

LITTLE SAIGON 2030 ACTION PLAN **EXECUTIVE SUMMARY**

AUGUST 2022





NEIGHBORHOOD VISION STATEMENT

Little Saigon is home to a diverse community, a thriving hub for Vietnamese and Southeast Asian small businesses, and a resilient reflection of the neighborhood's rich history and culture. It is a complete neighborhood with easy access to culture, shopping, services, housing, work, leisure, food, health, and education.

Executive Summary

WHAT IS THE LITTLE SAIGON 2030 ACTION PLAN?

The *Little Saigon 2030 Action Plan* sets forth a Vision and supporting Goals and Actions for the neighborhood over the next decade. It provides a road map to guide the community as well as public and private partners as they work together to achieve the Vision.

Learn more and find the full Action Plan at www.bit.ly/LSActionPlan

WHAT IS THE NEIGHBORHOOD VISION STATEMENT?

The neighborhood Vision grew from ideas shared during the public engagement activities described later in this Summary. The Vision describes the future that the community aspires to realize.

The *Little Saigon 2030 Action Plan* lays out Goals, Actions, and Design Guidance that will help achieve this Vision.

GOALS

Goals are long-term outcomes the community hopes to achieve by implementing the Action Plan. They are aspirational, expressing the community's collective desires and values.

- **Diverse small businesses.** Diverse small businesses and entrepreneurs reflect the community's identity and meet their needs.
- **Housing affordability.** Housing options are affordable to seniors, families, the workforce, and those in need of supportive housing.
- **Reduced crime.** Crime such as assault, robbery, and burglary—as well as lesser crime like vandalism and theft—is reduced.
- **Cleanliness.** Streets, sidewalks, and public spaces are clean.
- **Infrastructure & amenities.** Physical infrastructure—including walkable streets, green spaces, and neighborhood services—support public health.
- **Collaboration.** There is strong communication, collaboration, and shared advocacy across the community.



Credit: Wing Luke Museum

HIGH PRIORITY ACTIONS

Actions describe what must be done to achieve the Action Plan's Goals. Individual Actions can advance multiple Goals, as shown below where orange circles indicate the Goal(s) each Action advances.

The Actions listed below have been identified by the Leadership Committee as the highest priorities to meet the Goals identified by the community.

Actions	Goals					
	Housing Affordability	Reduced Crime	Cleanliness	Diverse small businesses	Infrastructure & Amenities	Collaboration
1. Create a designated inter-departmental staff group within the City to implement the Little Saigon 2030 Action Plan and as point of contact for the Little Saigon community.						
2. Identify opportunities to develop or redevelop publicly owned property that is vacant or under-used.						
3. Encourage developers to develop innovative housing models, such as cohousing, that support intergenerational families.						
4. Improve lighting for pedestrians including under the I-5 overpass and in the alleys.						
5. Improve the environment at major intersections along S Jackson St for pedestrians and cyclists and others who aren't driving cars.						
6. Update Seattle's Comprehensive Plan to ensure that it includes recommendations from the Little Saigon Action Plan and requires Little Saigon to be adequately served with green and open spaces, and other essential baseline services.						
7. Partner with the Little Saigon community to recruit businesses that address gaps in the current business mix, maintain diversity of businesses, and promote Little Saigon's cultural identity.						
8. Fast track permitting for small business projects that have minimal impacts or changes in use, such as tenant improvement projects below a certain cost threshold.						

Actions	Goals					
	Housing Affordability	Reduced Crime	Cleanliness	Diverse small businesses	Infrastructure & Amenities	Collaboration
9. Provide targeted technical assistance for Little Saigon businesses to improve marketing, set up point of sale systems, create user-friendly websites with online ordering functionality, succession planning and lease education.						
10. Incentivize development of small commercial spaces that are roughly 1,000-1,500 square feet or under 450 square feet.						
11. Increase access to existing alleys and add new alleys where possible.						
12. Provide specialized technical assistance for early-stage entrepreneurs in Little Saigon.						
13. Encourage landlords to provide tenant improvement services, buildout services to prospective retailers, and community services that preserve and promote Little Saigon's cultural identity.						
14. Resource community organizations such as non-profits, community-based organizations, and faith-based groups to buy existing buildings at key locations and lease and operate them in a way that's sensitive to community needs.						
15. Incentivize developers to include space for and support existing businesses and nonprofits in new buildings.						
16. Improve walkable connections within and to the neighborhood.						

EARLY ACTIONS

The Early Actions listed below have been identified by the Leadership Committee as steps that can be taken immediately due to opportunities like available funding or existing relationships. While these Actions advance the Goals outlined in the Action Plan, they are not High Priority Actions.

1. Encourage temporary or "pop-up" storefronts in existing buildings to test business models and make the neighborhood feel more active; ask the City to explore flexible, fast approaches to permitting for these temporary uses.
2. Develop a guide to neighborhood businesses for new residents and work with apartment managers to distribute it.
3. Work with private companies that aggregate on/off street parking information, for example parkme or parkopedia, to update information about public, private, paid, and unpaid parking in the neighborhood.
4. Prioritize street trees in the landscape strip adjacent to the curb on all street frontages in the Little Saigon neighborhood.
5. Partner with Friends of Little Sài Gòn on an affirmative marketing strategy to attract businesses that preserve Little Saigon's cultural identity.
6. Extend the boundary of the Chinatown-International District Business Improvement Area (CID BIA) to include Little Saigon, and educate Little Saigon neighborhood businesses about opportunities associated with being part of the CID BIA.
7. Have Little Saigon representation at-large on CID BIA board.

DESIGN GUIDANCE

In addition to the Actions themselves, the Action Plan includes Design Guidance that makes recommendations about the character of the neighborhood, the design of the streets and blocks, pedestrian comfort, and the design of new and existing buildings. The Action Plan details recommendations like the examples listed below:

Character Recommendations

- Celebrate special places
- Establish and strengthen gateways
- Integrate art
- Add mid-block connections and enhance the alley network
- Activate alleys
- Design streets to reflect community vision
- Require active ground floors at some locations
- Improve streets for pedestrians
- Manage parking supply
- Improve access for people with disabilities

Pedestrian Comfort Recommendations

- Provide weather protection for those walking in the neighborhood
- Encourage lighting that improves the character and the perception of security in the neighborhood
- Add more street trees
- Create diverse, comfortable, welcoming outdoor spaces

Building Design Recommendations

- Encourage high-quality materials
- Encourage smaller-scale building massing





COMMUNITY PARTICIPATION



COMMUNITY SURVEY

450 survey respondents weighed in on the greatest assets of the neighborhood, desired change, and vision for the future.

EVENTS

3 community events were held to promote the survey: One at Friends of Little Sài Gòn's Ăn Đi Art Exhibition Opening, the second at ChuMinh Tofu's weekly Sunday Meal, and the third at a Community Cleanup.



STAKEHOLDER INTERVIEWS

25 stakeholders were interviewed, including community-based organizations, service providers, property owners and developers, restaurant and grocery store owners, mutual aid providers, and City of Seattle staff.

LEADERSHIP COMMITTEE

20 Leadership Committee members advised on issues and opportunities in the neighborhood, validated the project team's research, and reviewed drafts of the Action Plan.



LITTLE SAIGON 2030 ACTION PLAN

AUGUST 2022



Acknowledgements

Special thanks to the entire Little Saigon community for sharing your time, knowledge, and energy to create an Action Plan that meets your needs and interests.

Asian Counseling and Referral Service

Michael Byun

Intracorp Homes (BEAM Apartments)

Matt Robins
Lisabeth Soldano

Chinatown-International District Business Improvement Area

Connie Au-Yeung
Monisha Singh

ChuMinh Tofu Eggrolls Mutual Aid

City of Seattle International Special Review District

Rebecca Frestedt

City of Seattle Department of Neighborhoods, Office of Planning and Community Development

Lauren Flemister
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DESC Navigation Center

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Friends of Little Sài Gòn

Quynh Pham
Valerie Tran
Dr. Tam Dinh

Helping Link

Minh Duc Nguyen

InterIm Community Development Association

Derek Lum

Lam's Seafood Asian Market

Teizi Mersai

Low Income Housing Institute

Aisaya Corbray
Sharon Lee

Mar Properties

Sue Mar

Nisei Veterans Committee

Michael Yaguchi

Phin Vietnamese Coffee & Etc.

Bao Nguyen

Phnom Penh Noodle House

Diane Le

Pho Bac Restaurants & Hello Em Café

Yenvy Pham

Pho So 1

Dong Nguyen

Plymouth Housing

Katie Randall

Seattle Chinatown-International District Business Preservation & Development Authority

Jamie Lee

Seattle Indian Health Board

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Wayne Harvey
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Sông2Sea

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Noio Pathways
My Lan Tran Designs



Credit: Wing Luke Museum

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Introduction

WHAT IS THE LITTLE SAIGON 2030 ACTION PLAN?

The Little Saigon 2030 Action Plan sets forth a Vision and supporting Goals and Actions for the neighborhood over the next decade. It provides a road map of concrete near-term actions as well as longer-term goals to guide the community and public and private partners as they work together to achieve the Vision.

The planning process for the Action Plan brought together residents, workers, businesses, and City departments to create this shared Vision.

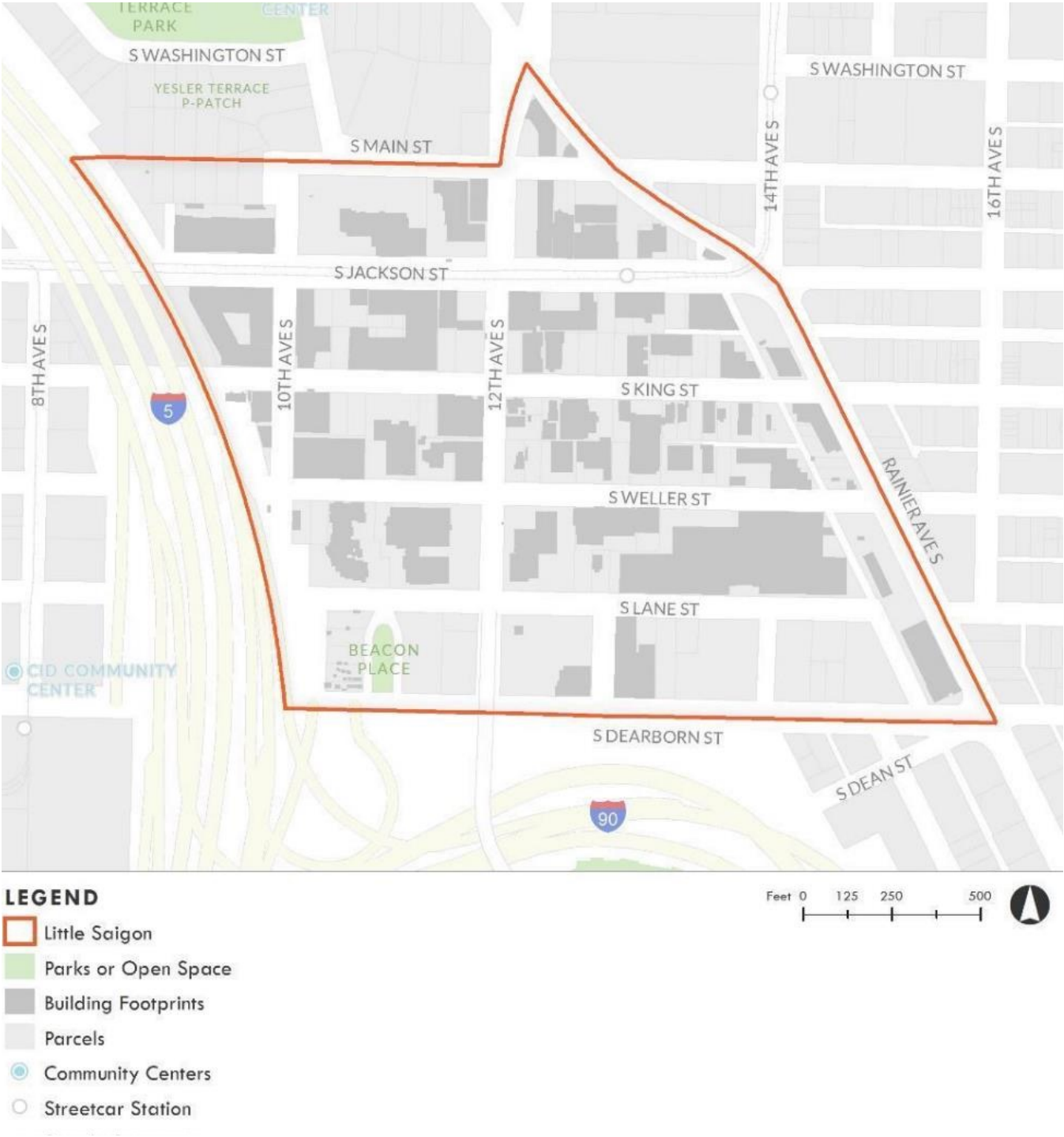
Shaped by the Little Saigon community's recent experiences as well as past neighborhood plans, the Action Plan is a tool that the neighborhood can use to advocate for investments, additional resources, and fair, supportive decisions and processes.

The Little Saigon 2030 Action Plan builds on the important long-term planning and advocacy efforts of the neighborhood's community organizations. This plan belongs to and was developed by the Little Saigon community. Friends of Little Sài Gòn (FLS) convened a leadership committee of community leaders to help create this Plan.

NEIGHBORHOOD MAP

The Little Saigon neighborhood is bounded by Interstate 5 (I-5) to the west, Rainier Ave S and Boren Ave to the east, S Main St to the north, and S Dearborn St to the south. See Exhibit 1.

Exhibit 1. Little Saigon Boundaries



HOW TO READ THIS PLAN

This Action Plan is structured around the overarching Neighborhood Vision Statement and related Goals.

Following the section below, called “**Vision & Goals**,” there are two additional sections that provide more specific, implementable guidance about how to realize the Neighborhood Vision: “**Actions**” and “**Design Recommendations**.”

“**Actions**” describes individual steps that should be taken to realize the Action Plan’s Goals and Vision. These Actions are the primary focus of this Plan.

“**Design Recommendations**” are for use by developers and others who make decisions about what buildings looks like in Little Saigon. Like the Actions, the Recommendations were shaped by the community. They aim to improve the “look and feel” of new and existing development in the neighborhood.

“**How Community Input Shaped the Action Plan**,” the final section of this Plan, details the range of ways in which community members shared ideas, provided feedback on drafts, and ultimately created this Plan.



Credit: Wing Luke Museum



Vision & Goals

VISION

The neighborhood Vision grew from ideas shared during the public engagement activities described later in this document. The Vision describes the future that the community aspires to realize. The Plan lays out Goals, Actions, and Design Guidance that will help achieve this Vision.

Neighborhood Vision Statement: Little Saigon is a home to a diverse community, thriving hub for small businesses, and a resilient reflection of the neighborhood's rich history and culture. It is a complete neighborhood with easy access to culture, shopping, services, housing, work, leisure, food, health, and education.

GOALS

The Goals below are the long-term outcomes the community hopes to achieve by implementing the Action Plan. They are aspirational, expressing the community's collective desires and values.

1. **Diverse small businesses.** Diverse small businesses and entrepreneurs reflect the community's identity and meet its needs.
2. **Housing affordability.** Housing options are affordable to seniors, families, the workforce, and those in need of supportive housing.
3. **Reduced crime.** Crime such as assault, robbery, and burglary—as well as lesser crime like vandalism and theft—is reduced.
4. **Cleanliness.** Streets, sidewalks, and public spaces are clean.
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6. **Collaboration.** There is strong communication, collaboration, and shared advocacy across the community.



Credit: Wing Luke Museum

Actions

OVERVIEW

Actions describe what must be done to achieve the Action Plan's Goals. Individual Actions can advance multiple Goals, as shown on the following page where orange circles indicate the Goal(s) each Action advances.

Actions were developed based on comments from the community, review and guidance from the Leadership Committee, and technical analysis conducted by the project team. The following pages describe High Priority Actions and Early Actions.

- **High Priority Actions:** The Leadership Committee identified 18 Actions as the highest priorities to meet the Goals identified by the community.
- **Early Actions:** The Leadership Committee identified seven Actions as steps that can be taken immediately due to opportunities like available funding or existing relationships. While these Early Actions advance the Goals outlined in the Action Plan, they are not High Priority Actions.

See the Appendix for the full list of identified Actions.

HIGH PRIORITY ACTIONS

The Actions listed below have been identified by the Leadership Committee as the highest priorities to meet the Goals identified by the community. While presented as separate statements, the Goals of the Action Plan are connected. Actions therefore often cut across Goals.

Actions	Goals					
	Housing Affordability	Reduced Crime	Cleanliness	Diverse small businesses	Infrastructure & Amenities	Collaboration
1. Create a designated inter-departmental staff group within the City to implement the Little Saigon 2030 Action Plan and as point of contact for the Little Saigon community.						
2. Identify opportunities to develop or redevelop publicly owned property that is vacant or under-used.						
3. Encourage developers to develop innovative housing models, such as cohousing, that support intergenerational families.						
4. Improve lighting for pedestrians including under the I-5 overpass and in the alleys.						
5. Improve the environment at major intersections along S Jackson St for pedestrians and cyclists and others who aren't driving cars.						
6. Update Seattle's Comprehensive Plan to ensure that it includes recommendations from the Little Saigon Action Plan and requires Little Saigon to be adequately served with green and open spaces, and other essential baseline services.						
7. Partner with the Little Saigon community to recruit businesses that address gaps in the current business mix, maintain diversity of businesses, and promote Little Saigon's cultural identity.						
8. Fast track permitting for small business projects that have minimal impacts or changes in use, such as tenant improvement projects below a certain cost threshold.						

Actions	Goals					
	Housing Affordability	Reduced Crime	Cleanliness	Diverse small businesses	Infrastructure & Amenities	Collaboration
9. Provide targeted technical assistance for Little Saigon businesses to improve marketing, set up point of sale systems, create user-friendly websites with online ordering functionality, succession planning and lease education.						
10. Incentivize development of small commercial spaces that are roughly 1,000-1,500 square feet or under 450 square feet.						
11. Increase access to existing alleys and add new alleys where possible.						
12. Provide specialized technical assistance for early-stage entrepreneurs in Little Saigon.						
13. Encourage landlords to provide tenant improvement services, buildout services to prospective retailers, and community services that preserve and promote Little Saigon's cultural identity.						
14. Resource community organizations such as non-profits, community-based organizations, and faith based groups to buy existing buildings at key locations and lease and operate them in a way that's sensitive to community needs.						
15. Incentivize developers to include space for and support existing businesses and nonprofits in new buildings.						
16. Improve walkable connections within and to the neighborhood.						

ACTION IMPLEMENTATION KEY

To support implementation, the following pages list each high priority Action with the estimated timeline and costs. They also include information about Early Actions, implementation leads, and potential partnership opportunities.

TIMELINE	COST
2023-24: Short-term	\$\$\$\$ Minimal Investment
2025-27: Mid-term	\$\$\$\$ Moderate Investment
2028+: Long-term	\$\$\$\$ Significant Investment
	\$\$\$\$ Major Investment

Action 1 Create a designated inter-departmental staff group within the City to implement the Little Saigon 2030 Action Plan and act as point of contact for the Little Saigon community.

LEAD	INVESTMENT	COMPLETED	EFFORT	GOALS ADDRESSED		
City FLS Other	\$\$\$\$	2023-4 2025-7 2028+	o o o	Housing affordability	Reduced crime	Cleanliness
				Diverse small businesses	Infrastructure & amenities	Collaboration

Description

The framework of the Action Plan represents a shared Vision that will guide future planning and investments in Little Saigon. Many Actions require the City to lead implementation with multiple departments needing to work together.

Why is this Action important?

Realizing this Neighborhood Vision will require sustained and ongoing partnership between City departments and the community. Proactive, ongoing dialogue will be necessary for successful implementation. An inter-departmental staff group within the City will enable this and ensure accountability to the community.

Potential partners

- Office of Planning and Community Development
- Office of Housing
- Seattle Department of Transportation
- Seattle Office of Economic Development
- Seattle Parks and Recreation
- Seattle Office of Sustainability & Environment
- Seattle Department of Construction and Inspections
- Seattle Public Utilities
- Seattle Department of Neighborhoods
- Seattle Office of Arts and Culture
- King County Metro

Action 2 Identify opportunities to develop or redevelop publicly owned property that is vacant or under-used.

LEAD	INVESTMENT	COMPLETED	EFFORT	GOALS ADDRESSED		
City FLS Other	\$\$\$\$	2023-4 2025-7 2028+	o o o	Housing affordability	Reduced crime	Cleanliness
				Diverse small businesses	Infrastructure & amenities	Collaboration

Description

Public entities can establish a transparent process to dispose of properties when properties are considered surplus to their needs. Vacant or under-used public lands could be donated or leased to developers or to nonprofit community partners to reduce development costs and make projects more financially feasible or increase the supply of open space.

Why is this Action important?

Land is often an expensive portion of development. By making more land available for community needs at discounted rates, including for different types of housing or open spaces, this strategy would help advance the goals of the Action Plan.

Potential Partners

- Office of Planning and Community Development
- Seattle Parks and Recreation
- InterIm Community Development Association
- Seattle Chinatown International District Business Preservation & Development Authority
- Friends of Little Sài Gòn
- Wing Luke Museum of the Asian Pacific American Experience
- Seattle Department of Neighborhoods
- Seattle Indian Health Board

Action 3 Encourage developers to develop innovative housing models, such as cohousing, that support intergenerational families.

LEAD	INVESTMENT	COMPLETED	EFFORT	GOALS ADDRESSED		
City FLS Other	\$\$\$\$	2023-4 2025-7 2028+	o o o	Housing affordability	Reduced crime	Cleanliness
				Diverse small businesses	Infrastructure & amenities	Collaboration

Description

Most housing in Little Saigon is in multifamily buildings and the majority of units are small with one or two bedrooms or studio units. Anecdotal data suggests that housing units are predominantly studios or 1-bedroom units. In the BEAM Apartments at 1029 S Jackson St for example, of the 321 total apartments in the building, 91 are studios, 146 are 1-bedroom units, and 15 are 2-bedroom units. Among rent- and income-restricted housing in the neighborhood, there are only four units that are 3-bedrooms or larger.

Why is this Action important?

Supporting innovative housing types and arrangements will more fully meet the needs and preferences of community members. For example, community engagement revealed that many residents seek multigenerational housing opportunities that these types of innovative housing can facilitate.

Potential Partners

- Office of Planning and Community Development
- Office of Housing
- InterIm Community Development Association
- Seattle Chinatown International District Business Preservation & Development Authority
- Seattle Indian Health Board

Action 4 Improve lighting for pedestrians, including under the I-5 overpass and in the alleys.

LEAD	INVESTMENT	COMPLETED	EFFORT	GOALS ADDRESSED		
City FLS Other	\$\$\$\$	2023-4 2025-7 2028+	o o o	Housing affordability	Reduced crime	Cleanliness
				Diverse small businesses	Infrastructure & amenities	Collaboration

Description

Little Saigon suffers from a lack of adequate lighting, with sporadic fixtures. This leads to poor conditions for pedestrians at night. Studies and community input have also focused on the need to connect Little Saigon better with the Chinatown and Japantown core. Lighting is an opportunity to reinforce neighborhood character and improve outdoor spaces.

Why is this Action important?

Lighting can make the neighborhood more comfortable for pedestrians. It can improve the pedestrian environment by reducing injures from collisions and trip hazards, especially at night; reduce crime; and increase comfort with walking. Good lighting can encourage more evening activity, especially for pedestrians and retail businesses, and may increase the perception of the neighborhood as a safe and welcoming environment for all.

Potential Partners

- Seattle City Light
- Seattle Department of Transportation
- Washington State Department of Transportation
- Interlm Community Development Association
- Chinatown-International District Business Improvement Area
- Seattle Chinatown International District Business Preservation and Development Authority
- Seattle Parks and Recreation
- King County Metro
- Friends of Little Sài Gòn

Action 5 Improve the environment for pedestrians, cyclists, and others who are not driving cars at major intersections along S Jackson St.

LEAD	INVESTMENT	COMPLETED	EFFORT	GOALS ADDRESSED		
City FLS Other	\$\$\$\$	2023-4 2025-7 2028+	o o o	Housing affordability	Reduced crime	Cleanliness
				Diverse small businesses	Infrastructure & amenities	Collaboration

Description

S Jackson St is one of the few streets in Seattle that connects Elliott Bay to Lake Washington. It is currently a high-volume transit corridor that supports bike, bus, and streetcar networks. Intersections of this corridor with 10th Ave S and 12th Ave S are difficult for pedestrians and cyclists to navigate. Intersections along S Jackson St also function as gateways into Little Saigon. For example, 10th Ave S and S Jackson St marks the transition from the Chinatown-International District as you travel east, Rainier Ave S and S Jackson St marks the transition from the Central District as you travel west.

Why is this Action important?

S Jackson St is also the commercial center of Little Saigon and should be designed to accommodate high pedestrian volumes. Improvements at intersections coupled with active ground-level commercial spaces can make the business district more comfortable for pedestrians.

Potential Partners

- Seattle Department of Transportation
- Washington State Department of Transportation
- King County Metro
- Seattle Public Utilities

Action 6 Update Seattle’s Comprehensive Plan to ensure that it includes recommendations from the Little Saigon Action Plan and requires Little Saigon to be adequately served with green and open spaces and other essential baseline services.

LEAD	INVESTMENT	COMPLETED	EFFORT	GOALS ADDRESSED		
City FLS Other	\$\$\$\$	2023-4 2025-7 2028+	o o o	Housing affordability	Reduced crime	Cleanliness
				Diverse small businesses	Infrastructure & amenities	Collaboration

Description

Seattle’s Comprehensive Plan guides City decisions about where to locate housing and jobs, and where and how to invest in transportation, utilities, parks, and other public assets. The Plan is currently being updated. The updated Plan will address challenges such as racial equity, housing costs, access to economic opportunity and education, climate change, and more.

Why is this Action important?

Comprehensive Plan policies guide the long-term planning processes of various City departments. Ensuring the community’s recommendations are reflected in the policy framework is an important way to influence future planning and investments in the neighborhood.

Potential Partners

- Office of Planning and Community Development
- Seattle Parks and Recreation
- Seattle Office of Sustainability & Environment
- Seattle Department of Neighborhoods
- Friends of Little Sài Gòn
- Seattle Indian Health Board
- InterIm Community Development Association
- Wing Luke Museum of the Asian Pacific American Experience

Action 7 Partner with the Little Saigon community to recruit businesses that address gaps in the current business mix, maintain diversity of businesses, and promote Little Saigon’s cultural identity.

