

Seventh & South Jackson^{st.}



INTERNATIONAL SPECIAL REVIEW DISTRICT
CERTIFICATE OF APPROVAL CYCLE 4
709 S JACKSON ST BRIEFING PACKET
DONH-COA-00278

OCTOBER 11, 2022



1435 34TH AVENUE
SEATTLE, WA 98122
(206) 760-5550
WWW.NEIMANTABER.COM

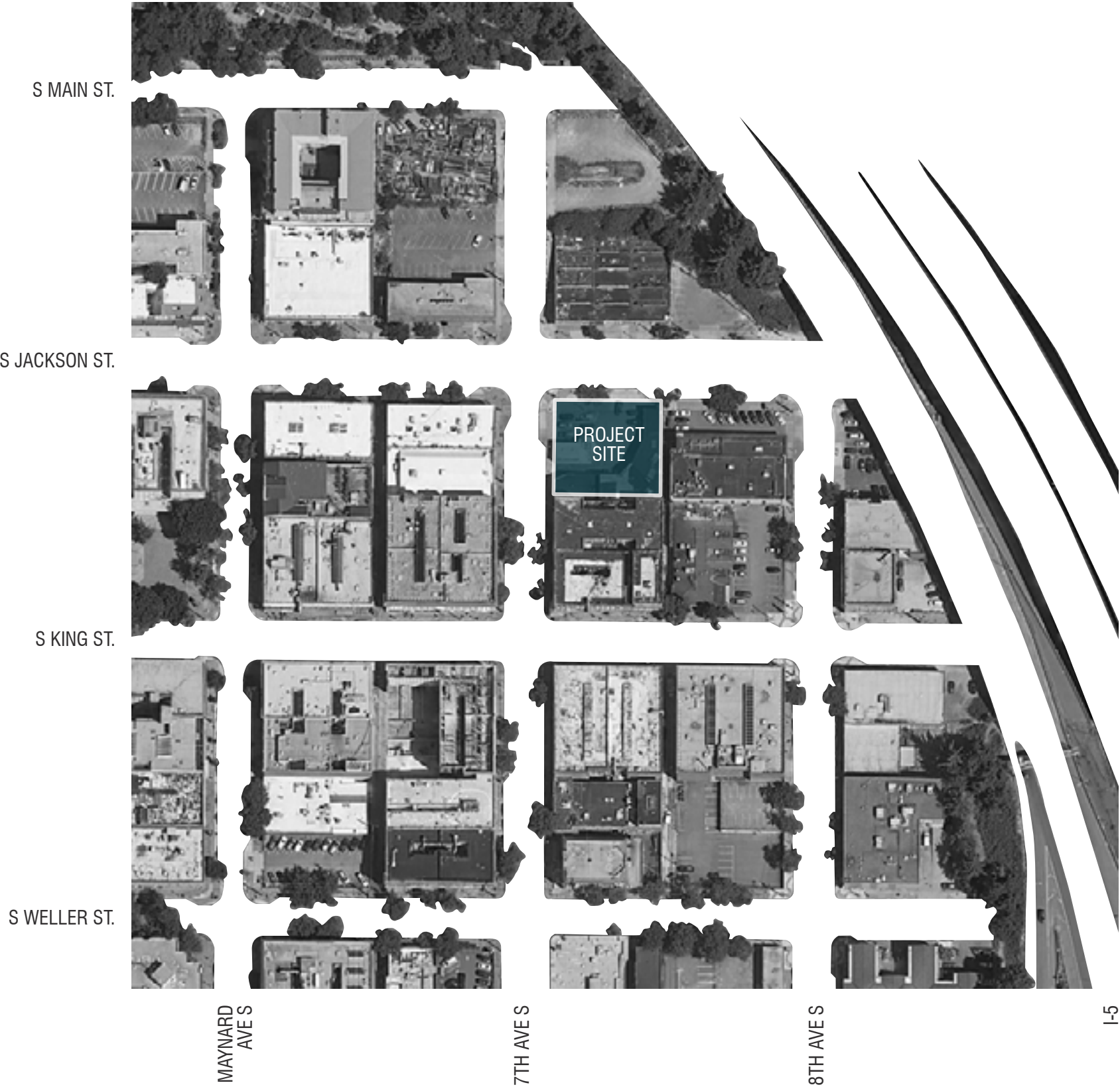
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PROJECT GUIDING PRINCIPLES

