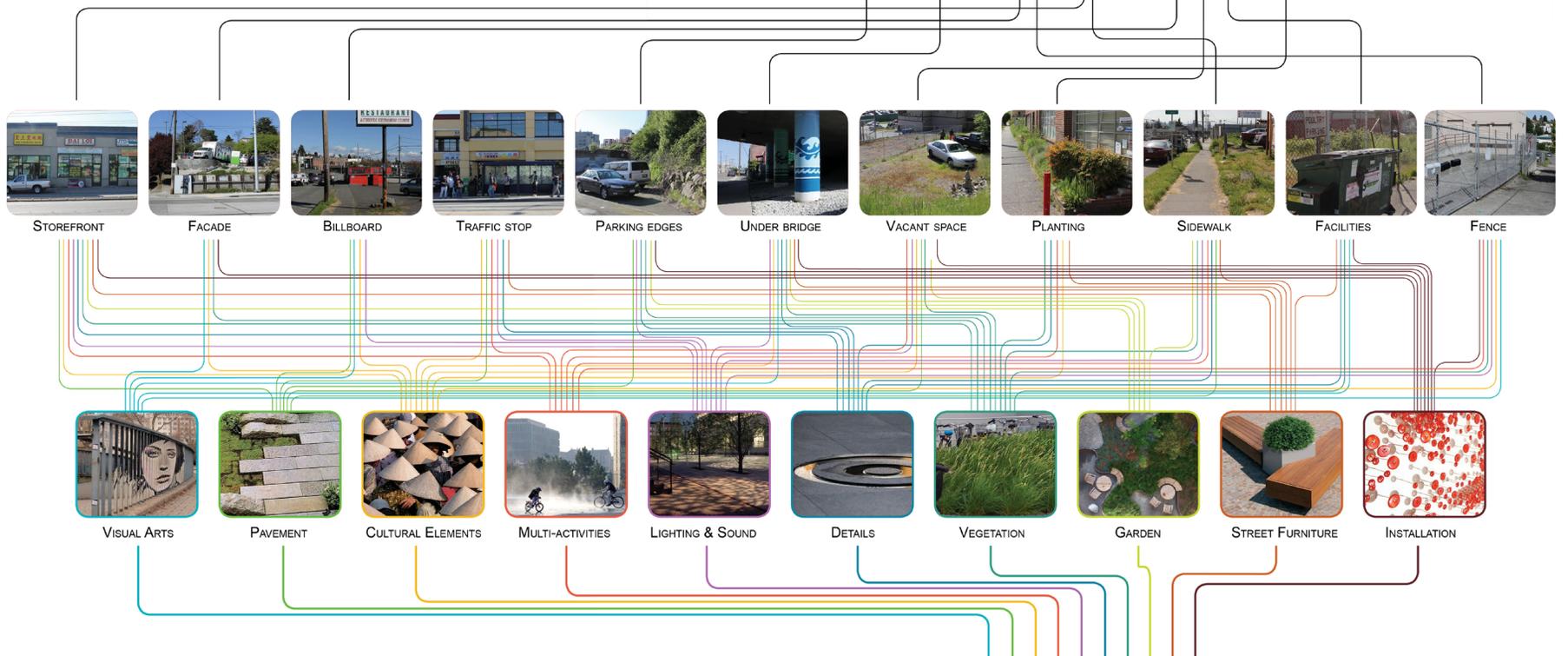
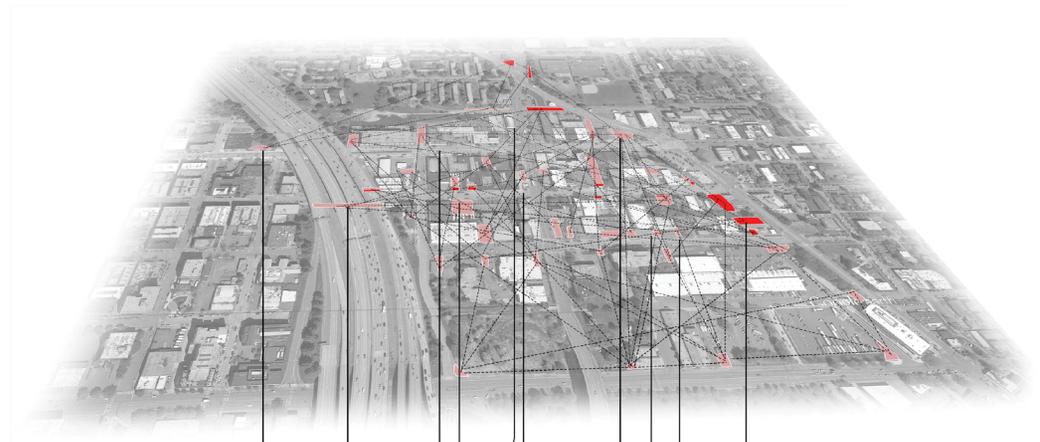
Hao Liang