LEAD	INVESTMENT	COMPLETED	EFFORT	GOALS ADDRESSED		
City FLS Other	\$\$\$\$	2023-4 2025-7 2028+	o o o	Housing affordability	Reduced crime	Cleanliness
				Diverse small businesses	Infrastructure & amenities	Collaboration

Description

Without intentional management, neighborhood commercial districts are unlikely to organically develop a business mix that is comprised of complementary businesses that create a strong, differentiated economic niche. This Action ensures intentional recruitment to create a healthy mix of businesses that reflect community desires and cater to Vietnamese and Southeast Asian cultures.

Why is this Action important?

A successful, stable business district has the economic power to withstand displacement pressures. A key element of success for a business district is the type of tenants that occupy available commercial space. Neighborhood commercial districts should select tenants that complement each other and reinforce Little Saigon’s cultural identity and economic niche. Active community-oriented recruitment can ensure that the tenant mix in the business district and new investments reflect community priorities and needs.

Potential Partners

- Seattle Office of Economic Development
- Friends of Little Sài Gòn
- Chinatown International District Business Improvement Area
- Seattle Chinatown International District Preservation and Development Authority

ARTS AND CULTURE ECONOMIC RECOVERY STRATEGY

Arts and cultural organizations in Little Saigon play an important role. In addition to access to cultural experiences, cross-sector partnerships allow arts and cultural organizations to deliver policies or programs in culturally responsive and innovative ways. These cross-sector partnerships with arts and cultural organizations will be a critical way to achieve the community’s vision for the neighborhood. Regionally and locally, the arts and cultural sector has gone through economic challenges due to the pandemic.

The recently released Puget Sound Regional Council (PSRC) *Arts and Culture Economic Recovery Strategy* lays out strategies to support the recovery of the sector. Adopting and adapting these recovery strategies to the organizations in Little Saigon can help implement this Action Plan. Examples of specific recovery strategies that complement the Action Plan include the following:

- Create and retain access to affordable performance and rehearsal space.
- Create access to vacant and underutilized spaces.
- Facilitate access to creative financing.
- Identify at-risk cultural infrastructure and preserve existing spaces.
- Facilitate partnerships between artists and organizations of various sizes.
- Activate public spaces and retail corridors.
- Develop activation programs for focus spaces.
- Review policy barriers to arts and cultural programming.

Action 8 Fast track permitting for small business projects that have minimal impacts or changes in use, such as tenant improvement projects below a certain cost threshold.

LEAD	INVESTMENT	COMPLETED	EFFORT	GOALS ADDRESSED		
City FLS Other	\$\$\$\$	2023-4 2025-7 2028+	o o o	Housing affordability	Reduced crime	Cleanliness
				Diverse small businesses	Infrastructure & amenities	Collaboration

Description

Complicated, unpredictable, and lengthy approval processes increase costs for business and affect their economic health.

Why is this Action important?

By reducing business operating costs, these steps help to support small businesses. Expedited permitting can often be an effective strategy to help businesses recover or stabilize.

Potential Partners

- Seattle Office of Economic Development
- Seattle Department of Construction and Inspections has established expedited permitting for eligible small businesses as an economic recovery strategy. Eligibility criteria include \$2M or below in revenue, 50 or fewer full-time employees, and a maximum of two locations.

Action 9 Provide targeted technical assistance for Little Saigon businesses to improve marketing, set up point-of-sale systems, create user-friendly websites with online ordering functionality, engage in succession planning, and receive lease education.

LEAD	INVESTMENT	COMPLETED	EFFORT	GOALS ADDRESSED		
City FLS Other	\$\$\$\$	2023-4 2025-7 2028+	o o o	Housing affordability	Reduced crime	Cleanliness
				Diverse small businesses	Infrastructure & amenities	Collaboration

Description

Technical assistance around financial health, digital access, commercial space, and expanded legal assistance are core needs of small businesses. Training for commercial leases and succession planning can also support businesses as they navigate changes.

Why is this Action important?

Many businesses in Little Saigon are family-run businesses without the capacity to focus on long-term business planning. Easy access to training and direct in-language, culturally responsive assistance can help businesses stabilize, recover, and scale; and is an effective anti-displacement strategy.

Potential Partners

- Office of Economic Development
- Friends of Little Sài Gòn
- Seattle Chinatown International District Preservation and Development Authority
- Chinatown International District Business Improvement Area

Action 10 Incentivize development of small commercial spaces that are 1,000-1,500 square feet or under 450 square feet.

LEAD	INVESTMENT	COMPLETED	EFFORT	GOALS ADDRESSED		
City FLS Other	\$\$\$\$	2023-4 2025-7 2028+	o o o	Housing affordability	Reduced crime	Cleanliness
				Diverse small businesses	Infrastructure & amenities	Collaboration

Description

Community input revealed that many small businesses and entrepreneurs need small spaces that are 1,000 -1,500 square feet or under 450 square feet. The size of available commercial spaces is often much larger. A commercial affordability study found that only a quarter of existing buildings have available commercial spaces that are under 1,000 square feet. Among buildings that will come online in the future (those listed as proposed, under construction, or under renovation), the proportion falls to 20 percent.

Why is this Action important?

The lack of smaller commercial spaces compounds the affordability challenge for many business owners who may not be able to find appropriately-sized spaces. This can lead to displacement of existing businesses and reduced entrepreneurial activity or new starts.

Potential Partners

- Office of Economic Development
- Office of Planning and Community Development
- Friends of Little Sài Gòn
- Seattle Chinatown International District Preservation and Development Authority

Action 11 Increase access to existing alleys and add new alleys where possible.

LEAD	INVESTMENT	COMPLETED	EFFORT	GOALS ADDRESSED		
City FLS Other	\$\$\$\$	2023-4 2025-7 2028+	o o o	Housing affordability	Reduced crime	Cleanliness
				Diverse small businesses	Infrastructure & amenities	Collaboration

Description

Little Saigon currently has a limited network of alleys. This Action calls for increasing the alley network within the neighborhood. Historically, Little Saigon had a more extensive platted east-west alley network These parcels were consolidated to support heavy freight and industrial uses in the 1960s.

Why is this Action important?

Creating additional east-west alleys for vehicle access and solid waste collection will benefit utility operations in the neighborhood and support engaging street-facing design for future development. Alleys can also help break down the scale of the large blocks in the neighborhood and make it easier to get around on foot.

Potential Partners

- Seattle Department of Transportation
- Seattle Public Utilities

Action 12 Provide specialized technical assistance for early-stage entrepreneurs in Little Saigon.

LEAD	INVESTMENT	COMPLETED	EFFORT	GOALS ADDRESSED		
City FLS Other	\$\$\$\$	2023-4 2025-7 2028+	o o o	Housing affordability	Reduced crime	Cleanliness
				Diverse small businesses	Infrastructure & amenities	Collaboration

Description

Technical assistance for early stage entrepreneurs may include specialized programs to develop, launch, and grow businesses; advice on ways to access capital; and connections to networking opportunities. Better connections to existing programs for early-stage Black, Indigenous, and People of Color (BIPOC) entrepreneurs through providers, such as Ventures, Business Impact NW, and Sharks at the Beach (Urban Impact), can be a good first step to implement this Action.

Why is this Action important?

New entrepreneurs are important components of a holistic strategy for business health and recovery. Specialized technical assistance can reduce barriers for new startups and connect would-be business owners to available incentives and support systems. Additionally, through related actions such as temporary “pop-up” uses, new entrepreneurs can transition to become tenants or owners, filling vacancies and complementing existing businesses. This strategy can help businesses recover post-pandemic.

Potential Partners

- Office of Economic Development
- Friends of Little Sài Gòn
- Seattle Chinatown International District Preservation and Development Authority
- Seattle Office of Arts and Culture

Action 13 Encourage landlords to provide tenant improvement services, buildout services to prospective retailers, and community services that preserve and promote Little Saigon’s cultural identity.

LEAD	INVESTMENT	COMPLETED	EFFORT	GOALS ADDRESSED		
City FLS Other	\$\$\$\$	2023-4 2025-7 2028+	o o o	Housing affordability	Reduced crime	Cleanliness
				Diverse small businesses	Infrastructure & amenities	Collaboration

Description

Many ground-level commercial spaces in new buildings are vacant in Little Saigon at a time when neighborhood businesses and service providers are looking for space. This Action addresses ways to ensure commercial space in the neighborhood is aligned with the needs of local businesses and service providers.

Why is this Action important?

Service providers and small businesses face challenges in accessing affordable financing and difficulty raising credit. New commercial spaces often need improvements that are too costly for the business or service provider to take on. Little Saigon’s cultural identity is tied to the presence of Vietnamese or Southeast Asian businesses or service providers that offer culturally-responsive services that respond to community needs. Ensuring the neighborhood continues to be a place with these businesses and providers is an important part of the community vision. The services described in the Action are intended to ensure property owners/landlords create spaces that are aligned with community needs and can be successful in the neighborhood.

Potential Partners

- Office of Planning and Community Development
- Seattle Office of Economic Development
- Friends of Little Sài Gòn
- Office of Housing

Action 14 Resource community organizations such as nonprofits, community-based organizations, and faith-based groups to buy existing buildings at key locations and lease and operate them in a way that is sensitive to community needs.

LEAD	INVESTMENT	COMPLETED	EFFORT	GOALS ADDRESSED		
City FLS Other	\$\$\$\$	2023-4 2025-7 2028+	o o o	Housing affordability	Reduced crime	Cleanliness
				Diverse small businesses	Infrastructure & amenities	Collaboration

Description

City and public agencies can support nonprofit partners to acquire existing buildings and continue to operate them as lower-cost commercial rental spaces. Acquisition costs may be covered using a variety of tools, including grants and low- or no-interest acquisition loans, among others. In addition to acquisition, resources are likely to be needed for ongoing operations as well.

Why is this Action important?

Existing buildings often rent at lower rents because of their age, amenities or other factors that influence rent. They may be simple buildings, but they can be an important source of affordable commercial space. This Action can also be used strategically to prevent displacement of cultural anchors or businesses.

Potential Partners

- City of Seattle Office of Planning and Community Development, Equitable Development Initiative
- InterIm Community Development Association
- Seattle Chinatown International District Business Preservation & Development Authority
- Friends of Little Sài Gòn
- Seattle Indian Health Board
- Nisei Veterans Committee Memorial Hall

Action 15 Incentivize developers to include space for and support existing businesses and nonprofits in new buildings.

LEAD	INVESTMENT	COMPLETED	EFFORT	GOALS ADDRESSED		
City FLS Other	\$\$\$\$	2023-4 2025-7 2028+	o o o	Housing affordability	Reduced crime	Cleanliness
				Diverse small businesses	Infrastructure & amenities	Collaboration

Description

There are specific challenges that neighborhood businesses face as they look to lease commercial space in new buildings. In general, spaces are either built to be too large for existing businesses or lack features (e.g., ground-level design) that can enable them to be successful. The community has few avenues to influence property owners’ design choice or tenant selection. Tenant selection can often focus on large-scale established business over local small businesses or service providers.

Why is this Action important?

Displacement of existing businesses and service providers is often an unintended consequence of new development. Incentivizing developers by providing density bonuses, fast track permitting, or through other tools can prevent displacement of existing businesses and service providers.

Potential Partners

- Office of Planning and Community Development
- Seattle Office of Economic Development
- Office of Housing

Action 16 Improve walkable connections within and to the neighborhood.

LEAD	INVESTMENT	COMPLETED	EFFORT	GOALS ADDRESSED		
City FLS Other	\$\$\$\$	2023-4 2025-7 2028+	o o o	Housing affordability	Reduced crime	Cleanliness
				Diverse small businesses	Infrastructure & amenities	Collaboration

Description

Given its history as an industrial neighborhood and years of disinvestment, Little Saigon has many physical features that do not support walking. These include long blocks, sidewalks in poor condition, lack of crosswalks, and high speed traffic on streets. Street upgrades, intersection improvements, and a network of quality, well-connected pedestrian connections (alleys, mid-block connections) can improve the neighborhood environment for walking.

Why is this Action important?

A human-scaled, walkable place with easy access to shopping, amenities, and housing is a key aspect of the neighborhood vision.

Potential Partners

- Seattle Department of Transportation
- Seattle Chinatown International District Preservation and Development Authority
- Seattle Department of Neighborhoods
- Seattle Parks and Recreation

Action 17 Advocate for additional permanent supportive housing citywide for people experiencing houselessness.

LEAD	INVESTMENT	COMPLETED	EFFORT	GOALS ADDRESSED		
City FLS Other	\$\$\$\$	2023-4 2025-7 2028+	o o o	Housing affordability	Reduced crime	Cleanliness
				Diverse small businesses	Infrastructure & amenities	Collaboration

Description

Permanent supportive housing (PSH) is a combination of affordable housing units with on-site and community-based services to help individuals and families facing significant barriers to remaining safely housed. This includes cognitive and physical disabilities, mental illnesses, and substance use disorders. These projects involve several entities in partnership, including a lead service provider, a property developer, and an ongoing property manager.

Fair housing laws require that PSH not be prohibited in areas zoned for multifamily housing. Further encouragement of PSH at the City level can come by exempting these housing types from development mandates; “fast-tracking” City processes for supportive housing developments; identifying zones to encourage this development; and/or helping to coordinate resources, partners, and public support for supportive housing.

Why is this Action important?

PSH has been shown to be a cost-effective solution which lowers public costs associated with the use of crisis services such as shelters, hospitals, jails, and prisons.

Potential Partners

- Office of Planning and Community Development
- Seattle Office of Housing
- Seattle Human Services Department
- InterIm Community Development Association
- Seattle Chinatown International District Business Preservation & Development Authority
- Friends of Little Sài Gòn
- Seattle Indian Health Board

Action 18 Require City-funded housing developers to conduct community preference processes that help current residents, those with generational ties to Little Saigon, or those who have community ties to the neighborhood.

LEAD	INVESTMENT	COMPLETED	EFFORT	GOALS ADDRESSED		
City FLS Other	\$\$\$\$	2023-4 2025-7 2028+	o o o	Housing affordability	Reduced crime	Cleanliness
				Diverse small businesses	Infrastructure & amenities	Collaboration

Description

Community preference processes are intended to encourage nonprofit and private affordable housing developers receiving city money to offer a portion of their affordable units to communities with ties to the neighborhood.

Why is this Action important?

Community preference processes are an anti-displacement strategy. Along with affirmative marketing (which ensures people who are eligible for affordable housing but are unlikely to apply for affordable housing can do so), these strategies also expand access to housing.

Potential Partners

- Seattle Office of Housing
- Office of Planning and Community Development
- InterIm Community Development Association
- Seattle Chinatown International District Business Preservation & Development Authority

EARLY ACTIONS

The seven Early Actions listed below have been identified by the Leadership Committee as steps that can be taken immediately due to opportunities like available funding or existing relationships. While these Actions advance the Goals outlined in the Action Plan, they are not High Priority Actions.

1. Encourage temporary or “pop-up” storefronts in existing buildings to test business models and make the neighborhood feel more active; ask the City to explore flexible, fast approaches to permitting for these temporary uses.
2. Develop a guide to neighborhood businesses, service providers, and cultural sites for new residents and work with apartment managers to distribute it. This can include businesses, street murals or art, non-profits, health clinic, food bank, community space and service providers.
3. Work with private companies that aggregate on/off street parking information, for example parkme or parkopedia, to update information about public, private, paid, and unpaid parking in the neighborhood.
4. Prioritize street trees in the landscape strip adjacent to the curb on all street frontages in the Little Saigon neighborhood.
5. Partner with Friends of Little Sài Gòn on an affirmative marketing strategy to attract businesses that preserve Little Saigon’s cultural identity.
6. Extend the boundary of the Chinatown-International District Business Improvement Area (CIDBIA) to include Little Saigon and educate Little Saigon neighborhood businesses about opportunities associated with being part of the CIDBIA.
7. Have Little Saigon representation at-large on the CIDBIA board.





Design Recommendations

OVERVIEW

The following Design Recommendations are for use by developers, public agencies, and others who make decisions about what buildings and public spaces look like in Little Saigon. The Recommendations were shaped by the community and aim to improve the “look and feel” of new and existing development and the street environment.

The Little Saigon Design Ideas Map translates the community vision for urban design into a map. It designates the locations and streets that are intended to embody specific physical characteristics. It specifies the location and applicability of specific design treatments and maps where they are required. The design recommendations that follow translate the Design Ideas maps into guidelines.

COMPONENTS OF THE VISION

Priority Mid-Block Connections

The street grid in Little Saigon has block lengths and right-of-way widths that have been designed to optimize vehicle traffic. The scale of the blocks and long crossing distances at the intersections are out of proportion with a human-scale commercial district. Many commercial and retail businesses are set back from the street and buffered by surface parking lots with little opportunity for pedestrian connections. This detracts from the creation of a thriving and vibrant commercial core.

Following the spatial logic established by BEAM Alley and the Little Saigon Park Project, which provide pedestrian connections from S King St to S Jackson St, the Vision Plan identifies four additional locations to extend this network of interior pedestrian passageways.

- South of BEAM Alley, a pedestrian connection bridging S King St to S Weller St would continue this design logic and bridge a vital pedestrian connection from S Jackson St to Beacon Place Park.
- The final leg connects S Weller St to S Lane St, opening a two-way pedestrian intersection that connects to Beacon Place Park. This southwest edge of the neighborhood has been a long-standing concern but provides an enormous opportunity to develop a pedestrian-focused connection to an unimproved Seattle Parks property.
- Following the desire line north from the S Jackson St streetcar station, future development of this site should accommodate a pedestrian path to maintain access to the existing restaurant establishments and develop a more vibrant transit facility.
- Extending south from the Little Saigon Park Project, this pathway would run along Lam's Seafood Market and connect the park to neighborhood retailers like Hello Em and the Little Saigon Creative.

These north-south mid-block connections create a more walkable street network and make space for people to easily access the local businesses and community marketplaces while creating more opportunities for micro-retail shops, cafes, and market stalls. Enhancing the block's interior while keeping the vehicle-friendly grid structure can benefit the district by appealing to both scales. This new pattern would create vibrant streets, space for both public and private gatherings, and space for restaurants to spill out, encouraging people to stay and play.

Exhibit 2. Design Ideas Map



Enhanced Alley Network

New development should be incentivized to reopen the historically platted east-west alley network in Little Saigon. These parcels were consolidated to support heavy freight and industrial uses in the 1960s, but the neighborhood zoning no longer supports these uses, and the future character of the neighborhood will be much more reflective of a dense, multiuse residential/commercial district. Creating east-west alleys for vehicle access and solid waste collection will benefit the utility operation of the neighborhood and support the engaging street-facing design of future development.

Active Street Frontages

Active ground floor uses create a bridge between public and private spaces and are an important way to support Little Saigon’s thriving and vibrant commercial corridors. The Design Ideas Map anticipates active ground floor uses along S Jackson St and 12th Ave S to create an engaging pedestrian experience. In the evenings, these active ground floor uses also provide a secondary light source onto the streetscape.

Neighborhood Gateways and Key Intersection Improvements

Entrances to and within Little Saigon should be celebrated. People traveling on foot, by car, or by transit should experience a sense of entering the neighborhood. Design features that mark entrances are envisioned at 10th Ave S and S Jackson St (marking the transition from the Chinatown International District as you travel east), Rainier Ave S and S Jackson St (marking the transition from the Central District as you travel west), and S Lane St and 12th Ave S (marking the transition from Beacon Hill as you travel north). Intersection improvements to make it easier for pedestrians are envisioned at 10th Ave S and S Jackson St, S Jackson St and 12th Ave S, and 12th Ave S and S Weller St.

Special Places

Several locations and elements of the neighborhood play an important role in neighborhood identity. These special places should be celebrated through design.

DESIGN RECOMMENDATIONS

The Design Ideas Map (see Exhibit 2 on page 39) highlights major design features, including desired gateway and intersection improvements, the desired alley network, mid-block connections, open spaces, and active street frontages within the block and grid structure. Development in Little Saigon should be generally consistent with the major features highlighted in this diagram. This section lists specific guidelines that flow from the Design Ideas Map.

Character Recommendations

Celebrate Special Places

Guideline: Art installations, signage, landscaping and material accents to buildings that have cultural significance and special places in the neighborhood are encouraged. Elements that celebrate the neighborhood’s Vietnamese heritage through art, public space design, and architecture that is distinct from other parts of the city and CID are encouraged. Working directly with the community to identify special places, artists, and create designs that reflect the neighborhood is also encouraged. Special places include Pho Bac Restaurant Boat, Jackson St between 12th and Rainier, and others.

Establish and Strengthen Gateways

Guideline: Entrances to and within the Little Saigon neighborhood should be celebrated. People traveling on foot, by car, or by transit, should experience a sense of entering the neighborhood. Signage, art or other ways to create a sense of entry are encouraged at 10th Ave S and S Jackson St (marking the transition from the Chinatown International District as you travel east), Rainier Ave S and S Jackson St (marking the transition from the Central District as you travel west), and S Lane St and 12th Ave S (marking the transition from Beacon Hill as you travel north).

Integrate Art

Guideline: Art that celebrates and reinforces the neighborhood’s cultural identity, especially its Vietnamese heritage, is encouraged. Art should be well-integrated into the design of the building or outdoor space. Art that is made with high-quality and long-lasting materials is recommended.

Street Grid and Block Pattern Recommendations

Expand the Public Street Grid

Guideline: New development and redevelopment must support and accommodate the expansion of the public street grid based on the Design Ideas Map to improve circulation for vehicles and pedestrians.

The Design Ideas Map recommends S Lane St (existing 66’ platted right-of-way) as an improved 14’ multiuse trail completing the pedestrian connection across Dr. Jose P Rizal Bridge, with street lighting and furniture.

Add Mid-Block Connections and Enhance the Alley Network

Guideline: A minimum 20’ wide mid-block connection or improved alley should be provided based on the Design Ideas Map. The mid-block connections and alleys shall be designed to accommodate service needs, designed for pedestrian use by all ages and abilities, and be free from permanent obstructions.

Activate Alleys

Guideline: Alleys should be designed as usable public and market spaces. Connections to ground floor spaces on buildings facing alleys, good lighting, good paving, public art, vegetation, store and business entrances, and cafes are encouraged.

Require Active Edges on the Ground Floor

Guideline: Ground floor uses that have a high degree of transparency and/ or physical connections to the street through lighting, seating, or sidewalk displays are required along S Jackson St and 12th Ave S.

New development must ensure that ground floor uses have a high degree of transparency and/or physical connection to the street through lighting, seating, or sidewalk displays. These treatments should be required along S Jackson St and 12th Ave S, the Neighborhood Gateway Streets. This is important to create an engaging pedestrian experience along the ground floor street frontage. In the evenings, these active ground floor uses also provide a secondary light source onto the streetscape. The Neighborhood Activity Streets should also prioritize active edges, but these streets will also be providing more utility-related functions for the neighborhood, which may take priority.

Streetscape design can include specialty paving to add an active element to the frontage of the building. A standard sidewalk is constructed of Portland cement concrete and finished with a 2’x2’ stamped pattern. This creates a consistent and reliable pedestrian experience. Specialty pavers (including alternative scoring patterns, coloring, or texturing) should be integrated into the pedestrian clear zone at main building entrances to signal a transition from public to private space. This provides an opportunity to add richness and visual interest to the

pedestrian experience.

Design decisions that can support active ground floor uses include:

- New development consolidating curb cuts and providing below-grade parking
- Continuous landscape strips with understory planting to buffer pedestrians from traffic
- Street furniture and sidewalk cafes along Gateway Streets
- Overhead weather protection on all frontages

Require Build-To-Lines

Guideline: New development along the Neighborhood Gateway Streets, S Jackson St and 12th Ave S, should build to the parcel line to provide a sense of enclosure and a continuous and comfortable street edge.

Little Saigon has been developed with a mix of strip-mall style commercial buildings with vehicle parking located between the sidewalk and the building façade. The pedestrian experience is negatively impacted by setting the building back from the sidewalk and prioritizing vehicle access and parking. As a result, these shopping centers are disconnected from the pedestrian realm, and in some cases actively prevent pedestrians from accessing their shops with vehicle barriers, fencing, and understory planting.

A more human-centered approach to development should place the building footprint at the lot line, creating walkable and human-scaled environments that encourage walking, provide a sense of enclosure, and foster a more comfortable environment that supports transit use.

New development along the Neighborhood Gateway Streets, S Jackson St and 12th Ave S, should build to the parcel line to provide a sense of enclosure and a continuous and comfortable street edge. This corridor approach to frontage design creates a reliable rhythm and cadence for people walking in the public realm. If parking is provided, it should be accommodated in a below-grade garage or in a surface lot behind the structure.

Restrict Driveway Access

Guideline: Designated Neighborhood Gateway and City Connector streets, S Jackson Street, 12th Ave S, Rainier Ave S, and S Dearborn St, should limit curb cuts and vehicle access as much as possible.

These streets prioritize multimodal transit and accommodate high pedestrian volumes, making an uninterrupted sidewalk condition vital for a safe and successful pedestrian experience. Neighborhood Activity streets, including 10th Ave S, S King Street, and S Weller St, should be prioritized for vehicle access and solid waste collection. These streets support mixed-use functions and are designed to be dynamic to support the needs of the more commercial-focused blocks.

Manage Solid Waste Collection

Guideline: Develop a neighborhood solid waste collection plan for all future development that consolidates curb cuts and waste access ramps while prioritizing an uninhibited pedestrian realm.

Solid waste has three distinct phases that require spatial consideration: storage, staging, and collection. Solid waste is a term that broadly includes garbage, food and yard waste, and recycling. Typically, all proposed vehicle access and solid waste collection is planned from an alley as opposed to a surface street. This separation is important as it preserves space in the right-of-way for pedestrian-scale design (street trees, lighting, frontage transparency), reduces curb cuts across the sidewalk, and mitigates the impact (noise, smell, reduced parking capacity, and aesthetics) of having dumpsters staged near the sidewalk. The Little Saigon neighborhood was platted without a contiguous alley network, which makes a comprehensive solid waste management plan vital to reduce similar impacts on the public right-of-way.

Seattle Public Utilities (SPU), in coordination with SDOT and SDCI, should work to develop a neighborhood solid waste collection plan for all future development that consolidates curb cuts and waste access ramps while prioritizing an uninhibited pedestrian realm.

Improve ADA Access

Guideline: Prioritize ADA-compliant curb ramps, curb bulbs at intersections, and mid-block crossings; and consolidate curb cuts.

Pedestrian mobility improvements are vital with the scale and length of the blocks in the Little Saigon neighborhood. Accessibility improvements are important to building out a more equitable pedestrian realm, enhancing perceptions of safety, and creating a connected pedestrian network. These improvements are also important to help the community create a public realm that can support a community aging in place. The following improvements should be prioritized for future implementation:

- ADA-compliant curb ramps at all intersections

- Curb bulbs at all intersections to reduce crossing distances, increase pedestrian visibility, and define curb space uses
- Consolidation of curb cuts for vehicle access, building out a more cohesive and predictable public realm
- Mid-block pedestrian crossings on all east/west streets, breaking down the block scale

Current federal guidelines stipulate on-street ADA spaces in “marked or metered” parking areas. If the curbspace in the area changes to paid parking, as suggested earlier, SDOT would also explore including some on-street designated disabled spaces in spaces proximate to curb ramps. This would make the neighborhood more accessible.