- 1. Engage with community stakeholders, businesses, and civic organizations to learn what is important through design, art, and public spaces to celebrate the District’s place as the center of Asian culture in Seattle past, present, and future.
- 2. Contribute to a just and inclusive community that serves all incomes and all ages with a mix of rental rates that promote economic diversity and are attainable for current C-ID residents.
- 3. Provide financially attainable new housing that is affordable for existing members of the community.
- 4. Design housing that appeals to seniors, professionals, and students who want to live at the center of Asian community and culture in Seattle.
- 5. Develop a project that serves as a public gateway to easily connect pedestrians along South Jackson Street to the neighborhood.
- 6. Work with the CIDBIA and SCIDpda to identify community-desired ground-floor retail tenants.
- 7. Play a role in maintaining a neighborhood where residents and visitors feel at home speaking many different languages.
- 8. Provide safe, accessible, and welcoming public spaces that invite visitors to linger and are designed for families, especially grandparents and grandchildren.
- 9. Provide long-term support for C-ID initiatives by participating on community boards and being involved with neighborhood groups.

PROPOSAL

Changes to Building or Site

The existing buildings on site will be demolished. The proposed building will require excavation of the entire lot, and the existing contamination associated with past on-site vehicular uses will be removed in coordination with the Washington State Department of Ecology.

Effect on Public Right-Of-Way

Existing sidewalk will be replaced, and numerous curb cuts associated with on-site vehicular uses will be removed. A new, smaller curb cut will be added along 7th Avenue for waste removal access. Existing street trees and street lamps will be preserved.

New Construction

The proposed project is an 8-story (approximately 100,000 SF) mixed use building with small-scale efficiency residential units (congregate dwellings and SEDUs) throughout and 3,000 SF of commercial tenant spaces at street level. The building will be constructed as 5 stories of Type IIIA wood construction on top of 4 stories of Type IA concrete construction with one basement story below. No parking is provided.

Proposed Use & Change of Use

Existing use on site has historically been automotive related, but the garage and service station are longer in use. There is an existing retail use on site located in the tenant space on 7th Avenue. The site use will change from light industrial automotive to residential and commercial uses.

PROJECT INFORMATION

SITE ADDRESS	709 S Jackson St Seattle, WA 98104
PARCEL NUMBER	524780-2725
APPLICANT	Neiman Taber Architects 1435 34th Avenue Seattle, WA 98122 (206) 760-5550
CONTACT	David Neiman dn@neimantaber.com
ZONING	IDM-75-85
LOT SIZE	13,439 SF
ALLOWABLE FAR	3.0
PROPOSED UNITS	202 units 66 Congregate Dwellings 18 SEDUs 118 One Bedrooms
ALLOWABLE HEIGHT	75’ commercial / 85’ residential
DESIGN TEAM	
OWNER	OZ Navigator 159 S Jackson St, Suite 300 Seattle, WA 98104 (206) 889-5949
ARCHITECT	Neiman Taber Architects 1435 34th Ave Seattle, WA 98122 (206) 760-5550
LANDSCAPE ARCHITECT	Murase Associates 210 E Boston St Seattle, WA 98102 (206) 322-4937

CERTIFICATE OF APPROVAL ROAD MAP

FIRST BRIEFING

September 28, 2021

Feedback we heard from the Board:

- 1. GENERAL SUPPORT FOR REMOVAL OF EXISTING BUILDINGS
- 2. BOARD ENCOURAGEMENT FOR ADDITIONAL OUTREACH
- 3. REFINE PARKING STRATEGY WITH COMMUNITY INPUT
- 4. DEVELOP MASSING STRATEGY AND RESPONSES TO C-ID CONTEXT