## Description

Emerging from the expectation of the commercial booming in Little Saigon, the project of Pocket Green is focusing on combining the landscape methods with ordinary elements of environment to coordinate the relationship between ecology, culture, and gentrification. The ideas could involve in range of normal things, such as an advertisement billboard, potted plants on storefront, or a strip of pavement along the parking. The diagram shows the role of pocket green in a social-economic context, and the diagram in the right shows the contents of Pocket Green in the project, as well as the study sites.



EXISTING & ENTRY POINTS



CONTENTS OF POCKET GREEN

# Pocket Green

## CONTENTS OF POCKET GREEN

### STUDY CASES



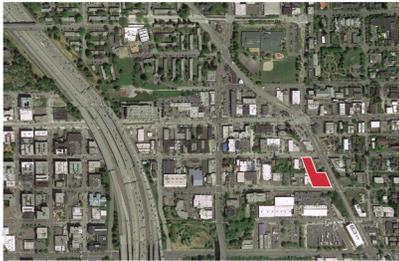
Tiny Plaza on Main St.



Leisure Place on Weller St. & Rainier Ave



Facade-scape on King St.



SITE

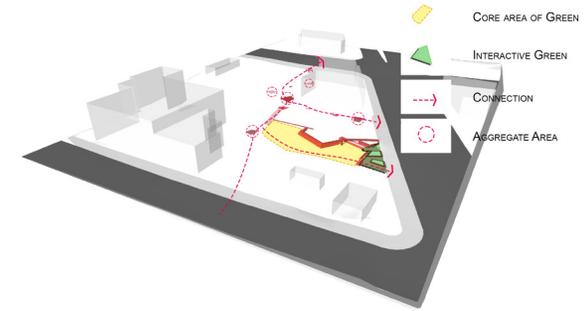
**LOCATION:** Main St, Between Boren Ave & 12 th

**PARTICIPANTS:** Business owners, Residents, Visitors, Government, NGO

**TOOLS OF POCKET GREEN:** Space, Pavement, City furniture, Cultural icon, Aggregates, Vegetation, Rain Garden, Visual Art, Lighting

**CURRENT BUSINESSES:** Restaurants, Dentistry, Jewelry, Barber shop, Pharmacy, other services

**PROGRAMS:** Business center, Pedestrian flow distribution, Leisure space, Multi-services area, Night activities, Ecological coordinator