Design Streets to Reflect Community Vision

The diagram and table below describe the community’s vision for the streets in the neighborhood.

Exhibit 3. Proposed Street Types Diagram

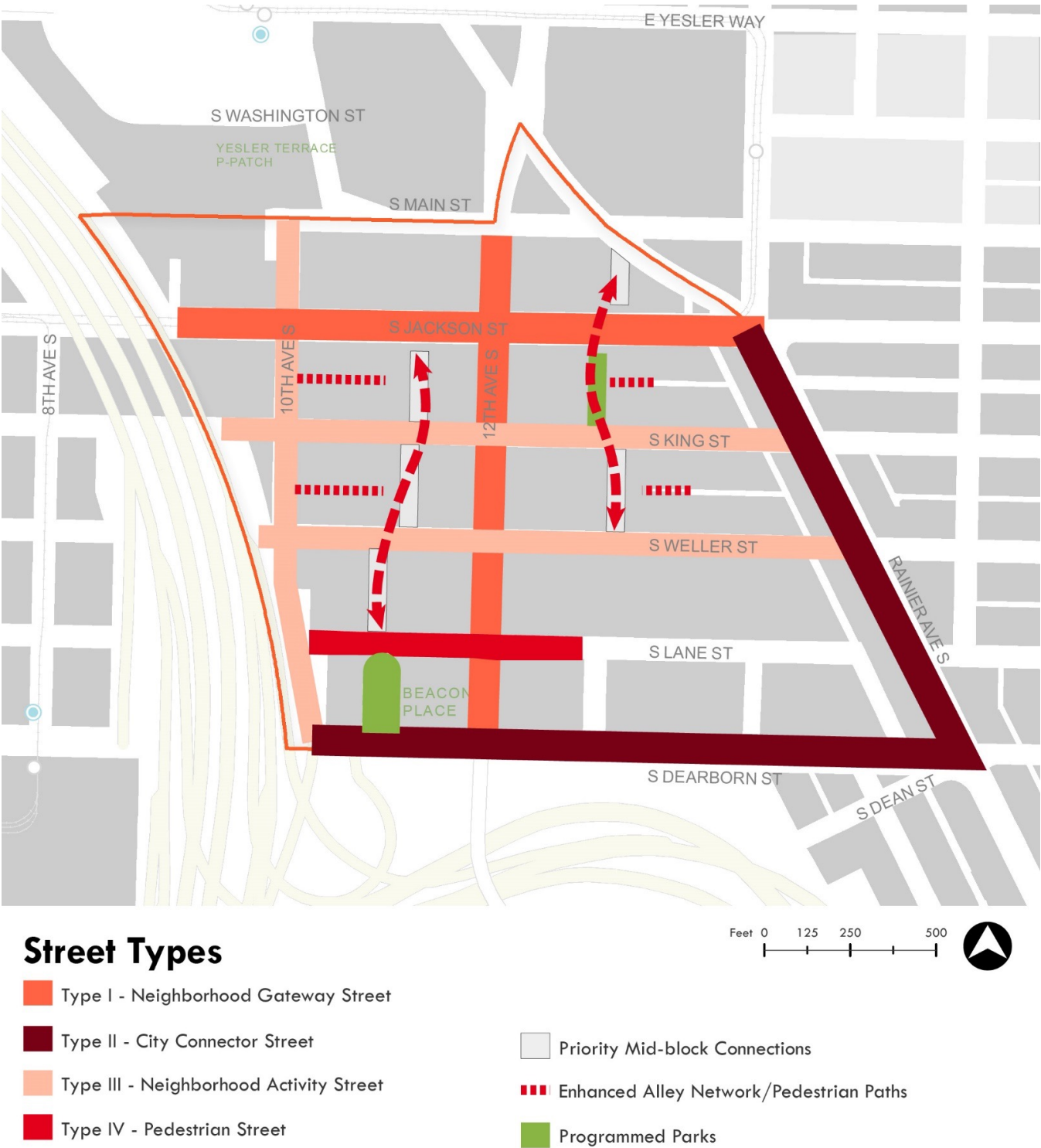


Exhibit 4. Proposed Street Types Table

STREET	EXISTING CONDITIONS	VISION FOR THE STREET
10th Ave S	Connects S Jackson St to S Dearborn St and faces the challenge of having inactive neighborhood boundary/edge conditions. This street is also a gateway to Yesler Terrace.	Type III – Neighborhood Activity Street. The Yesler Terrace Hillclimb is the northern boundary of 10th Ave S, marking an important pedestrian connection to Little Saigon. This pedestrian scale environment should be extended south with curb bulbs at all intersections, increased tree canopy, pedestrian lighting, and wide pedestrian zones.
12th Ave S	A vital commercial and transit corridor in the neighborhood and supports multimodal transit at lower speeds. Because Little Saigon lacks a contiguous alley network, businesses fronting 12th Ave S face load zone and vehicle access challenges that can be addressed by reopening previously vacated alley rights-of-way.	Type I – Neighborhood Gateway Street. 12th Ave S is a gateway into Little Saigon. New development along 12th Ave S should be built to the parcel line, setting a cohesive and pedestrian-scaled edge with pedestrian lighting, street trees, and short-term bike parking to capture bicycle traffic from the north-south protected bike lanes.
Rainier Ave S	A major transit arterial, making a vital north-south connection in the City of Seattle. The sloping topography and large parcel size make pedestrian scale activation difficult along this frontage.	Type II – City Connector Street. Rainier Ave S is the eastern edge of Little Saigon, and its intersection with S Jackson St marks a gateway opportunity for the neighborhood. To encourage more pedestrian activation along Rainier Ave S, street trees, increased sidewalk widths, and ground floor commercial uses should be prioritized.
S Jackson St	One of the few streets in Seattle that connects Elliott Bay to Lake Washington. It is a high-volume transit corridor that supports bike, bus, and streetcar networks.	Type I – Neighborhood Gateway Street. S Jackson St is the commercial center of Little Saigon and should be designed to accommodate high pedestrian volumes with a cohesive street edge that directly connects to ground-level retail/restaurant spaces.
S King St	Supports high pedestrian volumes, bicycling, and frequent parking turnover, including loading zones.	Type III – Neighborhood Activity Street. S King Street is identified as a neighborhood festival street, providing a cohesive connection to the Chinatown International District.
S Weller St	Supports high pedestrian volumes, bicycling, and frequent parking turnover, including loading zones.	Type III - Neighborhood Activity Street. S Weller St has an opportunity to increase parking supply by redesigning the existing parking orientation on the north side of the block as back-in angle parking.
S Lane St	Currently a disconnected network of pedestrian paths, staircases, and interior access streets prioritizing storage and freight uses.	Type IV – Pedestrian Street. This street provides the opportunity to support non-motorized connections across 12th Ave S. These improvements can advance the neighborhood towards its goal of increased pedestrian granularity and active edge conditions.
S Dearborn St	Supports high volumes of bus, bike, and single-occupancy vehicle volumes, and connects the neighborhood to I-5.	Type II – City Connector Street. This street provides an opportunity to increase curbside tree canopy, widen pedestrian zones, and improve Beacon Place Park into a useable and vibrant public park. This park improvement would extend the pedestrian connection from S Lane St to 12th Ave S.

Manage Parking Supply and Curb Space Allocation

Guideline: Convert all existing Time Limited and Unrestricted Parking zones into Paid Parking zones.

Parking supply is essential to a thriving business district in Little Saigon. The existing conditions show either unrestricted or time limited parking on the non-arterial streets (10th Ave S, S King St, S Weller St, S Lane St) and no parking allowed on the designated arterial streets (S Jackson St, 12th Ave S). In order to create more reliable parking availability, all existing Time Limited and Unrestricted Parking zones should be converted into Paid Parking zones. Little Saigon is the only neighborhood in the Downtown Zone with extensive Time Limited or Unrestricted curbside parking zones. This creates an imbalance of supply and demand for parking, and due to Little Saigon's proximity to downtown, parking is likely not being optimized for individuals traveling to, shopping, or working in the neighborhood. See Exhibit 5.

Unrestricted Parking zones allow for a vehicle to occupy a space for up to 72 hours. The impact of unrestricted parking influences drivers' behavior, leading drivers to use curbside parking as a form of short-term vehicle storage. Paid Parking zones improve the utilization of curbside parking resources and encourage short-stay parking for those visiting and working in the neighborhood. A secondary benefit of this policy change is the positive impact on public realm. Frequent parking turnover will increase street level activation, pedestrian circulation, and contribute to a vibrant and thriving commercial core. Paid parking also influences mode choice, and may encourage more bus, streetcar, and bicycle trips to and from the neighborhood. More trips utilizing multimodal transit translates to a more pedestrian-focused transit environment and a more active public realm.

Exhibit 4. Parking Zones



Pedestrian Comfort Recommendations

Provide Weather Protection

Guideline: Prioritize continuous overhead weather treatments along storefronts on S Jackson and 12th Ave S.

Overhead weather protection shields pedestrians in the right-of-way from precipitation, direct sunlight, and wind. Overhead weather protection includes canopies, awnings, and marquees extending from the building façade. Continuous overhead weather treatments should be prioritized along storefronts on S Jackson and 12th Ave S. Having a covered commercial core can create a more comfortable environment for visitors to stay and shop.

Add More Street Trees

Guideline: Prioritize street trees in the landscape strip adjacent to the curb on all street frontages in the Little Saigon neighborhood.

Creating more diverse, comfortable, welcoming, and green public outdoor spaces is an Action identified by the Little Saigon community. The right-of-way canopy cover in Little Saigon (Census Tract 91) is currently 12.40%. That is less than half of the City of Seattle right-of-way canopy target of 27%, making it a highly disadvantaged census tract. Street trees are vital to the health and sustainability of a neighborhood as they improve air quality, sequester carbon, provide passive stormwater infrastructure, and promote traffic calming. Street trees are an element that should be prioritized in the landscape strip adjacent to the curb on all street frontages in the Little Saigon neighborhood. Urban greening is an essential strategy to mitigate the environmental injustice of air pollution, noise pollution, and the urban heat island effect while contributing to high-quality open space.

Compared to the surrounding neighborhoods, Little Saigon not only has fewer street trees in the right-of-way, but those that do exist are recently planted. Newly established street trees are more susceptible to failure and do not provide the weather protection and neighborhood character benefits of a mature street tree (represented by diameter). There are opportunities to leverage new development to support the investment and placement of the future street tree network. Street tree placement in the right-of-way should consider existing curb cuts, solid waste staging locations, and utility poles for spacing and clearances in line with City of Seattle standards.

Exhibit 5. Street Trees



Encourage Lighting that Improves the Character and the Perception of Security in the Neighborhood

Guideline: Provide pedestrian-scale lighting on 10th Ave S, S King St, S Weller St, and 12th Ave S. Provide lighting treatments at I-5 S Jackson St and S King St underpasses that are important neighborhood gateways.

The Seattle Chinatown International District Preservation and Development Authority (SCIDpda) conducted a neighborhood lighting study in 2018. The study found that Little Saigon is a significantly under-lit neighborhood in comparison to Chinatown just west of I-5. The study found that 10th Ave S, S King St, S Weller St, and 12th Ave S lack the appropriate quantity of streetlights for a cohesive pedestrian lighting network. The study also identified that additional I-5 underpass lighting is needed as a baseline improvement. The S Jackson St and S King St underpasses are important neighborhood gateways and additional lighting treatments are needed to enhance perceptions of safety when traveling by foot or by bike. These findings are supported by the community engagement effort, which identified neighborhood safety and pedestrian lighting as high priority Actions.

The King K56 pedestrian pole fixture is a functional and community-supported lighting solution for illuminating both sidewalks and building facades. The implementation plan should prioritize the King fixture expansion. Type I and Type III streets should be prioritized for light fixture enhancements as these streets have the highest transit and pedestrian volumes and support Little Saigon's commercial hub. There are opportunities to leverage new development to support the investment and placement of the missing lighting infrastructure. Light fixture placement in the right-of-way should consider existing curb cuts, street trees, and utility poles for spacing and clearances in line with City of Seattle standards.

Create Diverse, Comfortable, Welcoming Outdoor Spaces

Guideline: New development should create a variety of outdoor spaces that are inviting, spatially well-defined, and secure. These include courtyards, plazas, and small public outdoor spaces with active adjacent ground floor uses, outdoor business vending or seating and activated green spaces. All areas should work well for pedestrians. Spaces should include seating areas that are easily accessible and feel safe and secure during day and evening hours.

Leftover green spaces, areas adjacent to parking lots without adequate landscaping, and spaces disconnected from ground floor uses without a specific program for activation are not recommended.

Architectural Recommendations

Encourage High Quality Materials

Guideline: Durable, natural building materials of high quality are encouraged. Quality materials can bring a sense of permanence and improve the street environment. Materials that are encouraged include brick, finished concrete, stone, terra cotta, and wood. Neutral building colors and limited use of bright accents are also encouraged.

Create Smaller-Scale Building Massing

Guideline: The overall mass of large buildings should be broken into smaller scaled portions. Design ideas that are recommended for massing include:

- Through-block connections (See Design Ideas Map)
- A vertically articulated tripartite façade division—base, middle, and top—for buildings over three stories
- Massing that steps back on higher floors
- Massing that visually makes the building look like multiple smaller buildings
- Massing that opens up to courtyards below that are visible from the street

Create Distinct Articulation in Massing to Avoid Long, Tall Buildings above the Street Level

Guideline: The mass of large buildings should be broken into smaller elements, with changes in plane indicated by bold projections and indentations, so that they appear as smaller, side-by-side buildings.

Designers should look to the west side of I-5 for guidance on massing widths. The size of the buildings west of I-5 provide a nice rhythm along the street. Having a small one unit break followed by a long continuous mass is not the desired outcome. Articulation between massing should be as pronounced as possible (more than a change in color or material) but at least a few feet of depth. This can be coordinated with the unit types so that each massing has a distinct expression on the facade. Windows at the ends of corridors are encouraged for quality of hallways and to provide distinct gasket or breaks between massing. Balconies are also encouraged to provide this break in plane. Expression of floor levels to refine the texture along the middle of the building and integrated venting systems on the façade are also recommended.

Design Compatible Ground Floor Retail and Commercial Spaces

Guideline: New retail and commercial spaces should incorporate businesses that contribute to community identity and complement the existing retail mix in the neighborhood. Subdivision of spaces to create smaller spaces that can accommodate multiple tenants, spaces that mix the indoors and outdoors, and access to adequate parking are encouraged. Entries that make space for sidewalk displays and connect the street to the interior are also encouraged.

Larger spaces separated from the street environment and without access to parking are not encouraged.

Design Inviting Retail and Commercial Entries

Guideline: Entries that make space for sidewalk displays and connect the street to the interior are encouraged.

Building design strategies that provide more width at the ground floor and give vendors and retail spaces an opportunity to set displays and goods outside are encouraged. This includes design treatments such as building the face of the building/tower on the second floor to the lot line and providing more width at the ground level. This would also provide built-in overhead covering and protection from the elements as well as lighting at night.



Ensure the Massing and Design of High-Rise Buildings Enhances the Neighborhood

Guideline: Ensure the massing of new high-rise buildings have a well-expressed intent that communicates the concept of the building and how it will enhance the neighborhood.

Little Saigon's current zoning allows buildings up to 170' tall based on its uses, and ability to qualify for additional density. Approaches that show well-organized massing, expression and detailing of units are encouraged. Attempts to emulate or copy temple architecture, or similar design features, are not recommended.

Build Parking Structures that Enhance the Street Environment

Guideline: Parking structures should be designed so that any sidewalk facing frontages look like other occupied buildings in the area. Ground floor retail or other active uses, small openings, etc., are encouraged.

Encourage Housing Types that Can Accommodate Large, Multigenerational Families

Guideline: Housing unit organizations that can accommodate large multigenerational families are encouraged. This may look like co-housing models that share common spaces, units that can be adjoined, or larger units with more bedrooms.



How Community Input Shaped the Action Plan

KEY TAKEAWAYS

Engagement activities outlined in the next section generated robust community input on the neighborhood's assets and opportunities for the future. This feedback was used to create the Vision, Goals, and Actions. Broad themes of community feedback are listed below.

- **Cultural Identity.** Community members view the cultural identity of the neighborhood as one of its most important assets. Ideas to maintain its identity include partnerships with community-based organizations around storytelling and marketing, business stability, anti-displacement, and housing.
- **Commercial Affordability and Displacement.** Community members are concerned about the loss of businesses, non-profit service providers and cultural spaces as the neighborhood experiences growth, transformation, and continued disinvestments. Solutions discussed included targeted technical assistance, more involvement with the Business Improvement Area (BIA), and design guidance, among others reflected in the Action Plan.
- **Housing.** Community members are concerned about the lack of housing that meets their needs for size and is affordable to those making 0-50% of the Area Median Income. Solutions discussed included encouraging unit types suitable for larger families and multigenerational households, addition of permanent supportive housing citywide, and additional affordable housing production.
- **Safety.** Community members expressed their desires to see crime rates go down and feel safer in the neighborhood. Suggested interventions included adding more street lighting and developing more programming that would activate public spaces.
- **Public Space.** Community members want to see more activated outdoor spaces in the neighborhood. The neighborhood currently lacks outdoor spaces. This was an issue that was highlighted during the COVID-19 pandemic where many area businesses could not use outdoor space to supplement seating and keep their businesses open.

- **Cleanliness.** In addition to activated outdoor spaces, community members want to see cleaner streets and sidewalks. They suggested increasing the frequency of the City’s trash pickup services and additional cleaning.
- **Transportation Infrastructure.** Community members want to see improvements to unsafe intersections and easy access to transit. They want to see improvements to key intersections and streets for safety and accessibility, and additional connections for walking.
- **Parking.** Community members see parking as a key element of the success of the commercial area. Solutions suggested converting existing Time Limited and Unrestricted Parking zones into Paid Parking zones and building a parking structure.

PUBLIC ENGAGEMENT

Below is a summary of the engagement activities that shaped the Plan.

Community Survey

450 community members took a survey about greatest assets of the neighborhood, desired changes, and vision for the future. The survey was available in hard copy and online and offered in Vietnamese, Chinese, and English.

The survey was widely promoted through the events, flyers, social media, and traditional media listed below.

TYPE	LOCATION(S)
Newspaper Ad	NW Vietnamese News
Posters	Little Saigon Creative Wing Luke Museum Viet-Wah Supermarket
Flyers and/or Handouts	ChuMinh Tofu Phin Vietnamese Coffee & Etc. Hello Em Viet Coffee and Roastery Wing Luke Museum
Instagram	Friends of Little Sài Gòn Phở Bắc Súp Shop Seattle Chinatown International District Preservation and Development Authority InterIm Community Development Association Seattle Indian Health Board Viet Wah Supermarket Sông2Sea



Events

The **three events** described below were held to raise awareness of the Action Plan and encourage community members to take the survey described in the previous section.

DATE	LOCATION	DESCRIPTION	AUDIENCE
February 5, 2022	Friends of Little Sài Gòn's First Saturday & Ăn Đi Art Exhibition Opening at Little Saigon Creative	Staffed table distributing the online survey and a fact sheet available in Vietnamese, English, and Chinese, as well as red envelopes to celebrate Tết.	Over 50 residents and visitors to Little Saigon attending the art opening and/or visiting Hello Em Viet Coffee and Roastery.
February 27, 2022	Sunday Egg Rolls Meal at ChuMinh Tofu	Staffed table distributing the online survey and a fact sheet available in Vietnamese, English, and Chinese, as well as coffee and fruit.	Over 20 community members participated in the survey. Community members were coming to the mutual aid event hosted by the Egg Rolls volunteers and Chu Minh Tofu.
March 5, 2022	Monthly Neighborhood Cleanup	Staffed table that checked in volunteers and distributed survey flyers.	Over 40 volunteers attended the monthly cleanup.



STAKEHOLDER INTERVIEWS

25 stakeholders ranging from restaurant owners to housing developers participated in one-on-one and group interviews. These in-depth conversations helped ensure the Action Plan reflects community members' lived experiences and ideas about the issues, opportunities, and potential solutions for the neighborhood. Organizations and individuals who participated are grouped below.

GROUP	PARTICIPANTS
Community-Based Organizations and Service Providers	Friends of Little Sài Gòn – Quynh Pham, Executive Director
	Quang Nguyen, Friends of Little Sài Gòn Founding Member
	Seattle Chinatown International District Preservation and Development Authority (SCIDpda) – Jamie Lee, Director of Community Initiatives
	Summit Sierra School – Katy Plautz, parent representative
	Chinatown-International District Business Improvement Area (CIDBIA) – Monisha Singh, Executive Director
	Asian Counseling and Referral Service (ACRS) – Michael Byun, Executive Director
Property Owners and Developers	Seattle Indian Health Board – Esther Lucero, CEO, and Ryan Gilbert, Chief Operations Office
	DESC Navigation Center – Dan Williams
	BEAM Apartments (Intracorp Homes) – Lisabeth Soldano, Senior Vice President, and Matt Robins, Property Manager
	Low Income Housing Institute (LIHI) – Sharon Lee, Executive Director, and Aisaya Corbray, Project Manager
	Mar Properties – Sue Mar, Property Owner
Restaurants	Plymouth Housing – Katie Randall, Real Estate Developer
	Phnom Penh Noodle House – Dian Le, Owner
	Pho So 1 – Dong Nguyen, Owner
Grocery Stores	Phin Vietnamese Coffee & Etc. – Bao Nguyen, Owner
	Lam's Seafood – Teizi Mersai, Owner
	Viet-Wah Supermarket – Leeching Tran, Owner
Mutual Aid	Sông2Sea – Nikki Chau
City of Seattle	International Special Review District (ISRD) – Rebecca Frestedt, International Special Review District Coordinator
	Office of Planning and Community Development – Lauren Flemister, Deputy Director; Andrew Tran, Senior Planner; and Lucien Ong, Project Planner

LEADERSHIP COMMITTEE

20 community members served on a Leadership Committee responsible for advising on issues and opportunities in the neighborhood, ground truthing research about existing conditions, and reviewing drafts of and guiding implementation of the Action Plan.

Membership

- Connie Au-Yeung & Monisha Singh, Chinatown-International District Business Improvement Area
- Josh Brevoort, Zeroplus Architects
- Nikki Chau, Song2Sea
- Cassie Chinn, Wing Luke Museum of the Asian Pacific American Experience
- Dr. Tam Dinh, Social Work Professor
- Jamie Lee, Seattle Chinatown International District Business Preservation & Development Authority
- Esther Lucero & Wayne Harvey, Seattle Indian Health Board
- Derek Lum, InterIm Community Development Organization
- Sue Mar, Mar Properties
- Minh Duc Nguyen, Helping Link
- Tam Nguyen, Tamarind Tree
- Thanh Nguyen
- Quynh Pham & Valerie Tran, Friends of Little Sài Gòn
- Yenvy Pham, Phở Bắc Restaurants & Hello Em Café
- Leeching Tran, Viet-Wah Supermarket
- Michael Yaguchi, Nisei Veterans Committee

Meeting Series

Four meetings of the Leadership Committee were held over the course of the project.

Meeting 1 – December 2021

- Share an overview of the project, including objectives, roles, timeline, and milestones.
- Hear feedback on the approach to community engagement.
- Hear about issues and opportunities for the Plan to consider.

Meeting 2 – January 2022

- Review draft outline of Action Plan.
- Discuss opportunity for the Leadership Committee to write a letter to the City of Seattle’s International Special Review District (ISRD) regarding design guidelines for the neighborhood.

Meeting 3 – March 2022

- Review results of community engagement, including interviews, survey, and events.
- Discuss draft Goals and Actions for the Action Plan.

Meeting 4 – May 2022

- Confirm Actions and their prioritization in the Plan.
- Identify ways that Leadership Committee members and City Departments will support implementation of the Action Plan.



Appendices

APPENDIX A: LOW PRIORITY ACTIONS

ACTION
Incentivize developers to include space for and support existing businesses and nonprofits in new buildings.
Make streets more inviting for pedestrians and help support local businesses by “activating” ground floor spaces with businesses and other interesting uses. Consider requiring active use to a depth of 25 feet from the street frontage and increasing the minimum height of ground floor spaces (15-17 feet) to enable development of viable retail uses.
Put in place time-limited parking or paid parking in Little Saigon.
Create (or promote existing) programs and resources to help non-English speakers access housing. This includes customized services including landlord-facing services, support for lease-up processes, and education on how to maintain tenancy or homeownership.
Continue hosting regular meetings that include a wide range of community members, such as the Safety Coalition meetings.
Promote and market Little Saigon as an attractive place to start a business.
Coordinate a cohesive and regular plan for cleaning and sanitation services.
Use payments from developers within Little Saigon to fund affordable housing within the neighborhood.
Ensure the Little Saigon community is notified and included in conversations around new development adjacent to but outside the official neighborhood boundary.
Identify funding for environmental justice projects that mitigate the impacts of past and future transportation projects.
Incentivize developers to include space for and support existing businesses and nonprofits in new buildings.
Create more diverse, comfortable, welcoming, public outdoor spaces, especially green spaces.
Work with property owners to increase access to and visibility of outdoor space that is open to the public.
Add more community spaces like Little Saigon Creative that preserve and promote Little Saigon’s cultural identity and ensure permanent ownership.
Create a community hub that links and organizes services and resources so that people seeking services do not have to navigate through an uncoordinated array of programs and supports.
Reopen Lane St as a street and develop it into a 14’ multiuse trail to complete the pedestrian connection across the Rizal Bridge, with street lighting and furniture.
Organize a monthly forum for businesses to engage with a larger vision for the neighborhood, discuss top-of-mind issues, coordinate their resources, and plan how to market the neighborhood.
Explore opportunity for the City to build a garage that serves residents in the evening and businesses during the day.
Implement neighborhood beautification projects that integrate public art.
Consider public-private partnerships to build mixed-income housing through Seattle’s Multifamily Tax Exemption (MFTE) and Mandatory Housing Affordability (MHA) programs.
Advocate to change eligibility for the Multifamily Tax Exemption (MFTE) program to households with income between 0% and 50% AMI.
Incentivize commercial developers to offer lease-to-own opportunities to renters.
Incentivize and support private property owners to find creative ways to share use of their spaces, such as sharing underutilized parking or event space.
Provide financial and regulatory incentives for mixed-use development. For example, offer fee reductions and expedited development approval processes.
Encourage SPU to develop a comprehensive solid waste management plan for Little Saigon to preserve space in the right-of-way for pedestrian-scale design (street trees, lighting, and frontage transparency), reduce curb cuts across the sidewalk, and mitigate the impact (noise, smell, and aesthetics) of having dumpsters staged near the sidewalk.