SECOND BRIEFING

December 14, 2021

Feedback we heard from the Board:

- 1. ADDRESS PARKING, LOAD/ UNLOAD, AND SITE ACCESSIBILITY
- 2. LIGHTING AND PUBLIC SAFETY ARE TOP PRIORITY
- 3. SUPPORT FOR MASSING
- 4. REFINEMENTS TO ARCHITECTURE AND MATERIALS

THIRD BRIEFING

May 10, 2022

Feedback we heard from the Board:

- 1. SUPPORT FOR PARKING, LOADING, AND MOBILITY APPROACH
- 2. GENERAL SUPPORT FOR DEPARTURES BUT WITH DESIRE TO SEE FURTHER STUDY OF CANOPY HEIGHTS ON 7TH

FOURTH BRIEFING

October 11, 2022

On the agenda:

- 1. UPDATE ON DEPARTURES
- 2. LANDSCAPE DESIGN, PUBLIC SAFETY, AND LIGHTING
- 3. DESIGN UPDATES, HISTORIC PROGRAMMING, AND SIGNAGE

FIFTH BRIEFING - BOARD VOTE

Briefing date TBD

On the agenda:

- 1. RECAP AND FINAL UPDATES
- 2. BOARD VOTE ON CERTIFICATE OF APPROVAL

UPDATE ON DEPARTURES

DEPARTURE 1

STREET LEVEL
TRANSPARENCY

23.66.336.B.4

REQUIREMENT

Transparent surfaces shall be provided for at least 50% of the exposed street-facing facade.

REQUEST

Reduce required transparent area from 50% to 45% for 7th Ave frontage.

STATUS

Supported

DEPARTURE 2

OVERHEAD WEATHER
PROTECTION AND
LIGHTING

23.49.018.A

REQUIREMENT

Continuous overhead protection shall be required for new development along the entire street frontage of a lot.

REQUEST

Reduce required overhead protection from 100% to 70%.

STATUS

Supported

DEPARTURE 3

OVERHEAD WEATHER
PROTECTION AND
LIGHTING

23.49.018.D

REQUIREMENT

Lower edge must be a minimum of 10 feet and a maximum of 15 feet above the sidewalk.

REQUEST

Increase the maximum height of canopy from 15 feet to 17 feet.

STATUS

Supported with the condition that team return with study showing lowered canopies on 7th.

DEPARTURE 4

STRUCTURAL BUILDING
OVERHANGS AND
MINOR ARCHITECTURAL
ENCROACHMENTS

23.53.035.C

REQUIREMENT

Leading edge of canopy must be 6 feet minimum from curb.

REQUEST

Reduce the canopy setback from curb to 4 feet along 7th Ave.

STATUS

New. 23.53.035.C and 23.66.336.B.5 conflict with one another.