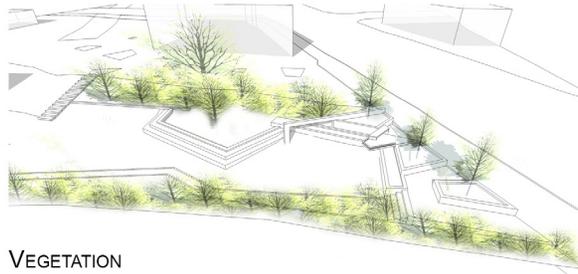
FUNCTIONAL AREA & CONNECTION



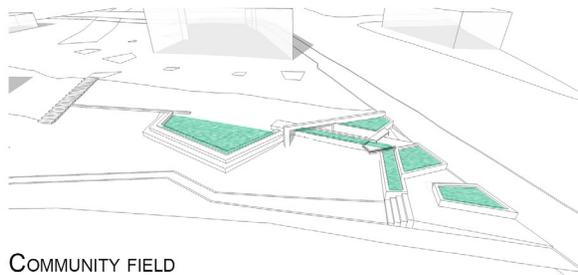
IDEAS FORMING



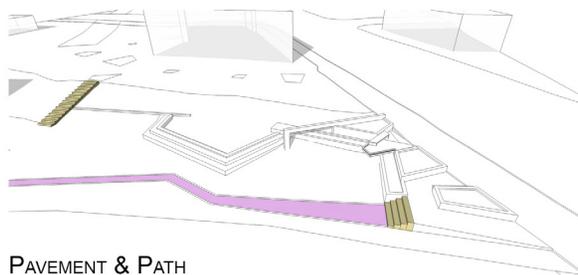
MASTER PLAN



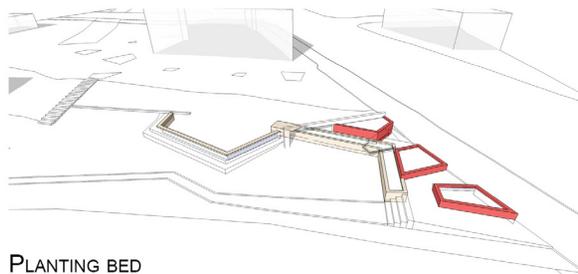
VEGETATION



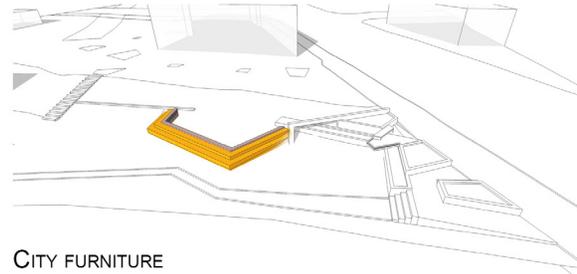
COMMUNITY FIELD



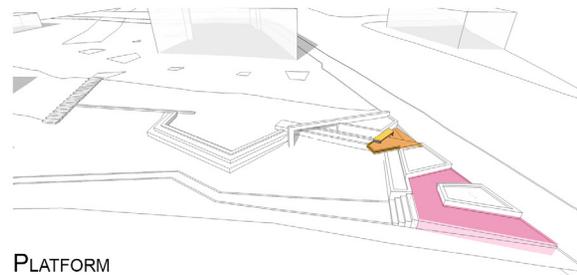
PAVEMENT & PATH



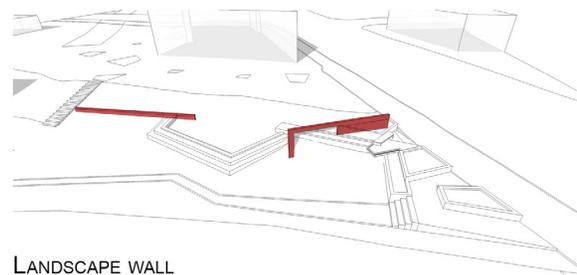
PLANTING BED



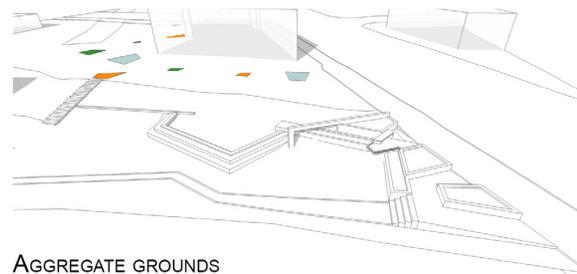
CITY FURNITURE



PLATFORM

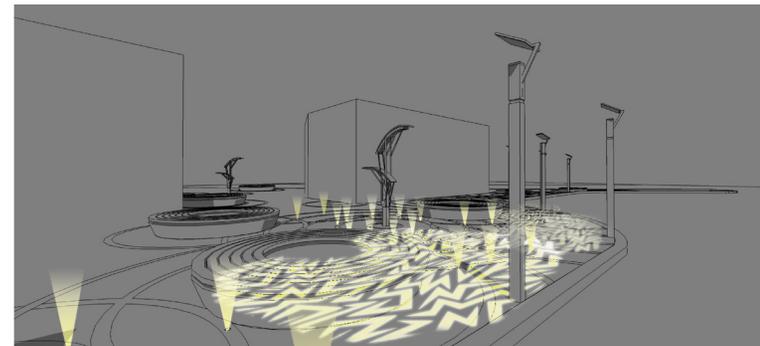
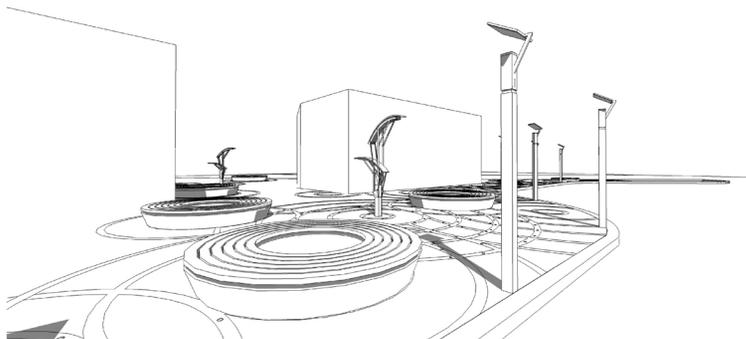


LANDSCAPE WALL



AGGREGATE GROUNDS

# Pocket Green



CONTENTS OF POCKET GREEN

STUDY CASES



Tiny Plaza on Main St.