ACTION

- Explore the opportunity for the food bank to partner with a mixed-use building.
- Provide transportation to and from appointments for elders with medical needs.
- Maintain the streetcar stop and implement measures to discourage vandalization.
- Create more opportunities for positive activities, particularly youth activities, and entertainment venues for live music, performing arts, and nighttime family entertainment.
- Add crossing guards at key intersections to ensure elders and other vulnerable sidewalk users can safely cross.
- Create a regular meeting where City departments, especially SDOT, can have dialogue with the community.
- Offer grants to help small businesses meet the cost of renting their space.
- Maintain support for existing events like Celebrate Little Saigon and Lunar New Year activities.
- Improve pedestrian safety by adding crosswalks and prohibiting right turns on red.
- Create more direct transportation services to and from Little Saigon for Vietnamese American communities in southeast Seattle.
- Change the requirements of the International Special Review District board to include representation of the current community in Little Saigon.
- Use findings from countywide assessments of healthcare access and utilization, physical and mental health, and related risk factors among Vietnamese residents to create culturally appropriate responses to address disparities and social determinants of health.
- Manage and update curbside parking and loading to support short term access for businesses and visitors.





Existing Conditions Analysis

Introduction

This document is an early step in the action plan development and is intended to describe existing conditions in the study area. Existing conditions are described under five key takeaways that address a range of topics. The takeaways include:

1. Little Saigon has been changing since the 1800s.

- While Little Saigon has been changing, its role as a home for historically underrepresented communities has remained constant.

2. Little Saigon has many assets and a distinct cultural identity.

- Little Saigon today is a cultural home for Vietnamese and Southeast Asian communities across the city and region.
- Little Saigon is a destination business district, drawing customers locally and from across the region.
- Little Saigon's diverse, ground-level businesses (restaurants, markets, etc.) are an important part of the neighborhood's character.
- The neighborhood is home to an array of art, including murals and sidewalks, that reflect the Little Saigon community and contribute to the neighborhood's cultural identity.

3. Decades of disinvestment have perpetuated inequity in amenities and infrastructure for Little Saigon.

- Housing affordability and variety are growing concerns for the neighborhood. Current housing inventory is comprised mostly of smaller units. This is poorly matched to the needs of local households.
- Little Saigon has relatively few public spaces, such as parks, plazas, or other gathering spaces.
- Reflecting its history of industrial uses, Little Saigon has relatively low tree canopy cover.
- Transportation and infrastructure investments today offer opportunities to repair harm.

4. Little Saigon is a neighborhood of great opportunity.

- As the neighborhood becomes increasingly attractive for new housing development, businesses in the neighborhood face opportunities and challenges.
- Steep topography in the neighborhood creates opportunities and challenges.
- Modifications to the streetscape environment in Little Saigon can support safe and enjoyable walking.
- The story of Little Saigon is of community sharing resources with each other to weather challenges.

5. Little Saigon businesses and developers face a complex regulatory environment.

- New development in Little Saigon is required to comply with complex regulations that make it challenging for smaller developers to invest in the neighborhood.

Study Area

The Little Saigon neighborhood is bounded by I-5 to the west, Rainier Ave S and Boren Ave to the east, Yesler Terrace to the north, and S Dearborn St to the south. See **Exhibit 1**.

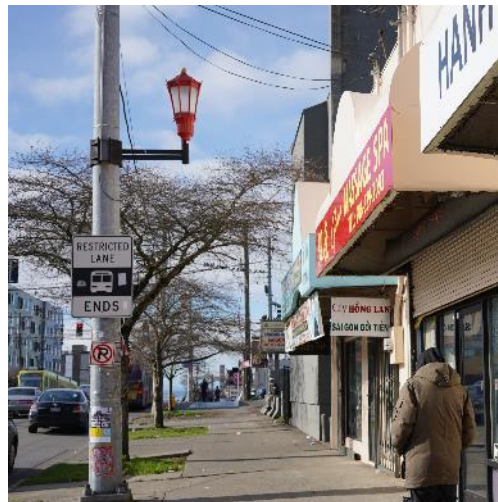
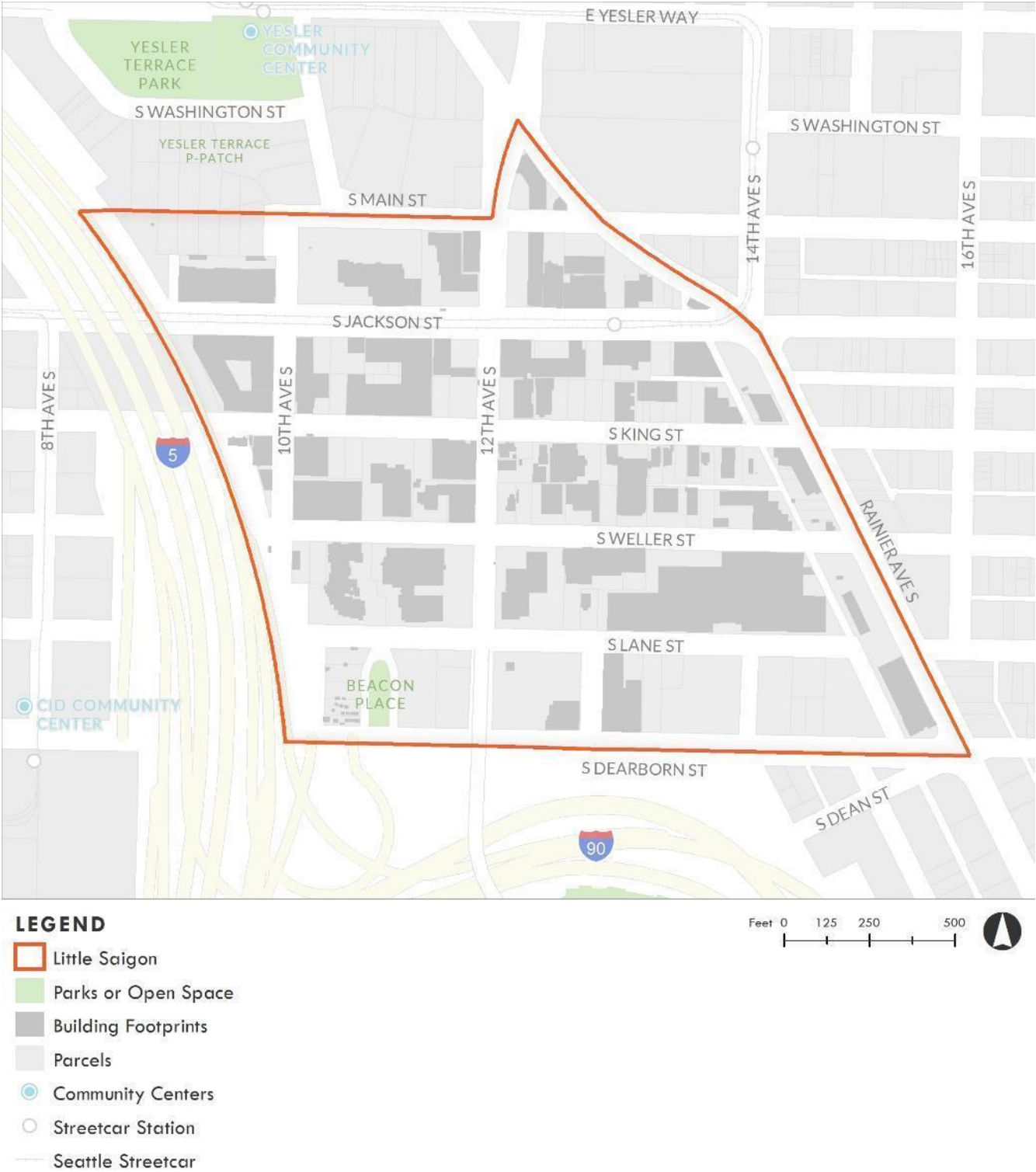


Exhibit 1. Little Saigon Boundaries



Sources: City of Seattle Office of Planning and Community Development, 2022; BERK, 2022.

Key Takeaways

1. Little Saigon has been changing since the 1800s.

While Little Saigon has been changing, its role as a home for historically underrepresented communities has remained constant.

The land Little Saigon sits on is the unceded, traditional land of the Coast Salish Peoples, specifically the first people of Seattle, the Duwamish People. Starting in the 1800s, White settlers began taking this land, and centuries later in the 1970s, the Seattle Indian Services Commission (SISC) and Seattle Indian Health Board (SIHB) opened in response to the 1960s movement to fight for resources for the Urban Native community.

Earlier, in 1909, the Jewish Synagogue of Chevra Bikur Cholim—established just outside of Little Saigon—became a hub for the local Jewish community. That building is now the Langston Hughes Performing Arts Institute, which centers Black art, artists, and audiences and honors the ongoing legacy of Seattle’s Black community in the Central District.

In 1922, the intersection of 12th and Jackson was home to the Alhambra Cabaret, later renamed the Black and Tan Club. In an era when segregation was prevalent, the phrase “black and tan” referred to nightclubs where people of all races could spend time together. The jazz club operated at this location for almost 50 years, hosting many famous Black musicians.

From the 1950s through the 1970s local Filipino newspapers were filled with advertisements for the more than 60 Filipino businesses in the greater Chinatown-International District. Today, the Filipino community still calls Little Saigon home.



Property of Museum of History & Industry, Seattle

Top: Native Americans who lived around Puget Sound traveled long distances in their cedar canoes. In this photo, taken around 1912 by Edward S. Curtis, a family sets off across the waters of Puget Sound. Their large vessel was carved from a single cedar trunk. Source: MOHAI SHS7338

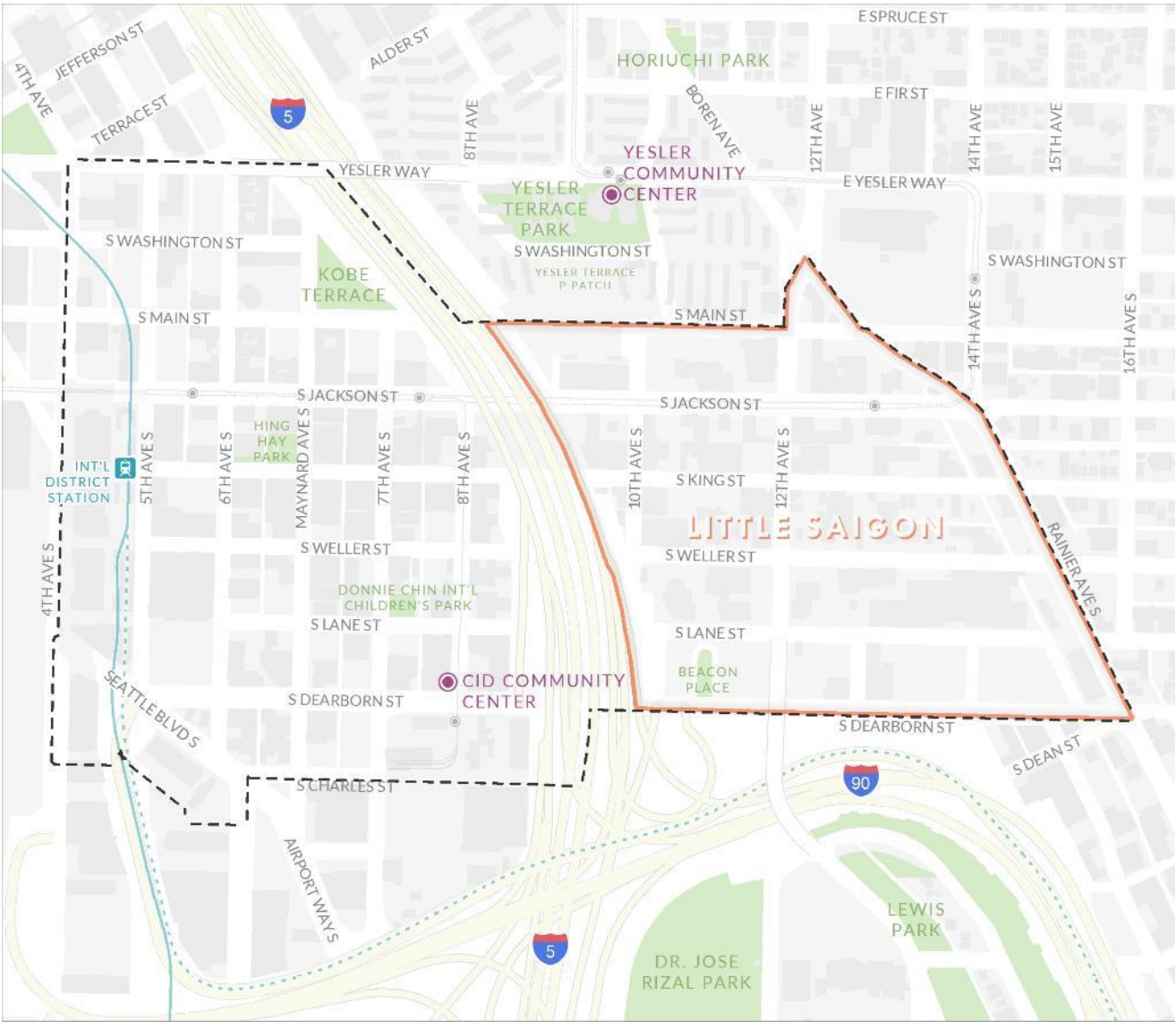
Prior to the 19th century, the area was part of the Central District and home to Jewish and Black communities. For much of the 20th century, S Jackson St was a hub for Filipino, Chinese, and Japanese communities.

After the Fall of Saigon in 1975, displaced people from Southeast Asia settled in new countries. As waves of refugees arrived in Seattle, Vietnamese businesses concentrated around the intersection of S Jackson St and 12th Ave S, paving the way for the vibrant and diverse business district and cultural home that is known as Little Saigon. Today, Little Saigon is part of the larger Chinatown-International District and is bordered by Chinatown, Nihonmachi (Japantown), and historic Manilatown. See **Exhibit 2**.



Left: Cherry Blossom along South Jackson Street. Right: Saigon Restaurant Pike Place, 1987 Tet Fair. Source: Wing Luke Museum of the Asian Pacific American Experience, 2022.

Exhibit 2. Little Saigon and the Chinatown-International District



LEGEND

Chinatown/International District

Little Saigon

Building Footprints (2019)

Parks or Open Space

Community Centers

Link Station

Link Light Rail

Existing

Under Construction

Streetcar Station

Seattle Streetcar

Sources: City of Seattle Office of Planning and Community Development, 2022; BERK, 2022.

AUGUST 2022

8

2. Little Saigon has many assets and a distinct cultural identity.

Little Saigon today is a cultural home for Vietnamese and Southeast Asian communities across the city and region. It is also home to other underrepresented communities including individuals who identify as Black, Hispanic, and American Indian/Alaska Native.

The Little Saigon neighborhood has an estimated population of 1,349 residents, 69% of whom are Black, Indigenous, and People of Color (BIPOC). Roughly 36% of residents identify as Asian while 15% of the neighborhood population identifies as Black. Roughly 8% of residents identify as Hispanic, while 7% identify as two or more races. Roughly 1% of residents identify as American Indian/Alaska Native. Three percent of residents identify as Native Hawaiians and other Pacific Islanders. See **Exhibit 3**.

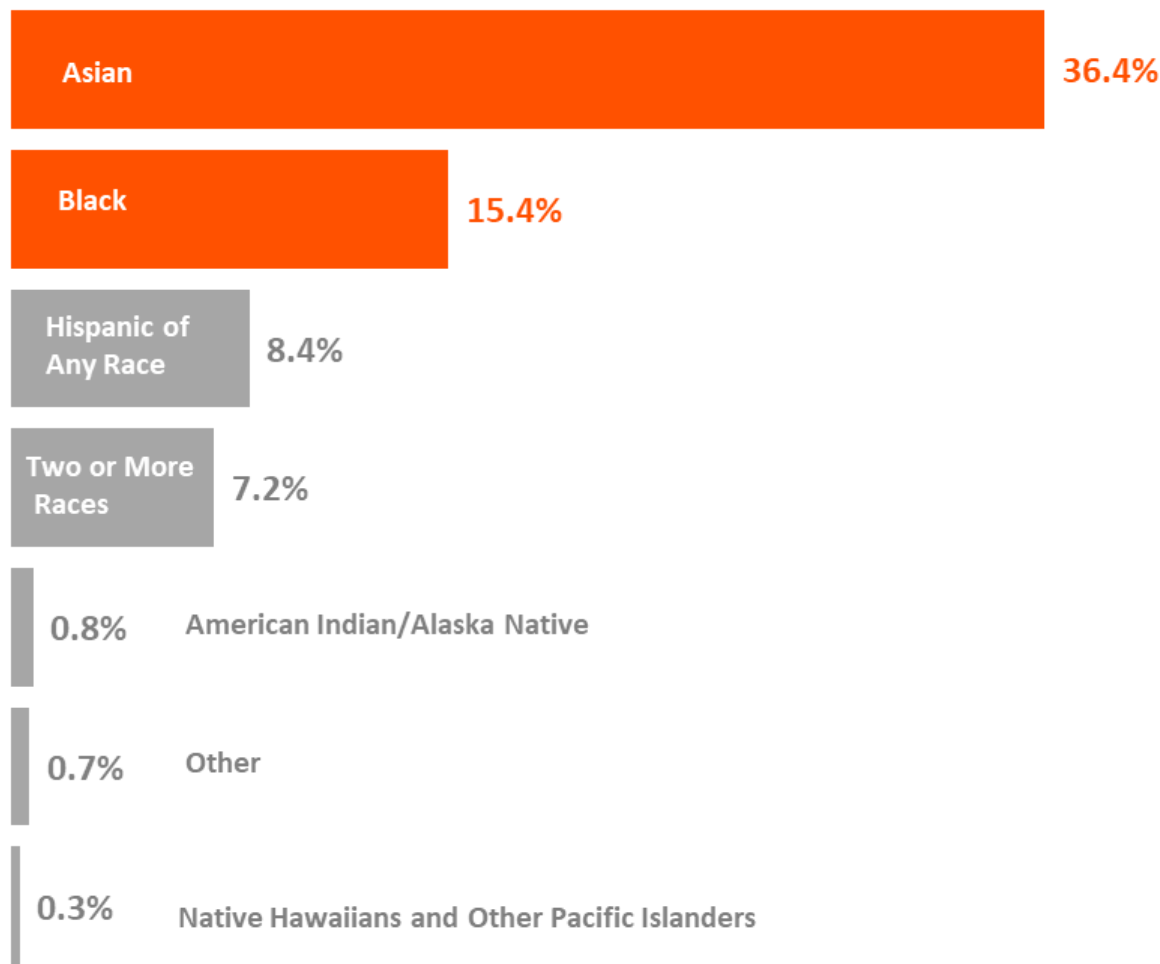
Within the neighborhood, the percentage of residents that identify as American Indian/ Alaska Native alone or Native Hawaiian and other Pacific Islander may appear small. However, these smaller numbers are not insignificant. These communities that are often farthest from opportunity and representation due in part to their smaller size in Census figures.

Beyond the neighborhood, Little Saigon serves as a cultural home for the 45,321 Vietnamese residents of King County.



Celebrate Little Saigon

Exhibit 3. Population of Color Detail, Little Saigon, 2022



Sources: U.S. Census, 2020; City of Seattle Office of Planning and Community Development, 2022; BERK, 2022.

Little Saigon is a destination business district, drawing customers locally and from across the region. Commercial use buildings; which include businesses, offices, and stores/markets; and mixed-use buildings, which typically include commercial uses in combination with other uses, comprise the largest proportion of land use in Little Saigon. Roughly 26 acres of land are used for commercial or mixed-use activities. Roughly 1.72 million sq. ft of building space is devoted to these uses. This space reflects the roughly 100 businesses in the neighborhood, most of which are Vietnamese-owned.

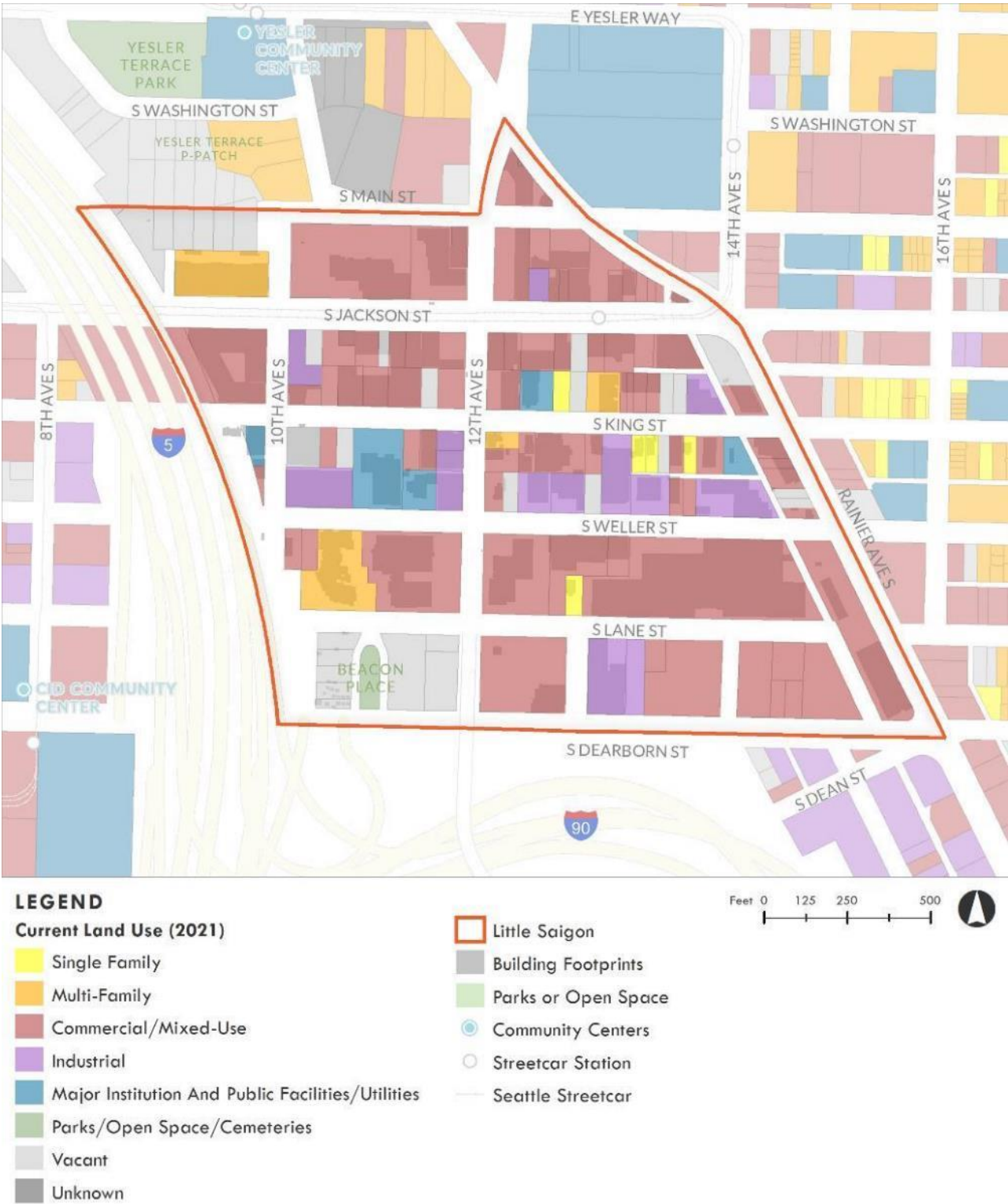
Industrial uses, multi-family buildings (apartment buildings, for example), and major institutions (schools, etc.) and public facilities are other relatively large uses of land in the neighborhood. There are very few parks and open spaces in the neighborhood, with only a quarter acre of land devoted to this use. Roughly five acres of land are *vacant within the neighborhood. See **Exhibit 4** and **Exhibit 5**.

Exhibit 4. Land Use Summary, Little Saigon, 2022

Land Use	Parcel Acres	Parcel Count	Building Sq. Ft.
Commercial/Mixed-Use	26.26	79	1,727,546
Industrial	4.45	14	182,234
Single Family	0.58	5	5,724
Multi-Family	2.25	4	164,822
Major Institution and Public Facilities/Utilities	1.71	5	52,420
Parks/Open Space/Cemeteries	0.25	1	0
Vacant	5.09	30	11,400*
TOTAL:	40.58	138	2,144,146

*This reflects a mismatch between present use categorization and actual use, accessory uses with buildings on primarily vacant lots (e.g., parking lots), and other anomalies in Assessor's Office data.

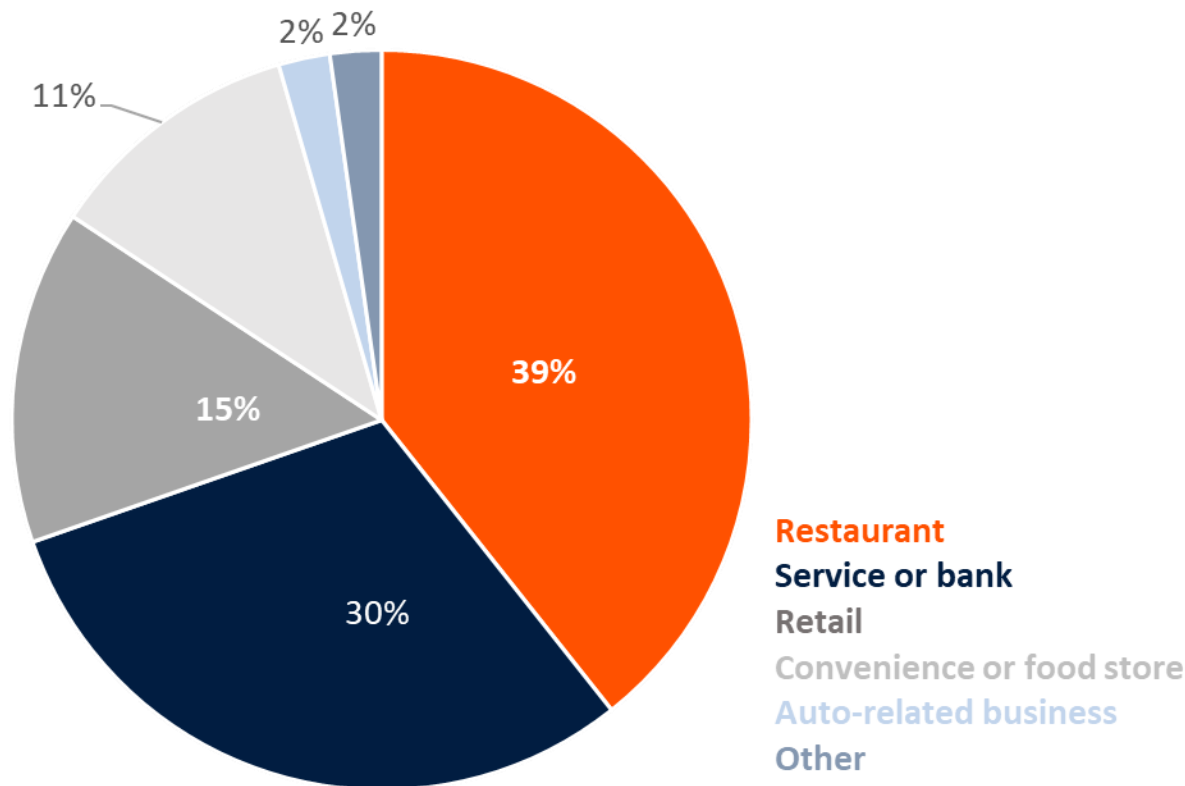
Exhibit 5. Existing Land Use



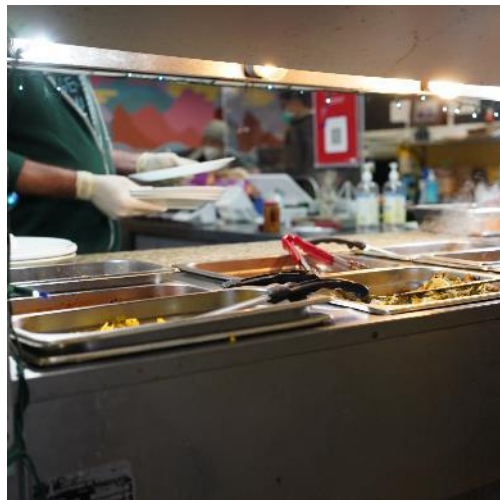
Sources: City of Seattle Office of Planning and Community Development, 2022; BERK, 2022.