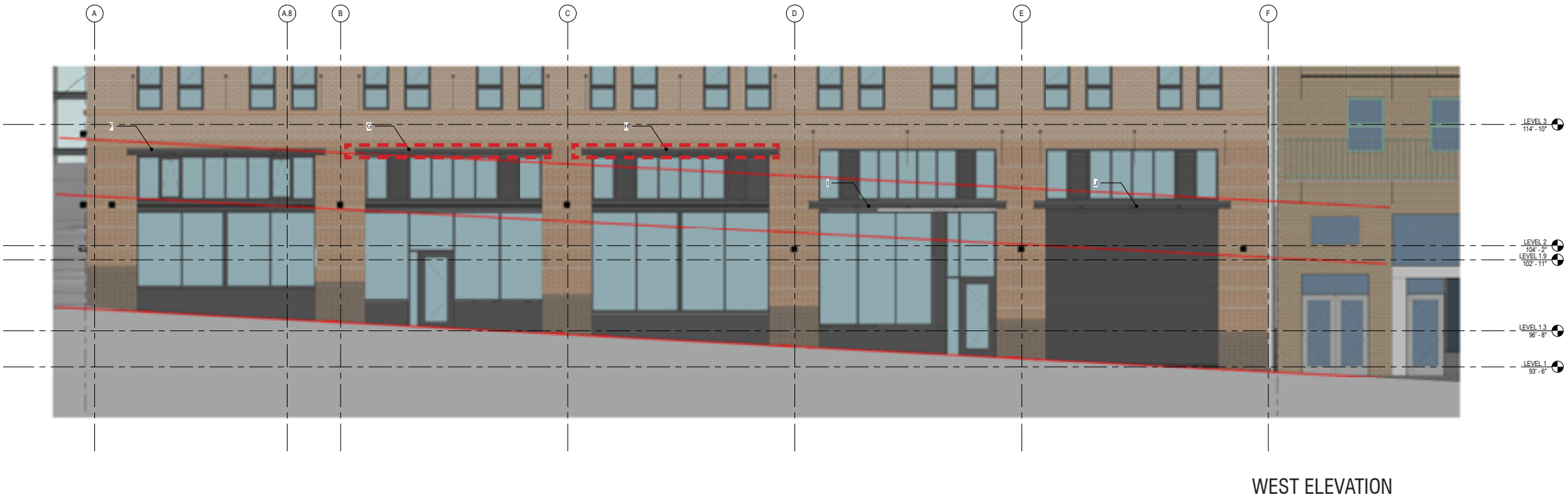
VIEW OF COMMERCIAL SPACES AND CANOPIES ON 7TH AVE

UPDATE ON DEPARTURES

DEPARTURE 3: CANOPY HEIGHT

The proposed canopies are in some cases taller than is permitted by SMC 23.49.018.D. Of the ten canopies proposed, three are higher than the maximum allowable height and range between 5” to 1’9” taller than the allowable 15’0”.

The proposed canopies are set at three different heights with the changes occurring at the break in the building massing and at the last two bays on 7th Ave S. This allows the building to maintain a regular, orderly rhythm of canopies consistent with ISRD design guideline 2.D.2. The project proposes lowering the southernmost 2 canopies on 7th Ave in order to address previous ISRD board feedback. By maintaining the northernmost 3 canopies on 7th Ave at the same height as the canopies on Jackson, the project is able to maintain continuity between the west and north facades while providing ample height for retail signage at the commercial lobby. The taller canopies in this location create a more opening, welcome appearance.



SECTION	WIDTH	DEPTH	MIN HEIGHT (10'-0")	MAX HEIGHT (15'-0")
A	26' - 8"	8' - 0"	11' - 8"	13' - 1/2"
B	17' - 8"	8' - 0"	13' - 3 7/8"	14' - 2"
C	18' - 0"	8' - 0"	14' - 3 5/8"	15' - 4 1/2" (NOT COMPLIANT)
D	17' - 2"	8' - 0"	11' - 2 3/8"	12' - 1"
E	17' - 2"	8' - 0"	12' - 3 1/8"	13' - 1 1/4"
F	17' - 9"	6' - 0"	13' - 9 5/8"	14' - 7 1/2"
G	17' - 8"	6' - 0"	14' - 10 1/8"	15' - 8 1/4" (NOT COMPLIANT)
H	17' - 8"	6' - 0"	15' - 10 3/4"	16' - 8 3/4" (NOT COMPLIANT)
I	17' - 8"	6' - 0"	12' - 3 1/4"	13' - 1 3/8"
J	17' - 8"	6' - 0"	13' - 3 7/8"	14' - 2 1/4"



UPDATE ON DEPARTURES
DEPARTURE 3: CANOPY HEIGHT

The design team studied a number of options for the canopy heights on 7th Ave. The preferred option has the three northernmost canopies matching the height of the canopies on Jackson, while the two southernmost canopies are lowered. Maintaining a consistent canopy height at the corner of 7th and Jackson helps to create continuity between the two facades and composes the most prominent corner of the building. Continuing the taller canopy height for three bays on 7th allows the commercial entry and the two retail bays flanking it north and south to have generous, welcoming canopy heights and provide more head room for increased signage visibility.