Leisure Place on Weller St. & Rainier Ave



Facade-scape on King St.



UNDER BRIDGE



LONG FENCE



FACILITIES



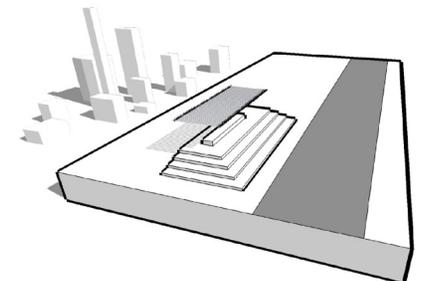
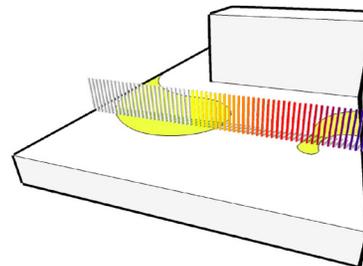
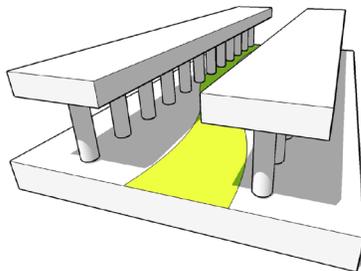
LARGE UNIQUE SPACE & GAP OF POSSIBILITIES



STREET ART HOTBED & PERMEABLE GREEN



SKYLINE VIEW & MULTI-FUNCTIONAL SHELTER



# Pocket Green



BOUNDARIES



STOREFRONT



PARKING EDGE



URBAN WILD



PLANTING



LOW USED SPACE



BOUNDARIES FOR SMALL INSTRUMENTS



COLORFUL CURB & TRIMED HEDGE



GREEN FOOT & HEALTH TRANS REPLACEMENT



OPEN SPACE & NATIVE INSTALLATION



GREEN CORNER & GREEN WALL



CREATIVE BILLBOARD & GREEN CONNECTION