Little Saigon’s diverse, ground-level businesses (restaurants, markets, etc.) are an important part of the neighborhood’s character. In 2022, restaurants are the largest single category of businesses in Little Saigon with roughly 39% (or 35 businesses) of the total open businesses in the area. Service businesses such as salons, travel services, financial services, and accountants/tax services comprise the second largest category with almost a third (or 27 businesses) of the total businesses in the neighborhood. Retail and convenience or food stores make up smaller proportion of the total business presence in the neighborhood. See **Exhibit 6**. While a small proportion of the overall business presence, the convenience or food stores in the neighborhood draw customers from all over Western Washington with a wide assortment of Asian foods, including items that are hard to find elsewhere.

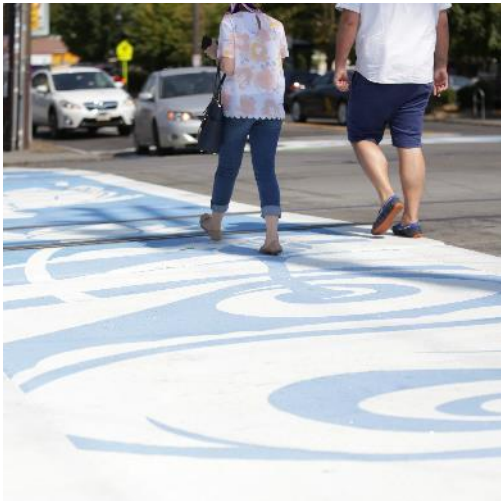
Exhibit 6. Businesses by Type, 2022



Sources: FLS, 2022; BERK, 2022.



The neighborhood is home to an array of art that reflects the Little Saigon community and contributes to the neighborhood's cultural identity. Murals, crosswalks, hand-painted storefronts, and unique signs create a sense of pride in the community's culture and local businesses.



Left: Crosswalk art at 12th and Jackson. Source: Wing Luke Museum of the Asian Pacific American Experience, 2022. Right: Storefront art. Below: Mural by Dozfy.





3. Decades of disinvestment have perpetuated inequity in amenities and infrastructure for Little Saigon.

Housing affordability and variety are growing concerns for the neighborhood. Many of those who work in the community cannot to afford to live in the neighborhood. According to the city's capacity model, there are a total of 883 housing units in Little Saigon. With 837 units, rental housing comprises the majority (~95%) of housing in the neighborhood. Rental housing is available in the following buildings (See **Exhibit 7**). Much of this housing is rent or income-restricted housing that are oriented to households with incomes at or 30% of AMI (Almquist Place) to households with incomes at or below 60% AMI (Thai Binh, An Lac).

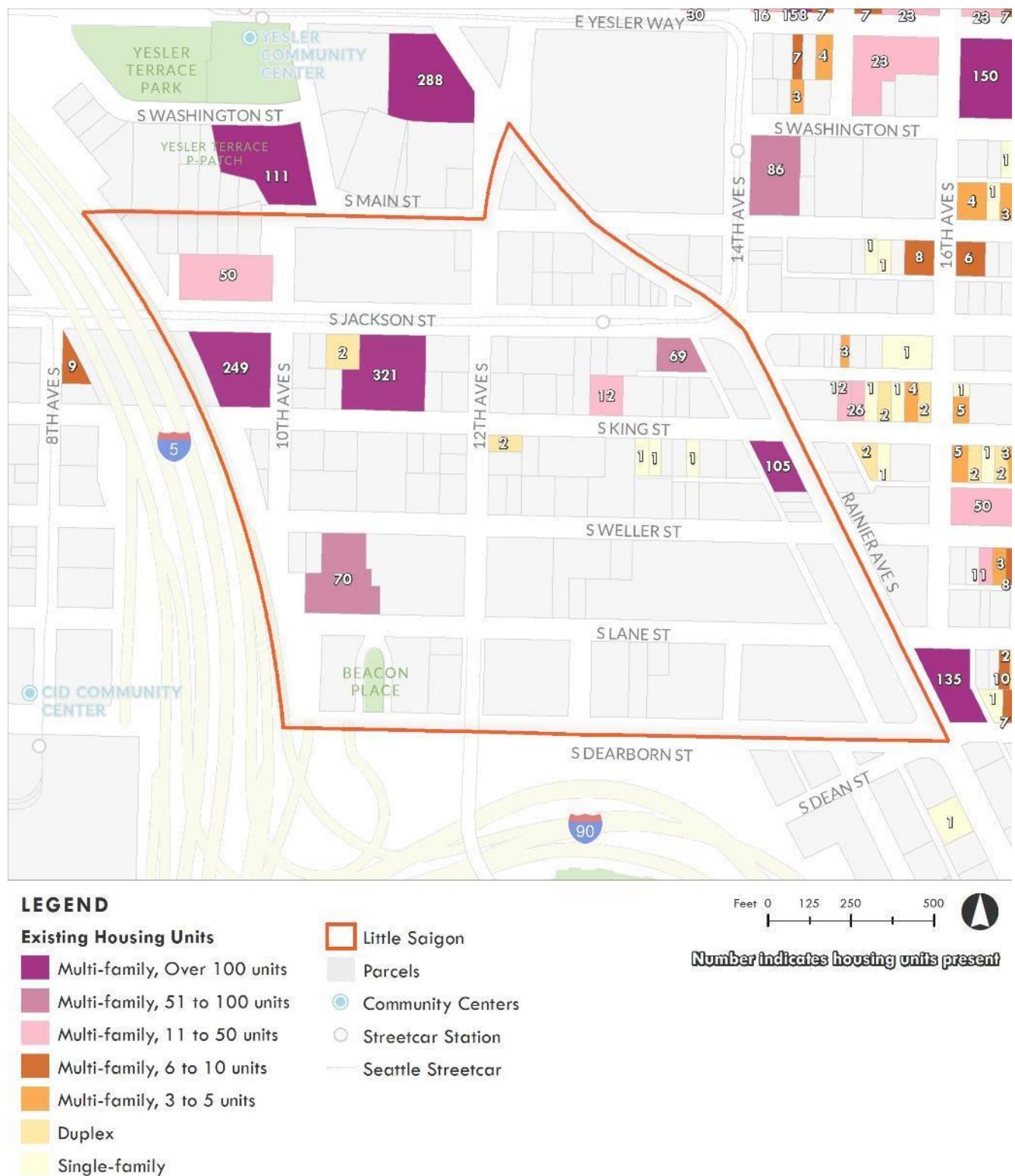
Exhibit 7. Housing in Little Saigon, 2022

Property Name	Address	Rental Units
*Thai Binh Apartments	913 S Jackson St	249
* Almquist Place	501 Rainier Ave S	105
Beam Apartments	1029 S Jackson St	321
*Leschi House	1011 S Weller St	69
*An Lac	1253 S. Jackson St	69
*Victorian Row Apartments	1234 S. King St	14
Pacific Rim condominium	321 10th Ave S	10
Total		837

* Buildings with rent and income restricted housing units. Sources: City of Seattle Office of Planning and Community Development, 2022; BERK, 2022

Apartment units in medium to large multi-family buildings is the predominant housing type in the neighborhood.

Exhibit 8. Existing Housing



Sources: City of Seattle Office of Planning and Community Development, 2022; BERK, 2022.

Reflecting city and regional trends, housing costs in the neighborhood have soared in recent years. Recent home sales have reflected prices in the range of \$425 to \$500 per square foot. Apartment buildings in the neighborhood have a mix of market-rate and subsidized housing (through the City’s multi-family property tax exemption [MFTE] program). However, rents for units of both types are high. Monthly rents at the newly opened Beam Apartments are in the range of \$1,535 (422-540 sq. ft. studio) to \$3,070 (922-1,052 sq. ft., 2-bed-2-bath).

Current housing inventory is also comprised mostly of smaller units. This is poorly matched to the needs of local households. Anecdotal data suggests that housing units are predominantly studios or 1-bedroom units. In the Beam Apartments, for example, of the 321 total apartments in the building, 91 are studios, 146 are 1-bedroom units, and 15 are 2-bedroom units. Among rent and income restricted housing in the neighborhood, there are only 4 units that are 3-bedrooms or larger.

A visible symptom of Seattle’s housing affordability crisis is the growing community of individuals living unhoused on the streets of Seattle. The King County Regional Homeless Authority’s Point in Time (PIT) count, which was conducted on the morning of January 24, 2020, found 8,166 Seattleites experiencing homelessness. See **Exhibit 9**. This was a 5% increase from the total reported in the PIT count in 2019. The most striking statistic is a 35% increase in family households (adults and children) experiencing homelessness from 2019.

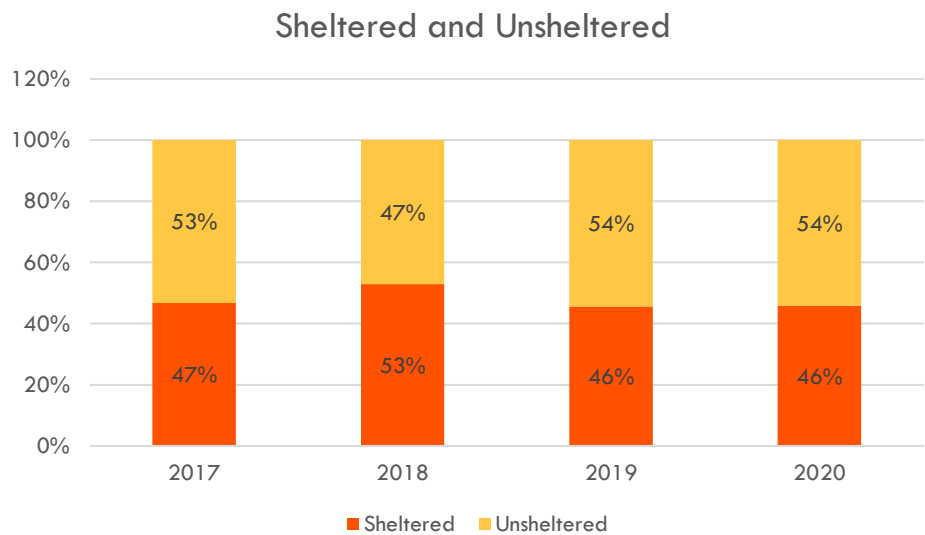
Exhibit 9 Individuals Experiencing Homelessness in Seattle



Source: King County Regional Homeless Authority, 2022.

The total count is comprised of both sheltered and unsheltered counts. The sheltered count represents individuals who stayed in a shelter (emergency shelter, sanctioned encampment, transitional housing) on the morning of the count. The unsheltered count represents individuals found living in a tent, unsanctioned encampment, abandoned building, or vehicle on the morning of the count. See **Exhibit 10**. On the morning of the PIT count, 4,409 people were living unsheltered which represents 54% of the total.

Exhibit 10 Sheltered and Unsheltered



Source: King County Regional Homeless Authority, 2022.

People seeking affordable housing and supportive services struggle to find housing and social programs and services. Many are forced to live in cars, stay with friends, or live outside in tents.

The Little Saigon neighborhood includes several encampments, principally along 10th Ave S, S Dearborn, St, and S Lane St. The corner of 10th Ave S and S Dearborn has a history of both sanctioned and unsanctioned encampments. In 2015 this site hosted a Nickelsville, which was a City of Seattle sanctioned tiny village, for a year and a half. See **Exhibit 11**. The camp was swept in 2016 when it lost its sponsorship from the Church of the Good Shepherd and the Low Income Housing Institute.

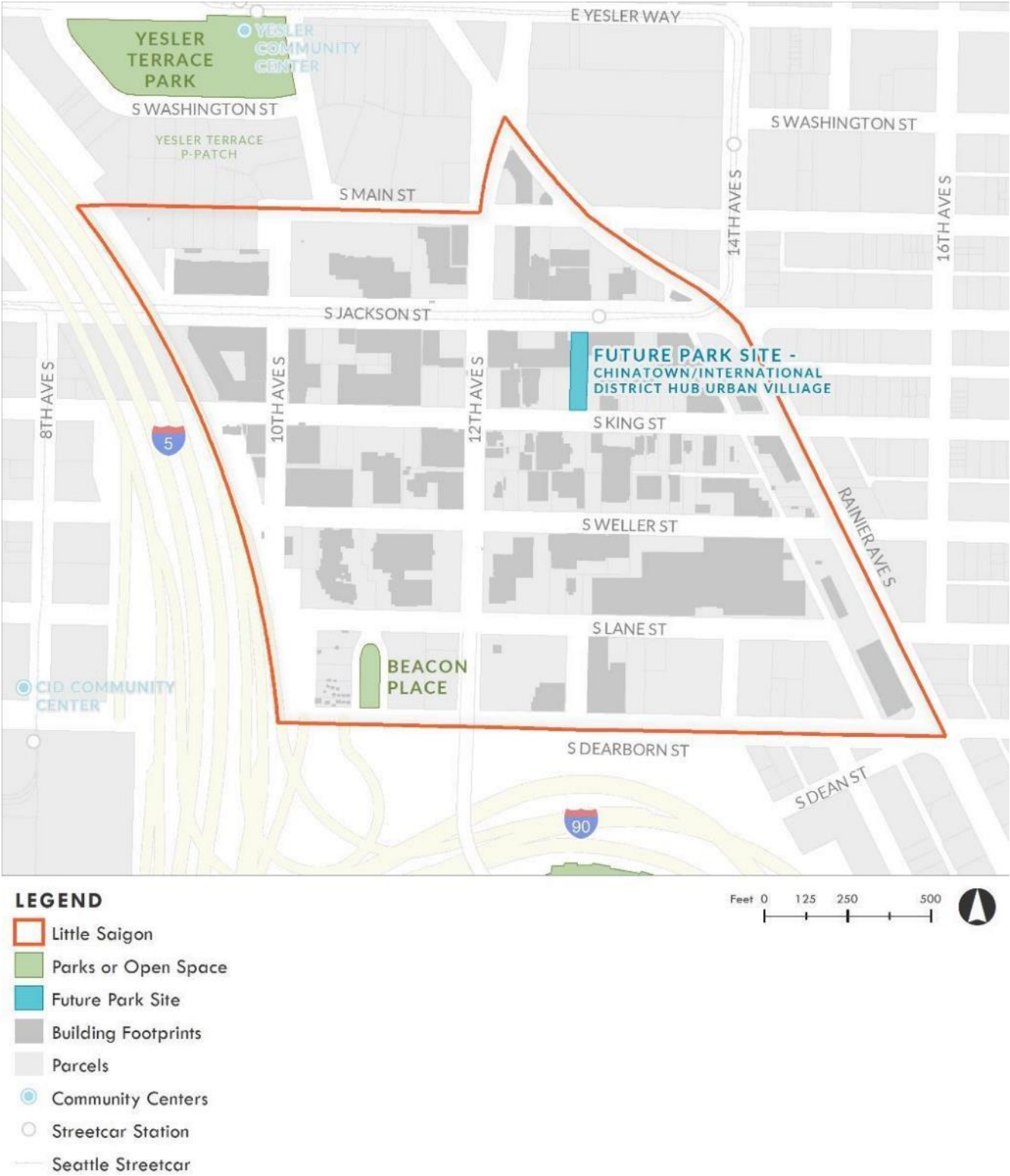
Exhibit 11 Nickelsville, 2015



Source: Google Maps, 2022.

Little Saigon has relatively few public spaces, such as parks, plazas, or other gathering spaces. Little Saigon currently includes a mix of businesses, housing, and institutional uses (like schools, religious institutions, etc.) but there are very few public spaces or parks. See **Exhibit 12.**

Exhibit 12. Existing and Future Parks and Open Spaces

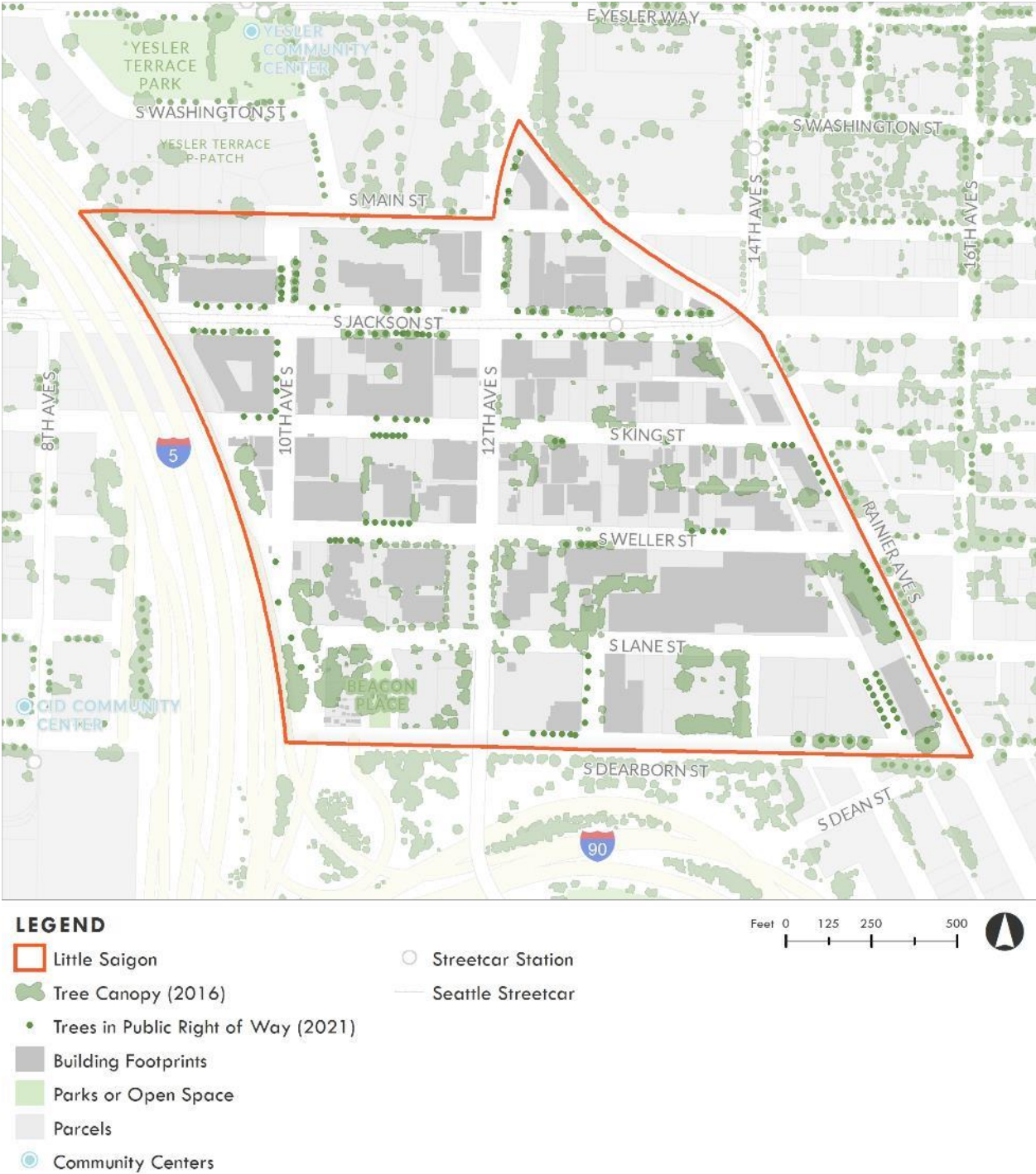


Sources: City of Seattle Office of Planning and Community Development, 2022; BERK, 2022.

Reflecting its history of industrial uses, Little Saigon has relatively low tree canopy cover. See **Exhibit 13**. Canopy cover is the percent of an area that is covered by trees, as seen in an aerial view. According to the City of Seattle's most recent canopy cover study, using data from 2016, the majority of the city's urban trees are found residential areas, and in the rights-of-way (primarily streets).

The tree canopy cover varies across the city based on land use, the presence of parks and natural areas, and socio-economic factors. City data shows that Census tracts where the population tends to be residents of color and people with lower than the citywide average income also have lower amounts of tree canopy cover. The presence of trees can reduce urban heat island effects (surface temperatures), especially inland, and mitigate extreme heat impacts.

Exhibit 13. Existing Tree Canopy



Sources: City of Seattle Office of Planning and Community Development, 2022; BERK, 2022.

Transportation and infrastructure investments today offer opportunity to repair harm. Racial inequities are built into the neighborhood's transportation system and infrastructure. The designers of the interstate highway system, which began to take shape after the Federal Aid Highway Act of 1956, often routed highways directly through neighborhoods that were home to communities of color.

Despite community opposition, the state constructed I-5 through the heart of the Chinatown-International District. In 1967 the construction of I-5 divided the neighborhood led to the loss of homes and businesses and created the physical and economic barriers that persist to this day. The construction of Interstate 5 divided Chinatown from what is now Little Saigon. It was constructed over 9th Ave S and closed the connection from S Weller St, and S Lane St. See **Exhibit 14**

Future transportation and infrastructure investments offer opportunity to repair some of the harm caused by the construction of the interstate highway system, support communities most affected by its impacts, and advance racial equity.

Land use changes in the neighborhood also resulted in changes to the transportation network. For example, the neighborhood lost its historically platted east-west alley network when parcels were consolidated to support heavy freight and industrial uses in the 1960s. Changes include:

- The east-west alley extending west from Rainier Ave S towards 12th Ave S between S King St and S Weller St was platted as an 8' alley but was never widened to support vehicle access.
- The north-south alley connecting S Dearborn St to S Lane St, between 12th Ave S and 13th Ave S, was vacated in 1941.
- Land was acquired by the City of Seattle to establish, open, and extend Boren Ave from its intersection with Broadway to Yesler Way, to the intersection of 14th Avenue South and Jackson Street, in 1947.
- The east-west alley connecting 10th Ave S to 12th Ave S, between S King St and S Weller St, was vacated in 1953.
- The east-west alley extending from Dearborn Pl S, between S Weller St and S Lane St, was vacated in two parts. The first half was vacated in 1958 followed by the second half in 1964.

Exhibit 14. Existing and Historic Street and Alley Network



Sources: King County iMap, 2022; BERK, 2022.

4. Little Saigon is a neighborhood of great opportunity

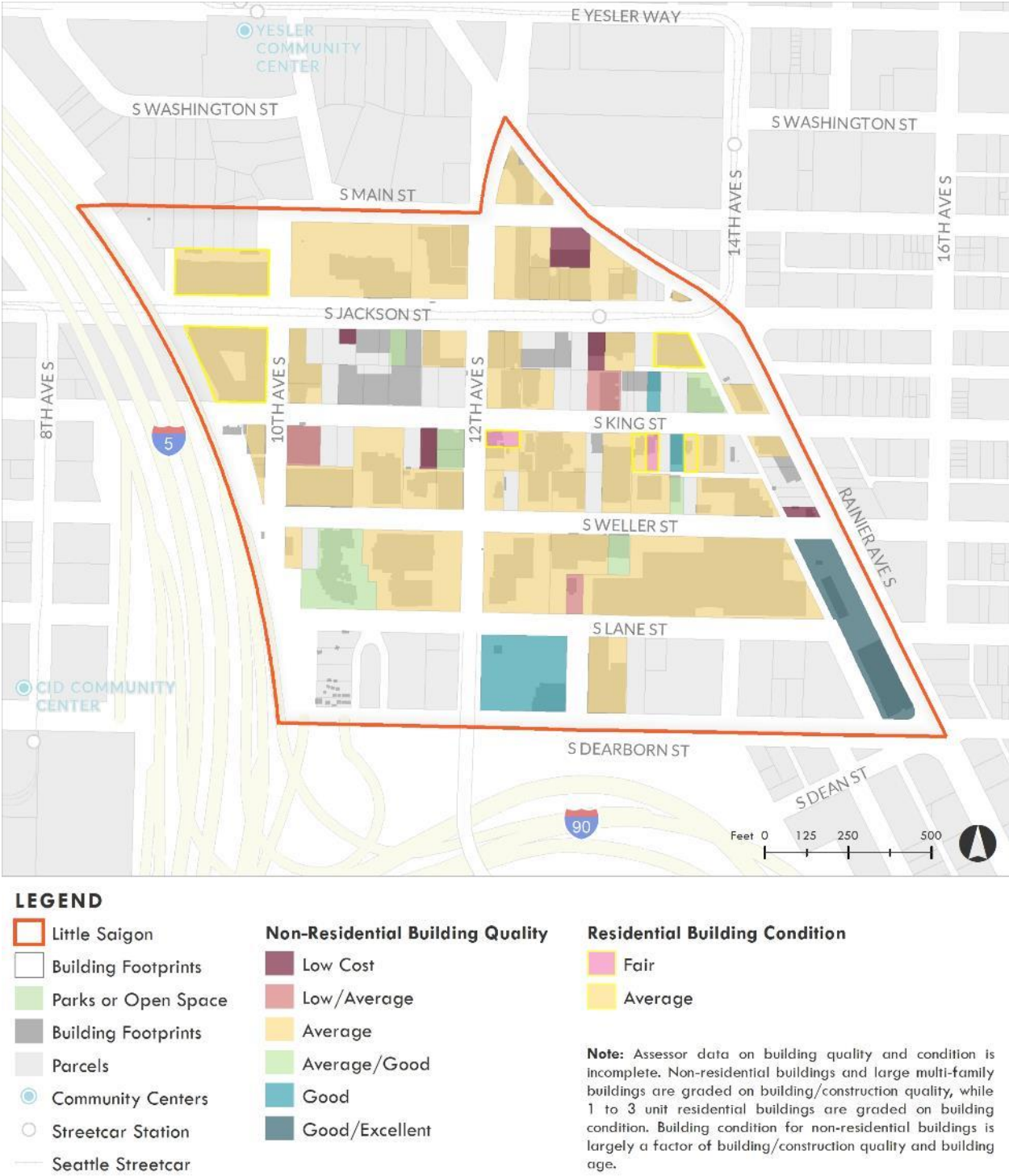
As Little Saigon becomes increasingly attractive for new housing development, businesses in the neighborhood face opportunities and challenges. Many of Little Saigon's businesses are located in older commercial strip spaces that were used historically for industrial uses such as warehousing. Many of the buildings are in poor or average condition. See **Exhibit 15** and **Exhibit 16**.

Meanwhile, Little Saigon has become an attractive location for new housing. Newer developments in the neighborhood have been residential buildings with new ground-floor commercial spaces. This creates opportunities and challenges. On the one hand, new housing creates a growing local customer base for the businesses in the neighborhood. New development also creates the opportunity to relocate existing businesses and appropriate new businesses into the newly-created higher quality commercial spaces. On the other hand, housing development can lead to the displacement of long-standing small businesses. Many housing developers are not familiar with commercial development or business operations and create spaces that do not fit the needs of the local business community.

Another challenge that businesses face is parking. As a regional draw, many of the neighborhood business customers live outside of the city, are older, and need cars to access the businesses. Employees at neighborhood businesses also compete for and use the available off-street parking. Recent parking studies in the neighborhood have indicated that business owners want to share off-street parking resources but are unsure if other business owners will be cooperative.

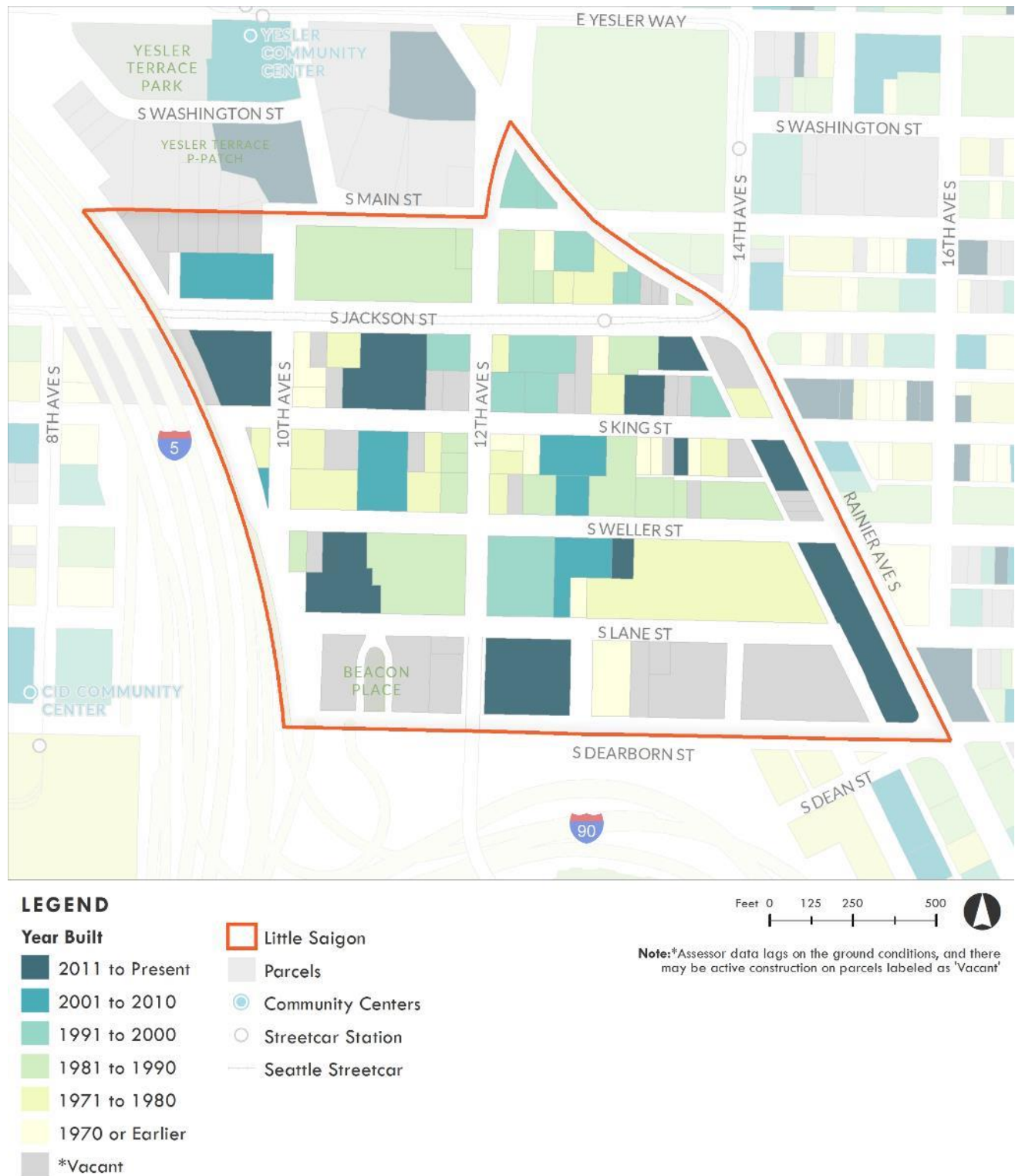
Increasing rents in the face of housing development and constrained parking are not the only challenges facing Little Saigon businesses. The increasing costs of doing business in Seattle, access to financing, capacity for businesses to adapt or shift their business models to meet customer needs, and recovery from the COVID-19 pandemic continue to be important concerns for neighborhood businesses.

Exhibit 15. Building Quality of Non-Residential Buildings



Sources: City of Seattle Office of Planning and Community Development, 2022; BERK, 2022.

Exhibit 16. Age of Buildings



Sources: City of Seattle Office of Planning and Community Development, 2022; BERK, 2022.



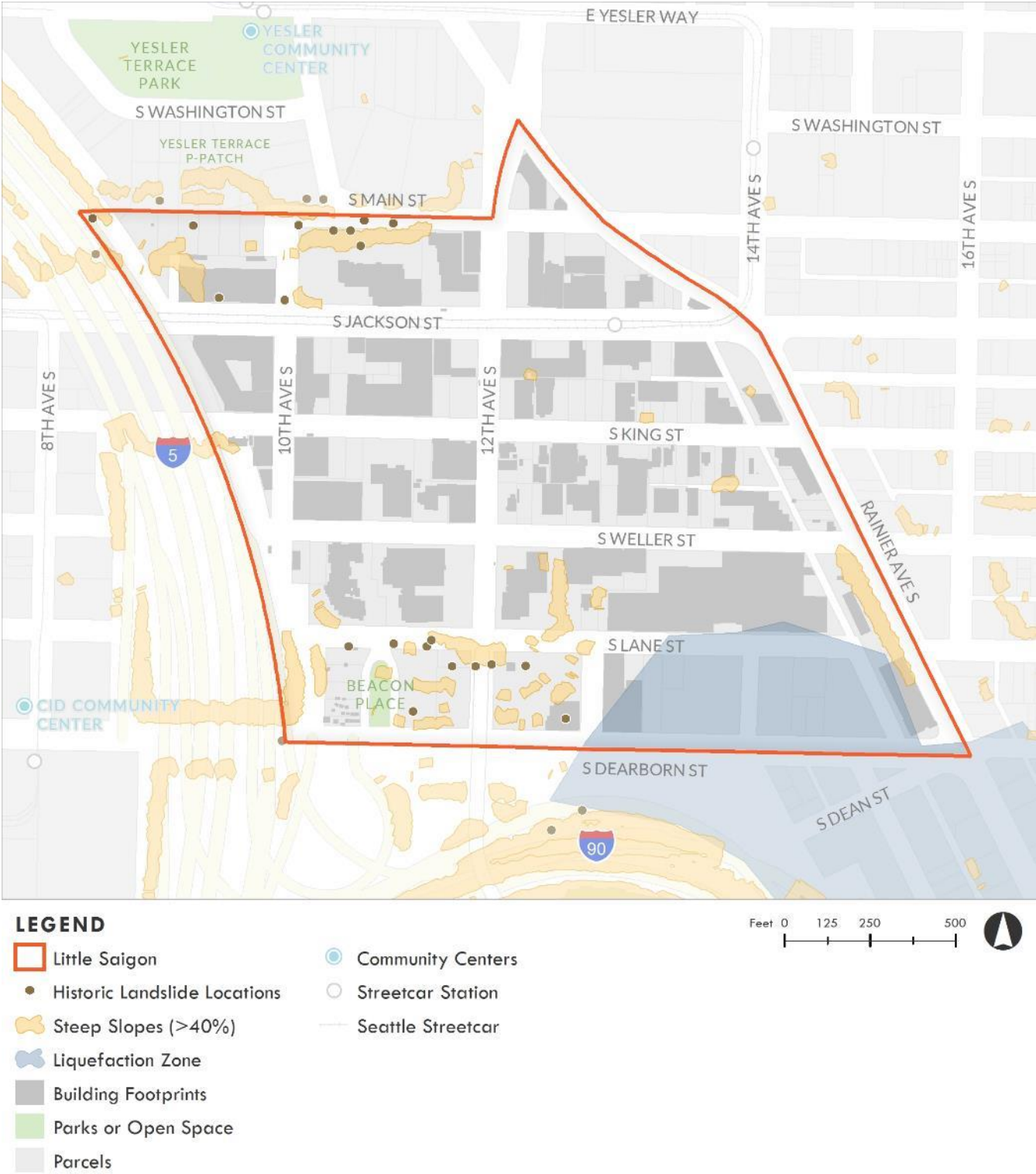
Steep topography in the neighborhood creates opportunities and challenges. Little Saigon was part of the Jackson Street regrade in the early 1900s. Between 1908 and 1910, regrading activity lowered Jackson Street to its present level.

Topographical differences create several interesting outlooks in the neighborhood, especially in the east west direction. In terms of challenges, several locations along the edges of the neighborhood have steep slopes with higher risk of landslides. See **Exhibit 17**.



View looking west on Weller Street, ca. 1908. Source: Seattle Then and Now, Paul Dorpat

Exhibit 17. Steep Slopes



Sources: City of Seattle Office of Planning and Community Development, 2022; BERK, 2022.

Modifications to the streetscape environment in Little Saigon can support safe and enjoyable walking. Many aspects of the built environment, such as the block pattern, street network, sidewalk network, crosswalks, and ground-level activity must work together to create a streetscape environment that is safe and enjoyable for walking. Today, these aspects are not working together well in Little Saigon. Modifying these conditions can make the neighborhood better for walking.

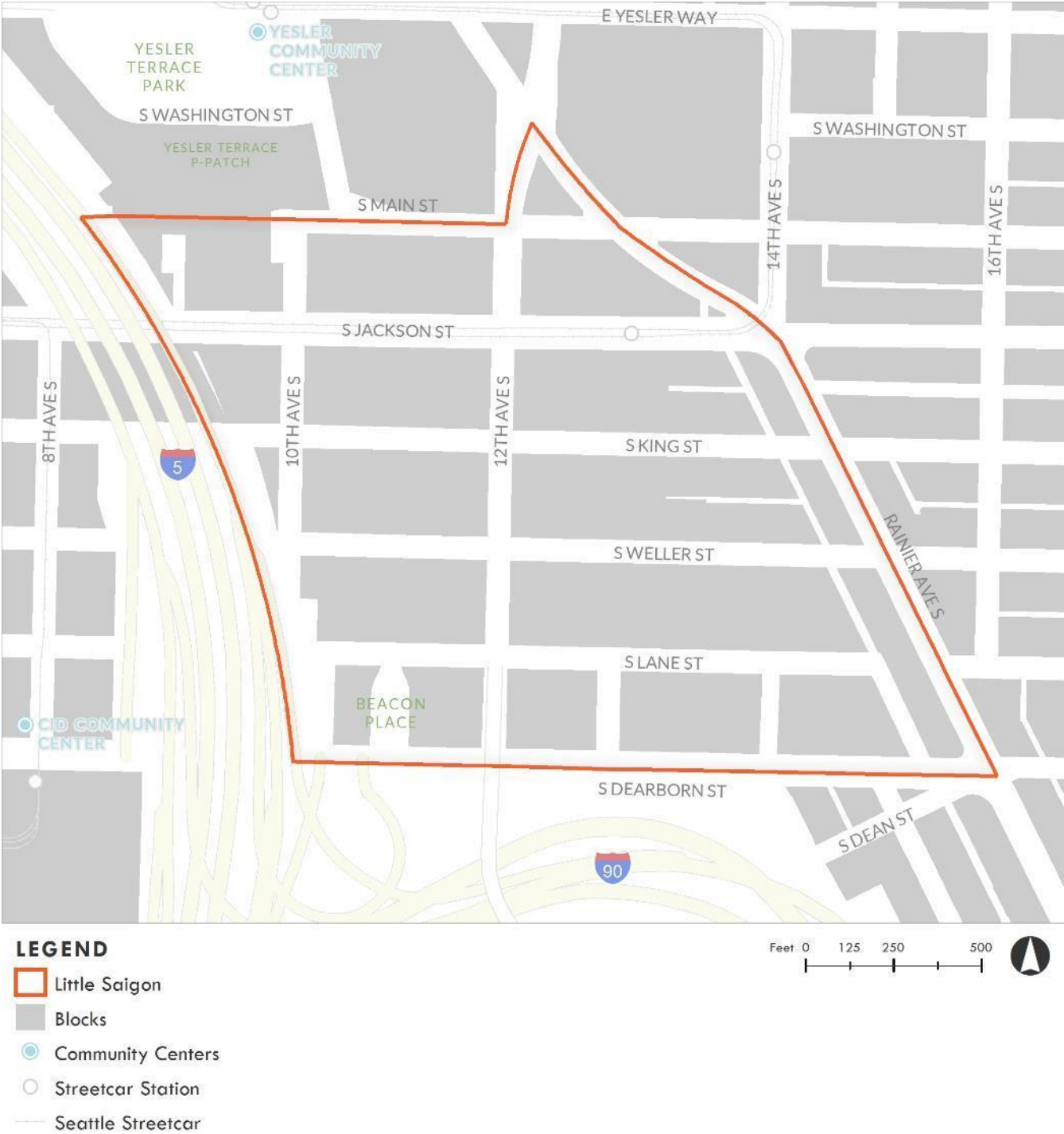
Exhibit 18 presents a view of the block pattern in Little Saigon, with blocks shown in gray and streets in white. The map shows how blocks in the neighborhood connect to each other and to the street network.

Little Saigon has long blocks, and gaps in the street network, especially north-south, making it harder for people to get around on foot. Block sizes range from 600 feet for the block between S Jackson St and S King St at 12th Ave S and as long as 1,040 feet for the block between S Lane St and S. Dearborn St, compared to the 360-400-foot blocks that are considered ideal for pedestrians. Even though the existing topography offers relatively flat corridors north-south there are limited street connections in this direction.

Smaller blocks with interconnected streets and pathways offer more options to get to destinations and make places easier to walk in. In addition to the long blocks and sparse street network, Rainier Ave S on the eastern edge creates a barrier with high speed traffic and limited marked crosswalks. See **Exhibit 19** and **Exhibit 20**.

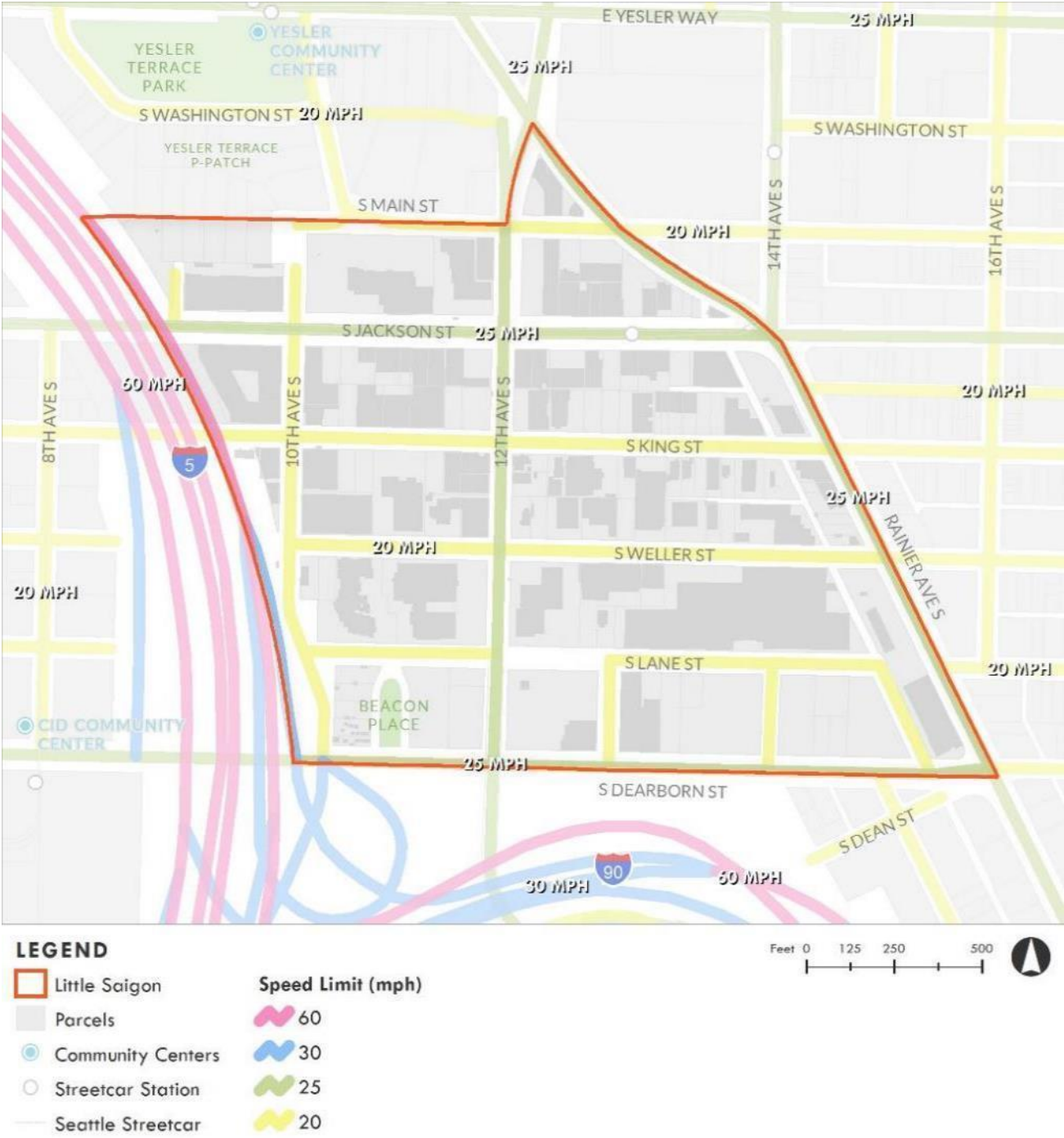
The quality and comfort of existing streets and pathways also influence one's ability to walk. Discontinuous sidewalks, a limited alley network, and missing crosswalks add to the challenges facing pedestrians in the neighborhood. See **Exhibit 20**.

Exhibit 18. Existing Street Network and Block Pattern



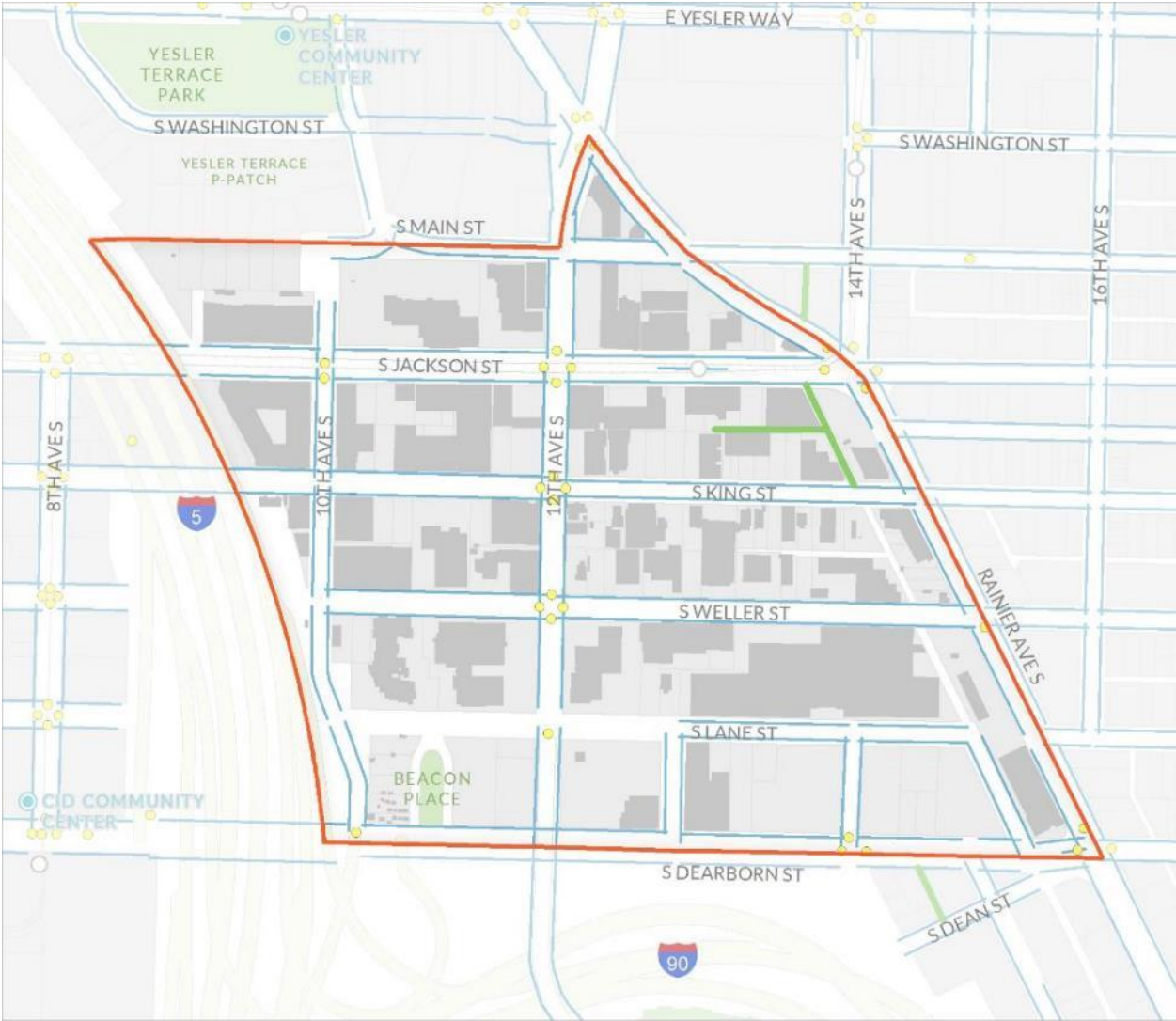
Sources: City of Seattle Office of Planning and Community Development, 2022; BERK, 2022.

Exhibit 19. Speed Limits for Streets



Sources: City of Seattle Office of Planning and Community Development, 2022; BERK, 2022.

Exhibit 20. Existing Pedestrian Network



- LEGEND**
- Little Saigon
 - Marked Crosswalks
 - Sidewalks
 - Alleys
 - Building Footprints
 - Parks or Open Space
 - Parcels
 - Community Centers
 - Streetcar Station
 - Seattle Streetcar

Sources: City of Seattle Office of Planning and Community Development, 2022; BERK, 2022.

Yet another aspect of an enjoyable walking experience is the relationship between the sidewalk and the ground floors of adjacent buildings. Pedestrian-oriented uses such as shops, restaurants, and parks, support walking by creating interest and visual engagement between the pedestrian and ground level use. These uses may improve the vitality and perceived safety of an area. Inactive uses such as driveways, parking lots, vacant lots, abandoned buildings, and offices with no apparent activity do not support an engaging public realm and are less conducive to a vibrant walkable neighborhood. In addition, visual or physical connections between the building and the street such as through windows or entrances support walking. Street level activity within the neighborhood is currently fragmented, with several blocks with inactive uses. See **Exhibit 21**. Ensuring pedestrian-oriented uses at the ground floor or street level is an important piece of improving the neighborhood for walking.

Pedestrian-Oriented Uses



Not Pedestrian-Oriented Uses



Exhibit 21. Frontage Activity at Ground-Level



Source: BERK, 2022.



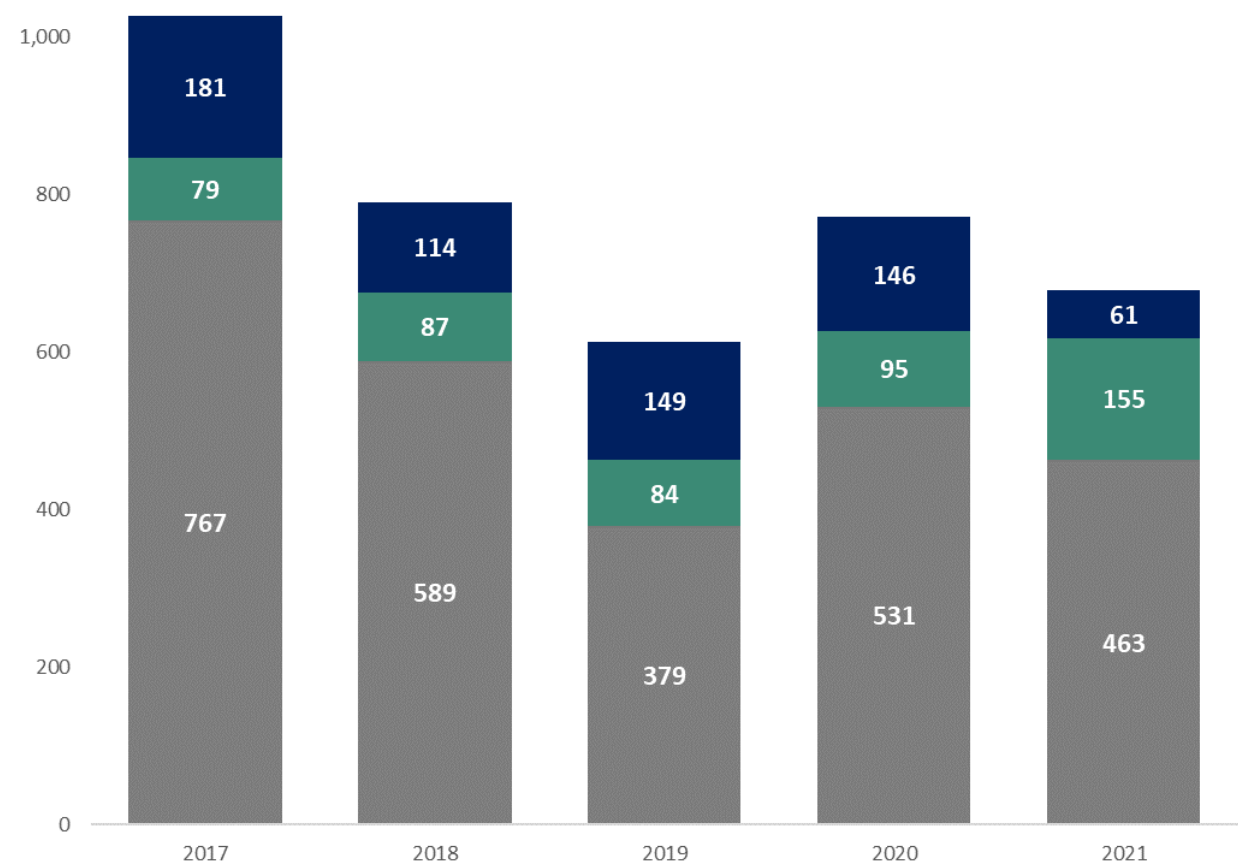
A perception of safety is an important element of an environment that supports walking. According to the database maintained by the Seattle Police Department, the area within Little Saigon plus a 100-foot buffer saw a total of 3,880 crime reports in the 5-year period between 2017 and 2021. Over this same time period, the overall number of crime reports per year decreased. See **Exhibit 22**.

Across all five years between 2017 and 2021, crimes against property (burglary/breaking and entering, larceny/theft, etc.) constituted the largest proportion of overall crime reports in the neighborhood. Crimes against persons (assault) the second largest category by number of crime reports in the area. Crimes against society (driving under the influence, vagrancy, drugs/narcotic offenses, etc.) constituted the smallest proportion of overall crime reports in the area.

While overall trends show decreases, individual sub-categories of crime reports show increases. For example, crime reports against persons (assault) have nearly doubled from 2017 to 2021, rising from 79 reports in 2017 to 155 in 2021. Within crime reports against property, destruction/damage/vandalism has gone up from 61 reports in 2017 to 85 reports in 2021. The sub-category of larceny/theft, on the other hand, has decreased from 580 reports in 2017 to 201 in 2021.

It is important to note that crime reports data may not accurately describe the prevalence of crimes in the neighborhood. Anecdotal data suggest that many business owners under-report crimes against property to avoid paying higher insurance premiums.

Exhibit 22. Crimes by Type, 2017-2021



	2017	2018	2019	2020	2021
Against Property	767	589	379	531	463
Against Person	79	87	84	95	155
Against Society	181	114	149	146	61

Sources: City of Seattle Police Department, 2022; BERK, 2022.

The story of Little Saigon is of community sharing resources to weather challenges. From the businesses that originally created the community of Little Saigon, community networks and the power of bringing resources have helped the community sustain itself. As it faces multiple crises, the neighborhood should tap into this strength of the community.



Above: Little Saigon Creative. Below: Food prep at Chu Minh Tofu for free Sunday meals.

5. Little Saigon businesses and developers face a complex regulatory environment.

The Seattle Comprehensive Plan and its Future Land Use Map (FLUM) Designation sets the policy framework for the regulations that apply in Little Saigon. The City of Seattle's FLUM designates Little Saigon as an Urban Center. Urban Centers are the densest Seattle neighborhoods, acting as both regional centers and local neighborhoods that offer a diverse mix of uses, housing, and employment opportunities. Seattle's Comprehensive Plan estimates the city will add an additional 12,000 units and 35,000 jobs citywide through 2035.

There are several layers of regulatory guidance that dictate the use, design, and improvement requirements for new development in Little Saigon. The following is a hierarchical list of regulations that determine the allowed uses and development standards (height, bulk, etc.) of new development in Little Saigon. A separate set of regulations address the design and development of streets within the neighborhood.

- Title 23, Seattle Land Use Code and Zoning Map that implements the Comprehensive Plan through zoning districts tied to the land use designation
- Seattle Municipal Code (SMC) 23.49 – Downtown Overlay Map 1C
- SMC 23.53.006 - Pedestrian Access and Circulation Standards
- SMC 23.53.015 – Improvement Requirements for Existing Streets in Residential and Commercial Zones
- SMC 23.53.030 – Alley Improvements in All Zones
- The Seattle Right of Way Improvements Manual, *Streets Illustrated* (as enabled by the Urban Village overlay)
- The Little Saigon Draft Concept Plan

In addition to these regulations, development is also influenced by:

- The ISRD and associated ISRD design guidelines

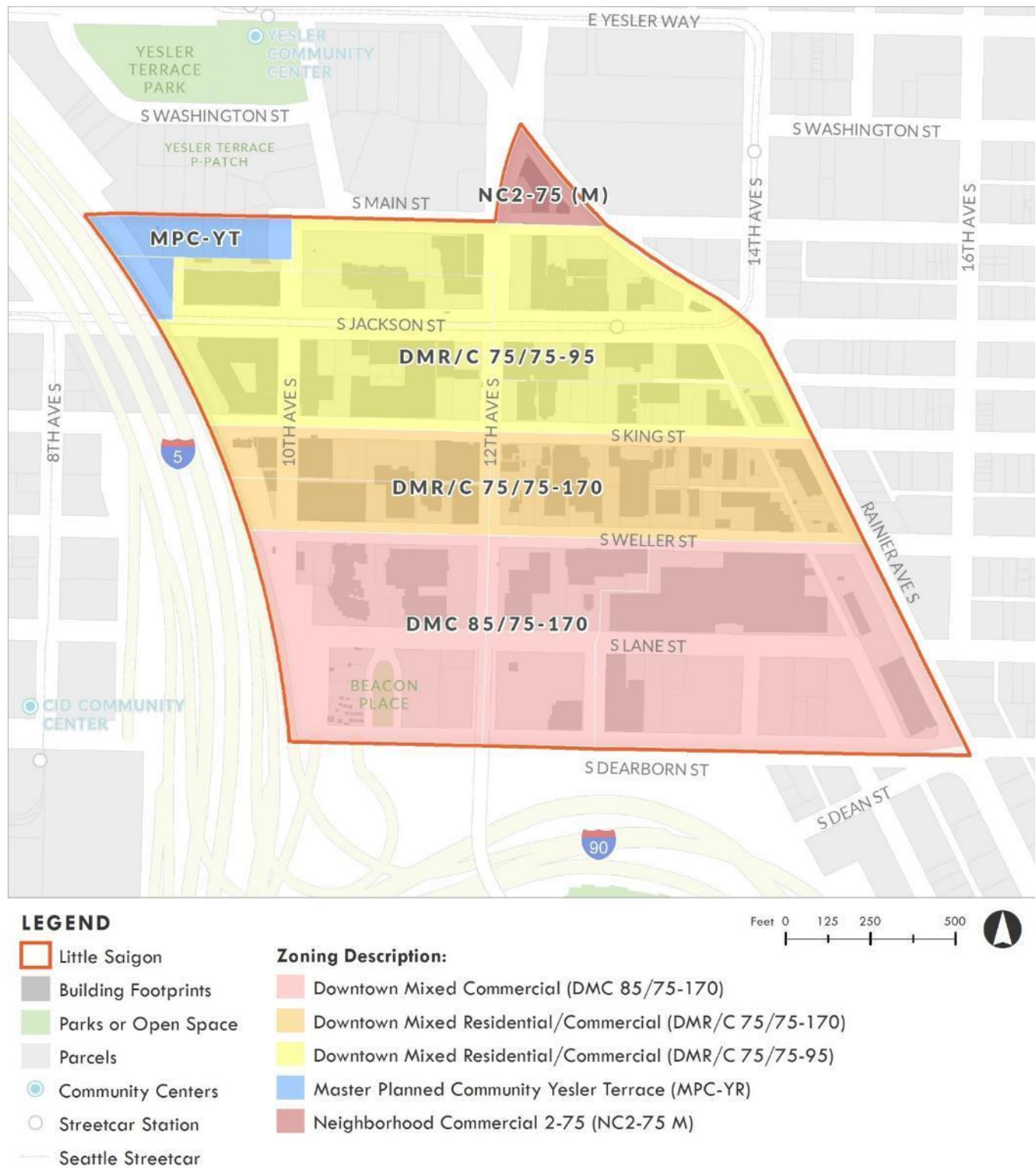
The regulatory guidance in each of these are summarized below.

Seattle Municipal Code

The established purpose of Title 23, Seattle's Land Use Code, is to protect and promote public health, safety, and general welfare through a set of regulations and procedures for the use of land which are consistent with and implement the City's Comprehensive Plan. The Seattle Land Use Code regulates the use and development of land in Seattle. It includes zoning districts that specify a category of uses (e.g., single-family residential, multi-family residential, commercial, industrial, etc.). The zoning districts are shown geographically on the City's official land use map.

The Little Saigon neighborhood has four distinct zoning categories: Neighborhood Commercial (NC), Downtown Mixed Residential (DMR), Downtown Mixed Commercial (DMC), and The Yesler Terrace Master Planned Community (MPC-YT). See **Exhibit 23**. Guidance pertaining to the land use and building height for land in the neighborhood is determined by the underlying zone category. Each zone category has a unique chapter in the SMC dictating permitted and accessory uses, street level uses, building height, floor area ratio (FAR), and parking requirements.

Exhibit 23. Existing Zoning



Sources: City of Seattle Office of Planning and Community Development, 2022; BERK, 2022.

The four zone categories within Little Saigon have different intents, use standards, and height limits (which can be modified within a prescribed range). See the descriptions below and **Exhibit 24** for a summary of prohibited uses and the permitted range of building heights.

Downtown Mixed Residential

Per SMC 23.49.142, all uses are permitted outright in Downtown Mixed Residential zones except those specifically prohibited by SMC 23.49.144. See **Exhibit 24** for more detail on prohibited uses.

This **Downtown Mixed Residential/Commercial Zone** (DMR/C 75/75-170) has three separate height limits based on use. The base height limit is 75 feet for all structures, with the exception that the structure has no non-residential or live-work use above 75 feet, and the structure does not qualify for a higher height limit. The height can be modified up to 170 feet based on the size and programmed uses of the proposed development.

Downtown Mixed Commercial

Per SMC 23.49.042, all uses are permitted outright in Downtown Mixed Commercial zones except those specifically prohibited by SMC 23.49.044. See **Exhibit 24** for more detail on prohibited uses.

This **Downtown Mixed Residential/Commercial Zone** (DMR/C 75/75-95) has three separate height limits based on use. The base height limit is 75 feet, and it is the applicable height limit for all structures, except that the applicable height limit is 95 feet if the applicant qualifies for extra floor area under SMC 23.49.023 and SMC 23.58A and the structure has no non-residential or live-work use above 75 feet.

Neighborhood Commercial

Per SMC 23.47A.004, all uses are permitted outright in Neighborhood Commercial Zones, except those that are prohibited, or permitted as a conditional use according to Table A for SMC 23.47A.004. See **Exhibit 24** for more detail on prohibited uses.

This **Neighborhood Commercial Zone (NC-75)** carries a maximum height limit of 75 feet. Because this NC zone is within an Urban Center/Urban Village overlay, no parking minimum is required of future development.

Yesler Terrace Master Planned Community

Per SMC 23.75.050, except as provided in SMC 23.75.060 and SMC 23.75.070, all uses are permitted except specific uses that are listed as prohibited are permitted outright in the Yesler Terrace Master Planned Community, both as principal uses and as accessory uses. See **Exhibit 24** for more detail on prohibited uses.

This **Yesler Terrace Master Planned Community Zone (MPC-YT)** is a unique zone within the City of Seattle. Additional FAR can be granted to proposed development based on the inclusion of additional affordable housing. The Yesler Terrace Master Plan is also broken into four sections, separated by maximum height limits. For the parcels in zone MPC-YT within Little Saigon, the maximum height limit is 280 feet.

Exhibit 24. Prohibited Uses and Heights by Zone Designation

Zone	Height Limit Description (See SMC 23.49.008)	Prohibited Uses
Downtown Mixed Commercial (DMC 85/75-170)	75'-170'*	
Downtown Mixed Residential/Commercial (DMR/C 75/75-170)	75'- 170'	<ul style="list-style-type: none"> ▪ Drive-in businesses, except gas stations located in parking garages ▪ Outdoor storage ▪ Helistops and heliports ▪ Adult motion picture theaters and adult panoramas ▪ Light manufacturing uses in DMR/R areas ▪ All general and heavy manufacturing uses ▪ Solid waste management ▪ Recycling ▪ All high impact uses ▪ Work-release centers

Zone	Height Limit Description (See SMC 23.49.008)	Prohibited Uses
Downtown Mixed Residential/Commercial (DMR/C 75/75-95)	75'-95'	<ul style="list-style-type: none"> ▪ Drive-in businesses, except gas stations located in parking garages ▪ Outdoor storage ▪ All general and heavy manufacturing uses ▪ Solid waste management ▪ Recycling, except in DMC zones in South Downtown ▪ All high impact uses ▪ Adult motion picture theaters and adult panoramas ▪ Flexible-use parking garages for long-term parking
Master Planned Community Yesler Terrace (MPC-YT)	See Appendix	<ul style="list-style-type: none"> ▪ Adult cabarets, adult motion picture theaters, and adult panoramas ▪ Animal shelters and kennels ▪ Animal husbandry ▪ Communication utilities, major ▪ Drive-in businesses ▪ General manufacturing uses ▪ Heavy manufacturing uses ▪ High-impact uses ▪ Jails ▪ Mobile home parks ▪ Outdoor storage, except for outdoor storage associated with community gardens, florists, and horticulture uses ▪ Recycling ▪ Sales and services, heavy, except for major durables retail sales ▪ Solid waste management ▪ Storage as a principal use ▪ Transportation facilities, air

Zone	Height Limit Description (See SMC 23.49.008)	Prohibited Uses
		<ul style="list-style-type: none"> Vehicle storage and maintenance, except if fully enclosed and used exclusively by Seattle Housing Authority vehicles Warehouses and mini warehouses Work-release centers
Neighborhood Commercial 2 (NC2-75 M)	Up to 75'	<ul style="list-style-type: none"> Animal husbandry Cemeteries Animal shelters and kennels Adult motion picture theaters and adult panoramas Outdoor sports and recreation facilities Heavy commercial sales Wholesale show rooms Major vessel repair All general and heavy manufacturing uses Youth service centers Jails Congregate residence All storage uses All vehicle storage and maintenance uses All utility uses

Footnotes to Exhibit 20, Per SMC 23.84A – Definitions

"High-impact use" means a business establishment that is considered to be dangerous and/or noxious due to the probability and/or magnitude of its effects on the environment; and/or has the potential for causing major community or health impacts, including but not limited to nuisance, odors, noise, and/or vibrations; and/or is so chemically intensive as to preclude site selection without careful assessment of potential impacts and impact mitigation. Examples include solid waste incineration facilities, solid waste landfills, power plants, salvage yards, concrete or steel production facilities, and petroleum refining plants.

Zone	Height Limit Description (See SMC 23.49.008)	Prohibited Uses
<p>"Parking, flexible-use" means a use in which an open area or garage is provided for the parking of vehicles by the public, and is not reserved or required to accommodate occupants, clients, customers, or employees of a particular establishment or premises. Battery charging stations for electric vehicles are accessory to flexible-use parking. Flexible-use parking includes but is not limited to the following uses:</p> <p>1) "Flexible-use parking garage" means a parking garage structure that solely consists of flexible-use parking.</p> <p>2) "Flexible-use parking surface lot" means a surface parking lot that solely consists of flexible-use parking.</p> <p>"Parking space, long-term" means a parking space that will be occupied by the same motor vehicle for four hours or more, including a space generally used by persons who commute to work by private motor vehicle or by residents.</p> <p>"Parking space, short-term" means a parking space occupied by individual motor vehicles for less than four hours and generally used intermittently by shoppers, visitors, or outpatients.</p>		

Note: * Height increases above the base are based on detailed conditions. Please see the Appendix for more detail.

Source: City of Seattle, 2022.

In addition to the zoning districts, a different set of regulations apply to the streets and rights-of-way. The following is a hierarchical list that determines the order of right-of-way improvements:

- SMC 23.49 – Downtown Overlay Map 1C
- SMC 23.53.006 – Pedestrian Access and Circulation Standards
- SMC 23.53.015 – Improvement Requirements for Existing Streets in Residential and Commercial Zones
- SMC 23.53.030 – Alley Improvements in All Zones
- The Seattle Right of Way Improvements Manual, *Streets Illustrated* (as enabled by the Urban Village overlay)
- The ISRD and associated ISRD design guidelines
- The Little Saigon Draft Concept Plan

Seattle Municipal Code 23.49

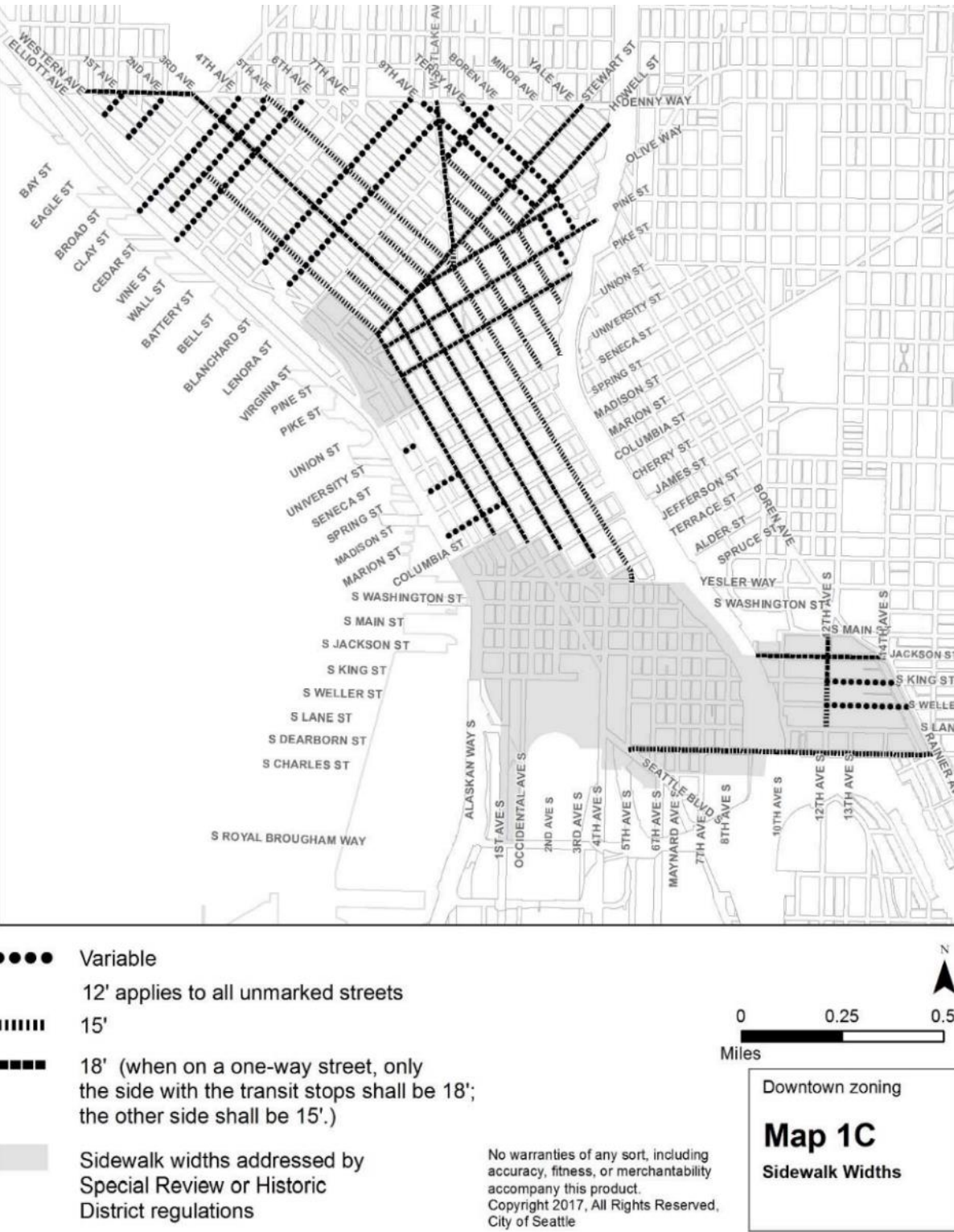
Downtown Overlay Map 1C dictates ¹sidewalk widths on all rights-of-way within the Downtown zoning boundary. For the Little Saigon neighborhood, see **Exhibit 25.** for what Map 1C requires.

Exhibit 25. Map 1C Requirements

Street Name	Required Minimum Width (in feet)
12th Ave S	18'
12th Ave S (South of S King Street)	15'
S Jackson Street	18'
S King Street	12'
S Weller Street	12'
S Dearborn Street	15'
Streets not explicitly mentioned	12'

¹ "Sidewalk" means that area between the curblines or the lateral edge lines of a roadway and the adjacent property.

Exhibit 26. Map 1C



Source: City of Seattle, 2022.

Seattle Municipal Code 23.53.006.C.2

This code section establishes general requirements for pedestrian access and circulation improvements. Because Little Saigon is within the Downtown Urban Center, 23.53.006.C.2 lists the improvement requirements.

Within urban centers and urban villages, if the existing sidewalks, curbs, curb ramps, and accessible crossings do not comply with the Right-of-Way Improvements Manual, they shall be brought into compliance when new lots, other than unit lots, are created through the full or short subdivision process or when development is proposed that abuts any existing street in any zone, except as specified in subsection 23.53.006.F.

This code section grants the Seattle Department of Transportation (SDOT) the authority to require improvements per the City of Seattle right-of-way improvement manual, *Streets Illustrated*. *Streets Illustrated* establishes and documents the policies, procedures, and best practices for how the City of Seattle manages physical right-of-way improvements on public property. The result is a more prescriptive right-of-way design, detailing the curb to parcel line cross section, materials, and finishes.

Seattle Municipal Code 23.53.015

This code section establishes the improvement requirements for existing streets in residential and commercial zones. The minimum right-of-way width for arterial streets are specified in *Streets Illustrated*. For all existing non-arterial streets, the minimum right-of-way width is specified by zone category as established in Table A for SMC 23.53.015. See **Exhibit 27..**

Exhibit 27. Required Right-of-Way Width

Zone Category	Required Right-of-Way Width (in feet)
SF, LR1, LR2, and NC1 zones; and NC2 zones with a maximum height limit of 40 feet or less	40'
LR3, MR, HR, and NC2 zones with height limits of more than 40 feet; NC3, C1, C2, and SM zones	52'

Source: City of Seattle, 2022.

Seattle Municipal Code 23.53.030

This code section establishes general requirements for required alley improvements in all zones. Table C dictates minimum right-of-way width for existing alleys. Because the study area is within the Downtown Zone, all platted alleys must be a minimum of 20 feet in width. See **Exhibit 28**.

Exhibit 28. Required Alley Width

Zone Category	Required Right-of-Way Width (in feet)
SF, LR1	No minimum width
LR2, NC1	12'
LR3, MR, HR, NC2	16'
NC3, C1, C2, SM, all Downtown zones	20'
All industrial zones	20'

Source: City of Seattle, 2022.

Streets Illustrated Guidance

The study area falls within the Downtown Urban Center and First Hill/Capitol Hill Urban Center (North of S Main St). Because the study area is within an Urban Center/Urban Village, SDOT requires frontage improvements per *Streets Illustrated* as dictated by the designated street typology. As previously mentioned, the *Streets Illustrated* map designated the minimum right-of-way width for arterial streets within the

city of Seattle (including S Jackson St, 12th Ave S, S Dearborn St, Boren Ave S, and Rainier Ave S).

SDOT's standard cross section from the face of the curb to a parcel line includes: a 6-foot curb, 5.5-foot landscape strip with code-required street trees, and a 6-foot sidewalk. A 2-foot clearance is required from the back of sidewalk to any fixed objects 18 feet or taller, which means 14 feet of right-of-way width is typically needed to meet these standards.

Little Saigon Draft Concept Plan

The [Little Saigon Draft Concept Plan](#) is from 2016 and outlines desired right-of-way improvements on S Jackson St, S King St, S Weller St, and 10th Ave S. The recommendations include landscaping guidance, sidewalk design with specialty paving, an emphasis on the vendor relationship with the public realm, and angle parking. Additionally, the guiding values include safe and comfortable streets, active streets, and gateway features.

S King (between I-5 and Rainier Ave S)

This street was identified as a node, which should be designed with the intention that it can be used for community-oriented programming. The proposed cross section modifies both frontages of S King St to accommodate a 6-foot bulb at the intersection, with a landscaped taper back to the pedestrian clear zone. The programmed concept shows that 10-foot-by-10-foot tents can be installed at each curb face, while leaving 20 feet clear between canopies on event days.

S Weller St (between I-5 and Rainier Ave S)

This street was identified as a green street that should accommodate low vehicle volumes and slow traffic. The proposed cross section modifies the northern frontage to accommodate a 15-foot curb bulb, preserving the angle-in parking. The southern frontage is proposed to be modified with a 6-foot curb bulb while maintaining the existing in-lane channelization.

10th Ave S (between Yesler Hillclimb and S Weller St)

The street was identified as a gateway, acting as the front door from Yesler Terrace into Little Saigon. The recommended cross section

includes installing 6-foot curb bulbs on each side of 10th Ave S and widening the sidewalk on the west side of 10th Ave S from the existing 12-foot condition to a potential 16.5 feet.

Street concept plans operate in conjunction with SMC requirements in the following way:

Any project that is constructed in an area that has an adopted Concept Plan must still meet the currently adopted minimum requirements for the streetscape and roadway outlined in the Land Use Code, the design criteria in Design Criteria of the Right-of-Way Improvements Manual, and any applicable City of Seattle Standard Plans and Specifications.

This essentially makes any non-standard design un-implementable without pursuing a Deviation (SDOT process) or Street Improvement Exception (Seattle Department of Construction and Inspections [SDCI] process) for each parcel being developed. Any concept plan designs that exceeds the minimum requirements are voluntary.

International Special Review Board

The ISRD is one of Seattle's eight historic districts. The ISRD uses the ISRD Design Guidelines as supplemental guidance, in tandem with Seattle Municipal Code 23.66 and *Streets Illustrated*, to evaluate any changes in the proposed development and right-of-way. ISRD is in the process of adopting an [updated set of guidelines](#) which will apply to new development in Little Saigon.

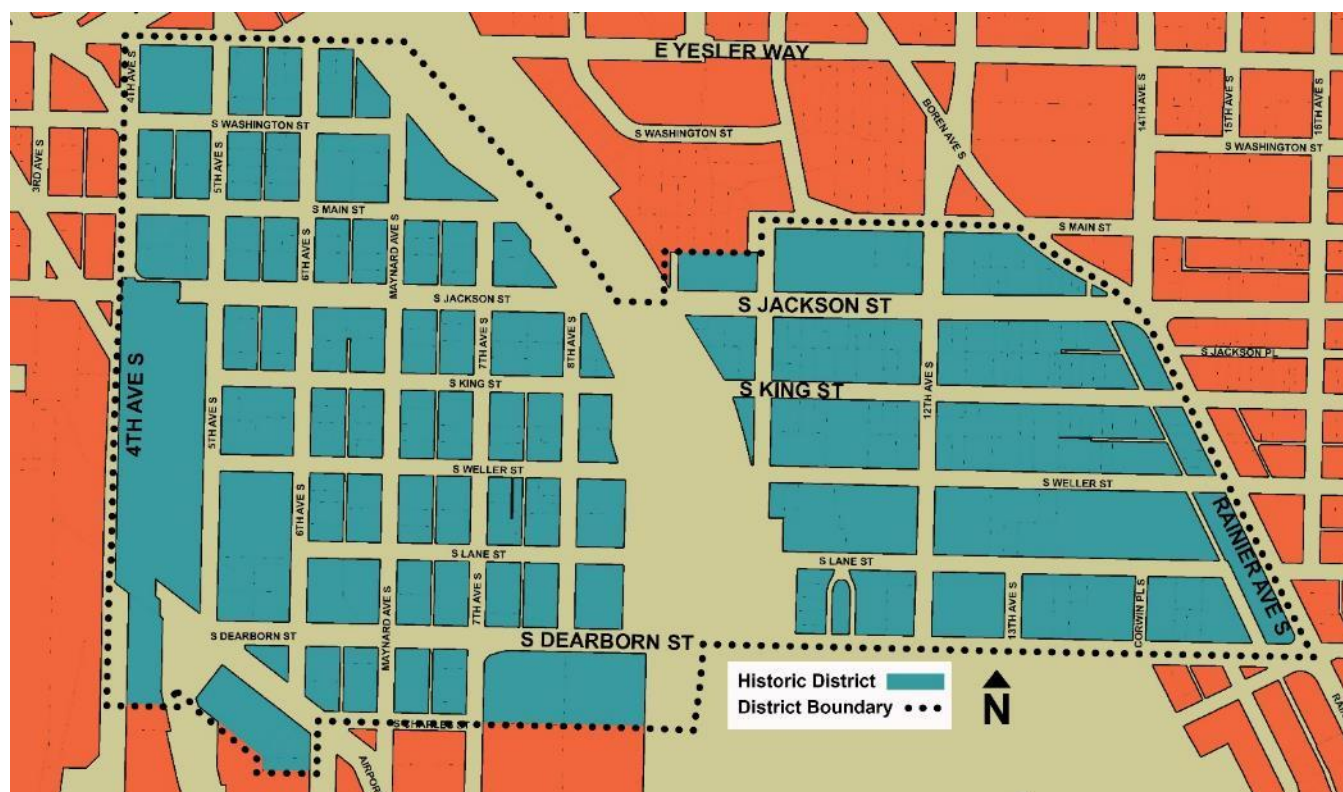
The following changes require a [Certificate of Approval](#) to be issued by the Board and the Director of the Department of Neighborhoods before the City will issue any permits:

- Any change to the outside of any building or structure
- Installation of any new sign or changes to existing sign
- Installation of a new awning or canopy
- Any change to an interior that affects the exterior
- New addition, construction, and/or remodel

- A proposed new business or service (change of use)
- Any change in the public right-of-way or other public spaces, including parks and sidewalks
- Demolition of any building or structure
- Exterior painting

The ISRD coordinator works closely with SDOT and relies on SDOT's recommendation during the review of any proposed development within the review district. Permitting for the construction and for street improvements happen in tandem, but ISRD approval typically follows an approved SDOT or SDCI permit. See **Exhibit 29.** for ISRD boundary.

Exhibit 29. ISRD Boundary



Source: City of Seattle, 2022.

Pathway for New Development

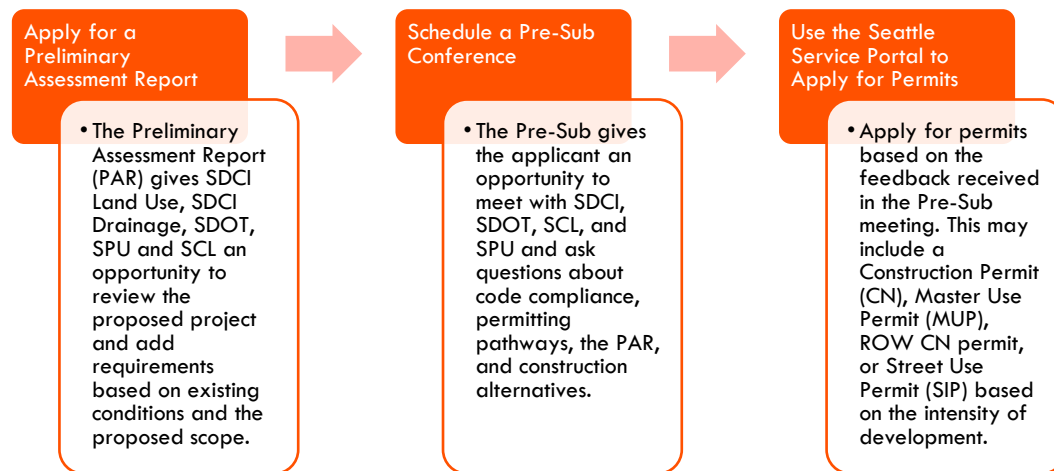
All proposed development in the City of Seattle begins with a Preliminary Assessment Report (PAR). The PAR gives the Seattle

Department of Construction and Inspection (SDCI) Land Use, SDCI Drainage, the Seattle Department of Transportation (SDOT), Seattle Public Utilities (SPU) and Seattle City Light (SCL) an opportunity to review the proposed project and add code requirements based on existing conditions and the proposed scope. The PAR is a snapshot in time based on the best information available to the reviewer, and while its aim is to be comprehensive, it is used as a starting point before permitting begins.

After the PAR is released to the applicant, the next step is to schedule a pre-submittal conference with city staff. The Pre-Sub gives the applicant an opportunity to meet with SDCI, SDOT, SCL, and SPU and ask questions about code compliance, permitting pathways, the PAR, and construction alternatives. This is a detailed meeting where the proposed development will be more heavily scrutinized by city staff, and the outcome will be a recommendation for the appropriate permitting pathway to achieve the developer's vision.

Following the pre-submittal conference, the applicant will apply for the necessary permits based on the feedback received in the Pre-Sub meeting using the Seattle Service Portal. This may include a Construction Permit (CN), Master Use Permit (MUP), ROW CN permit, or Street Improvement Permit (SIP) based on the intensity of development. Permits are required for both the construction on the parcel, and alterations to the right-of-way surrounding the parcel. These permits rely on one another to advance concurrently so that elements of the structure are interacting with the right-of-way correctly (vehicle access and solid waste collection), and city staff are able to coordinate the improvements required by code. For example, a 30% SIP approval is required for a project to be approved for MUP issuance, and a 60% SIP approval is required for a project to be approved for their CN permit intake. What this means is a conceptual design for the right-of-way improvements (30% SIP) is required before a project can have their Master Use Permit issued which approves a proposed use by the applicant. See **Exhibit 30**.

Exhibit 30 Pathway for New Development

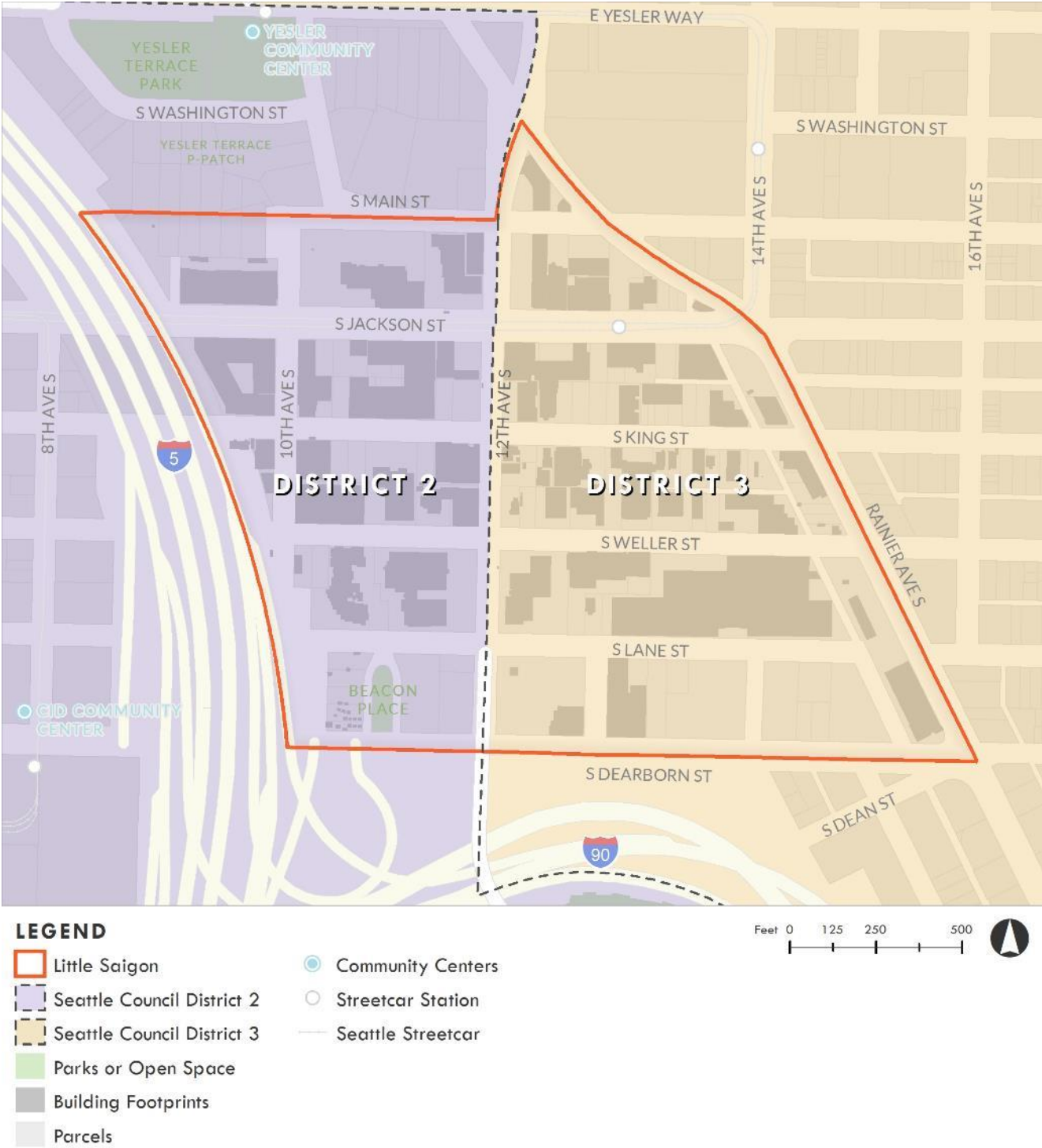


Source: City of Seattle, 2022.

Another element of complexity is the different jurisdictions that are involved in the neighborhood. This includes:

- **Seattle City Council:** West of 12th, Seattle City Council District 2. East of 12th, Seattle City Council District 3
- **King County Council:** All Little Saigon is KC Council District 8. East of Rainier and South of Dearborn is District 2 (outside of Little Saigon)
- **State Legislative District:** State Legislative District 37

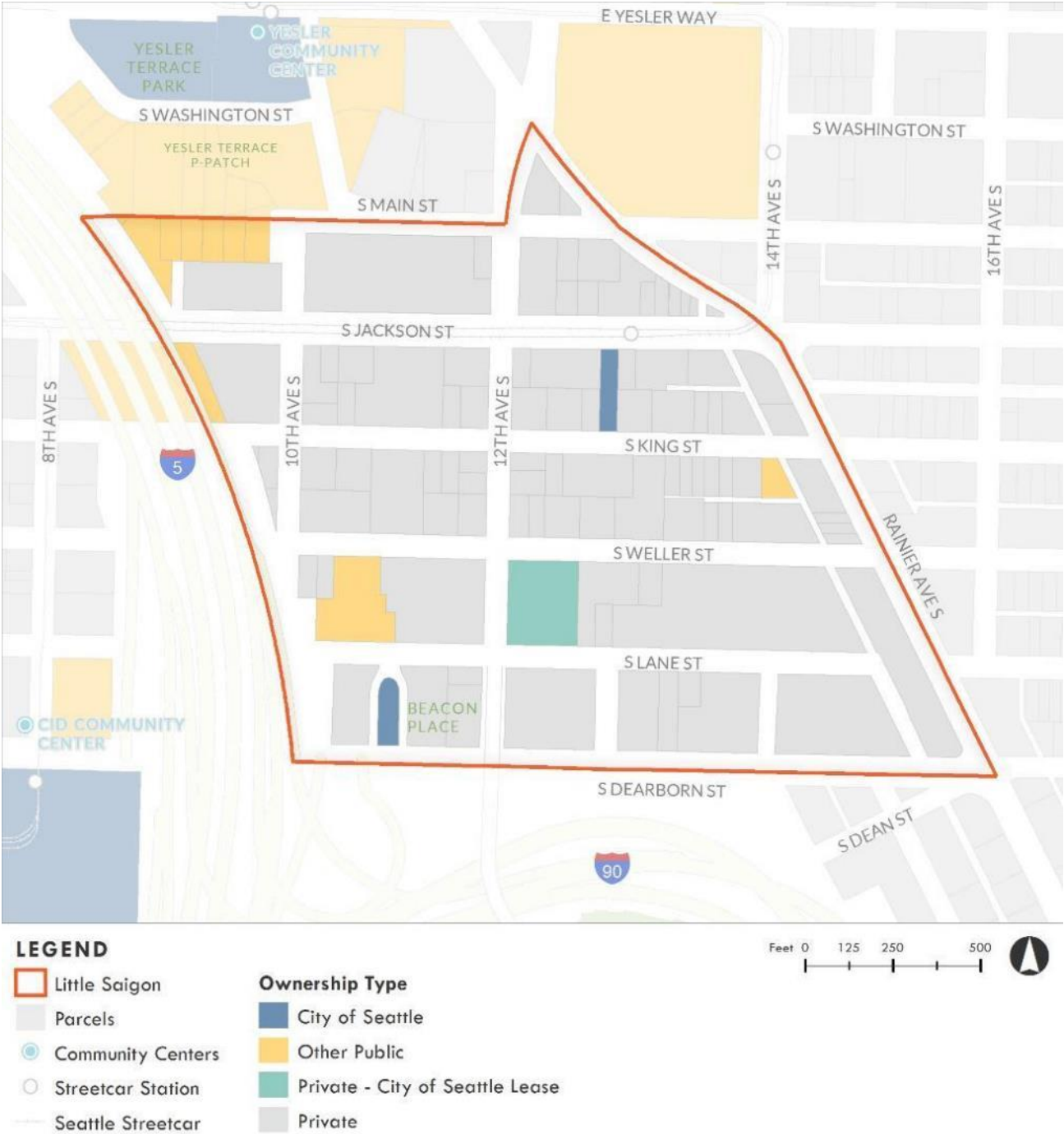
Exhibit 31. City Council Districts



Sources: City of Seattle Office of Planning and Community Development, 2022; BERK, 2022.

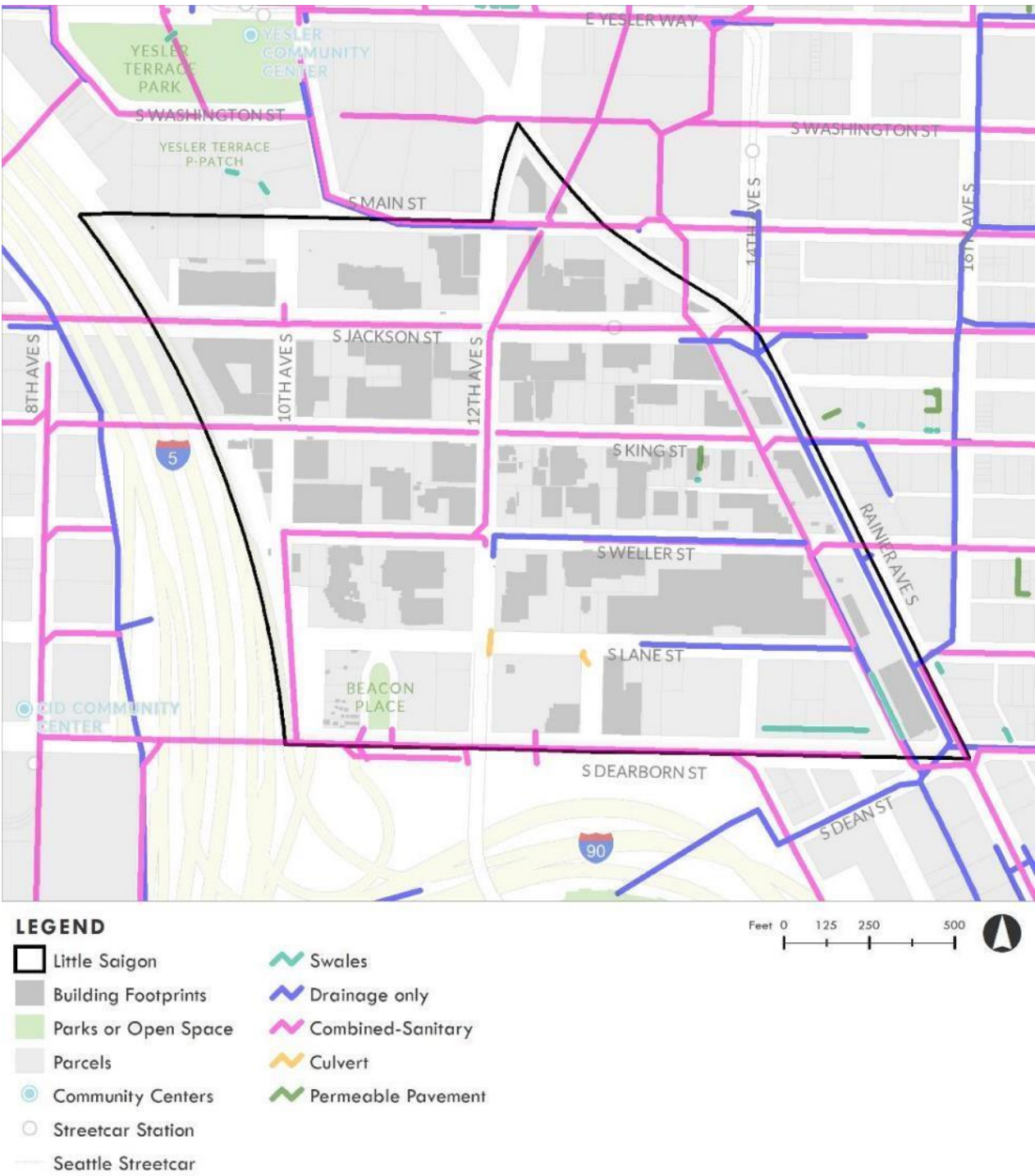
Appendices

Exhibit 32. Public Ownership in Little Saigon



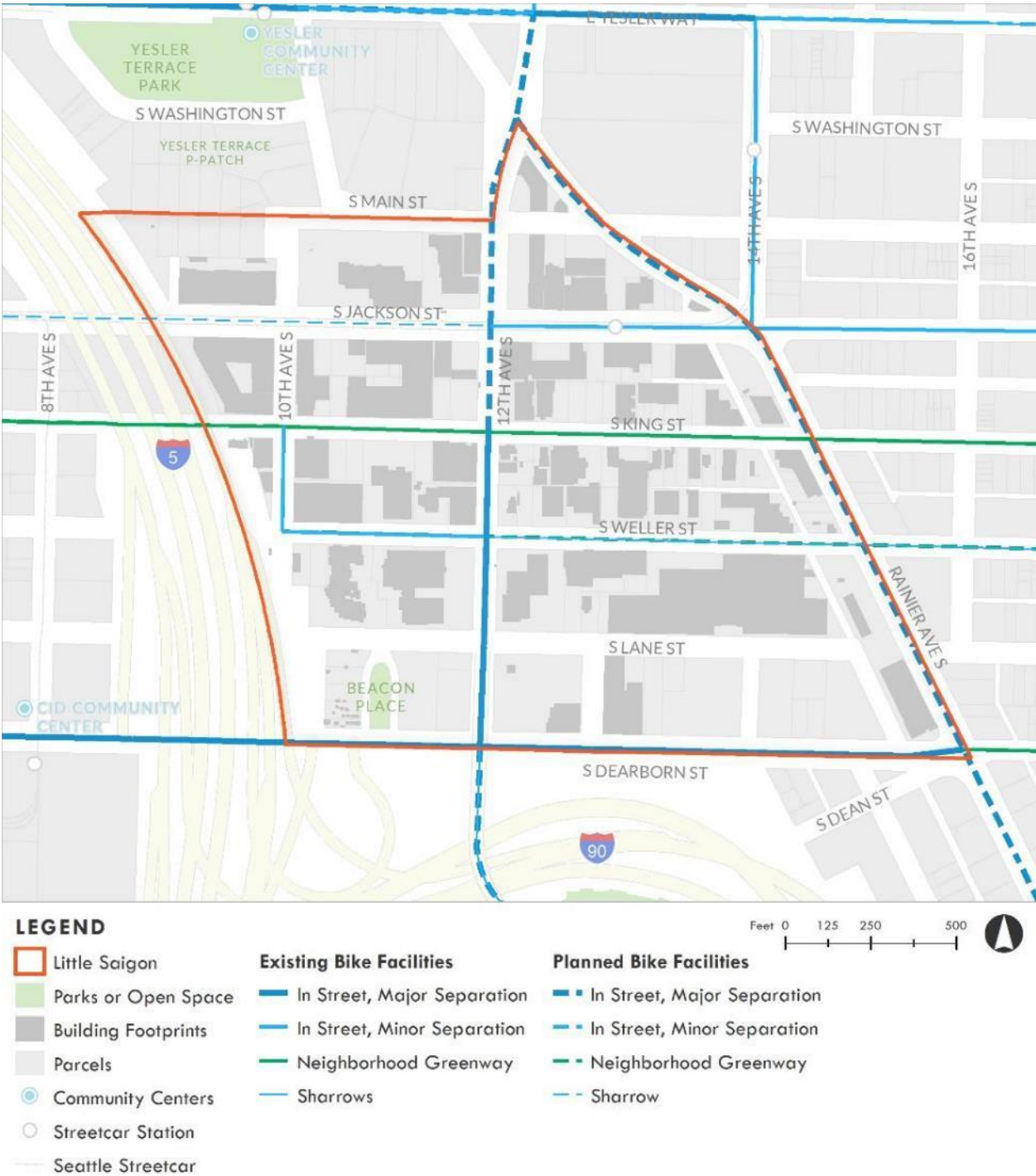
Sources: City of Seattle Office of Planning and Community Development, 2022; BERK, 2022.

Exhibit 33. Existing Drainage System



Sources: City of Seattle Office of Planning and Community Development, 2022; BERK 2022.

Exhibit 34. Existing and Planned Bike Facilities



Sources: City of Seattle Office of Planning and Community Development, 2022; BERK, 2022.

Exhibit 35. Height Limit Description by Zone Designation

Zoning Designation	Height Limit Description (See SMC 23.49.008)
Downtown Mixed Commercial (DMC 85/75-170)	<ul style="list-style-type: none"> ▪ A height limit of 85 feet applies to the portions of a structure that contain non-residential or live-work uses. ▪ A base height limit of 75 feet applies to the portions of a structure that contain residential uses. ▪ The applicable height limit for portions of a structure that contain residential uses is 85 feet if the applicant qualifies for extra floor area on the lot under SMC 23.49.023 and SMC 23.58A, the structure has no non-residential or live-work use above 85 feet, and the structure does not qualify for a higher limit for residential uses under SMC 23.49.008.A.9.d. ▪ The applicable height limit is 170 feet if the applicant qualifies for extra floor area on the lot under SMC 23.49.023 and SMC 23.58A; the structure has no non-residential or live-work use above 85 feet; the lot is at least 40,000 square feet in size and includes all or part of a mid-block corridor that satisfies the conditions of SMC 23.58A.040, except to the extent any waiver of such conditions is granted by the Director; and the standards of SMC 23.49.060 are satisfied.
Downtown Mixed Residential/Commercial (DMR/C 75/75-170)	<p>On lots in the DMR/C 75/75-170 zone, the base height limit is 75 feet, and it is the applicable height limit for all structures, except that:</p> <ul style="list-style-type: none"> ▪ The applicable height limit is 85 feet if the applicant qualifies for extra floor area under SMC 23.49.023 and SMC 23.58A, the structure has no non-residential or live-work use above 75 feet, and the structure does not qualify for a higher height limit under SMC 23.49.008.C.3. ▪ The applicable height limit is 170 feet if the applicant qualifies for extra floor area under SMC 23.49.023 and SMC 23.58A; the structure has no non-residential or live-work use above 75 feet; the lot includes all or part of a mid-block corridor that satisfies the conditions of SMC 23.58A.040, except to the extent any waiver of such conditions is

Zoning Designation	Height Limit Description (See SMC 23.49.008)
	granted by the Director; and the standards of SMC 23.49.156.B and SMC 23.49.163 are satisfied.
Downtown Mixed Residential/Commercial (DMR/C 75/75-95)	On lots in the DMR/C 75/75-95 zone, the base height limit is 75 feet, and it is the applicable height limit for all structures, except that the applicable height limit is 95 feet if the applicant qualifies for extra floor area under SMC 23.49.023 and SMC 23.58A and the structure has no non-residential or live-work use above 75 feet.
Master Planned Community Yesler Terrace (MPC-YT)	Yesler Terrace redevelopment area is a master planned community and has a unique designation as the area bounded by Boren Ave, E Yesler Way, 14th Ave, and E Fir St. Refer to Table A for SMC 23.75.085 for maximum floor area limits for residential uses. Refer to SMC 23.75.100 for maximum structure height; limit is 280 feet above the vertical datum in Little Saigon.
Neighborhood Commercial 2 (NC2-75 M)	This zoning designation has a height limit of 75 feet, and a maximum floor area ration of 5.5, with no parking minimums in Urban Center/Urban Village overlay zones. The M designation is for Mandatory Housing Affordability, giving the developer an option to either pay or preform.

Source: City of Seattle, 2022.