LOWER SOUTHERN MOST CANOPY



LOWER 2 SOUTHERN MOST CANOPIES (PREFERRED OPTION)



LOWER 3 SOUTHERN MOST CANOPIES

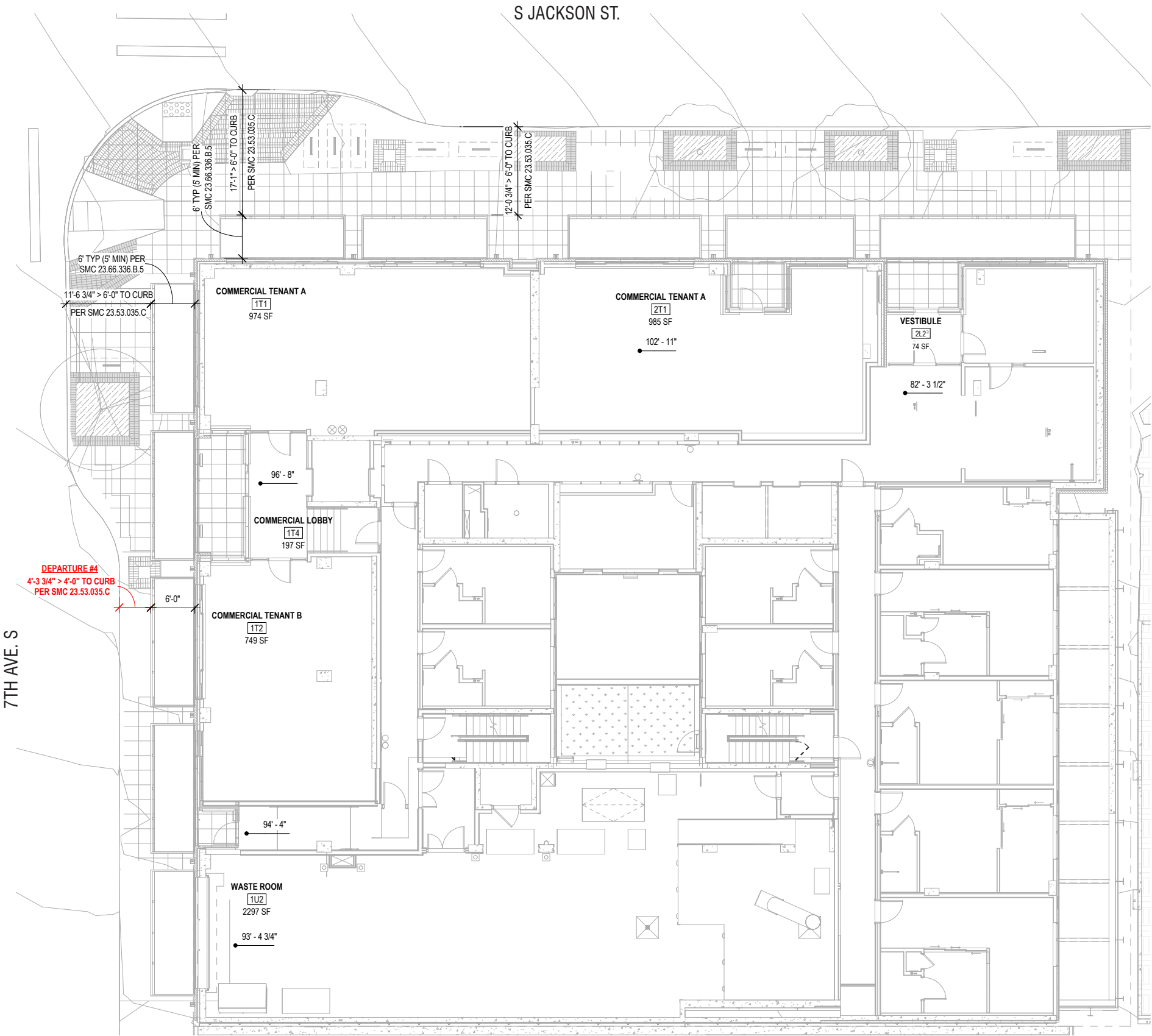


LOWER 4 SOUTHERN MOST CANOPIES

UPDATE ON DEPARTURES

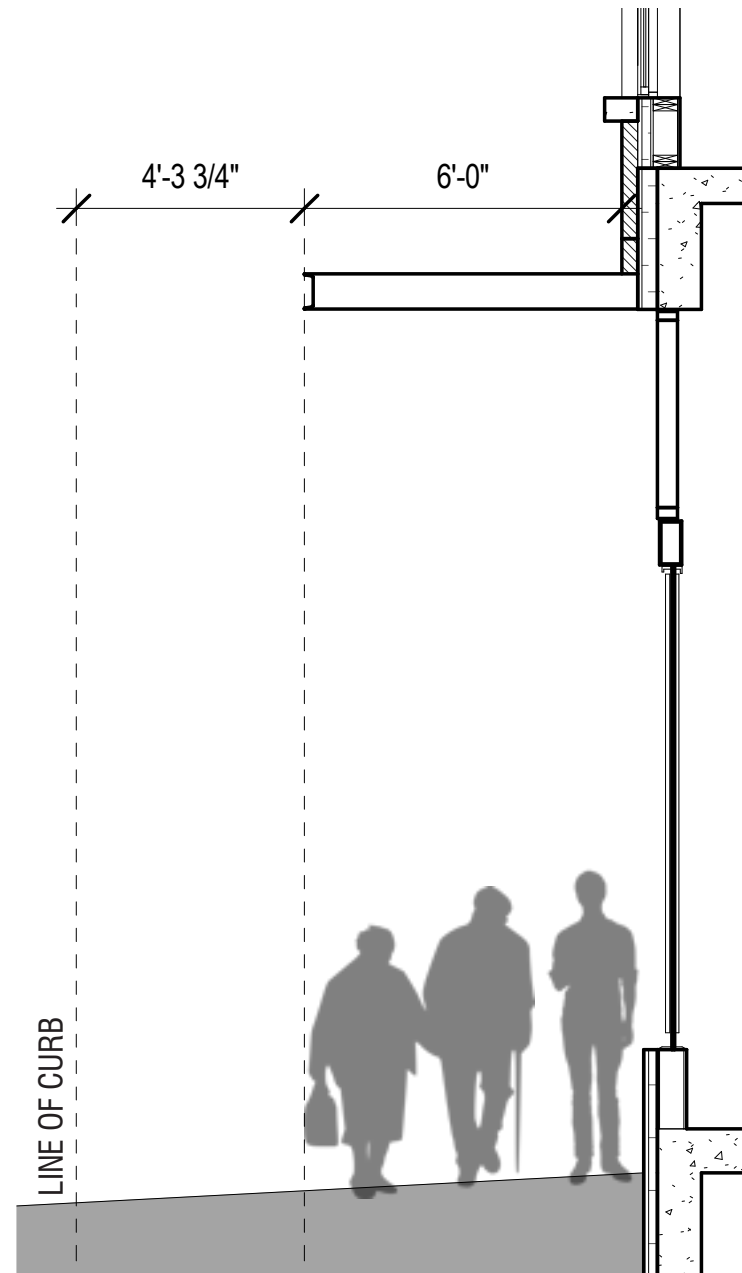
DEPARTURE 4 : CURB OFFSET

For the southernmost four canopies on 7th Ave, due to the narrow width of sidewalk, there is a conflict between 23.53.035.C and 23.66.336.B.5. Both standards cannot be met. The former requires a 6’ offset from the curb, reducing the canopy depth to 4’. The latter requires an 5’ canopy depth, reducing the offset from curb to 5’. The project aims to strike a balance between these two provisions by showing a 4’ offset from curb and a 6’ canopy depth. The 4’ offset from the curb provides sufficient setback to protect the canopies from vehicle damage while the 6’ canopy depth exceeds code minimum in order to provide increased weather protection for pedestrians. The other canopies on the project will also match the 6’ depth in order to provide a cohesive pedestrian experience and coherent facade layout.



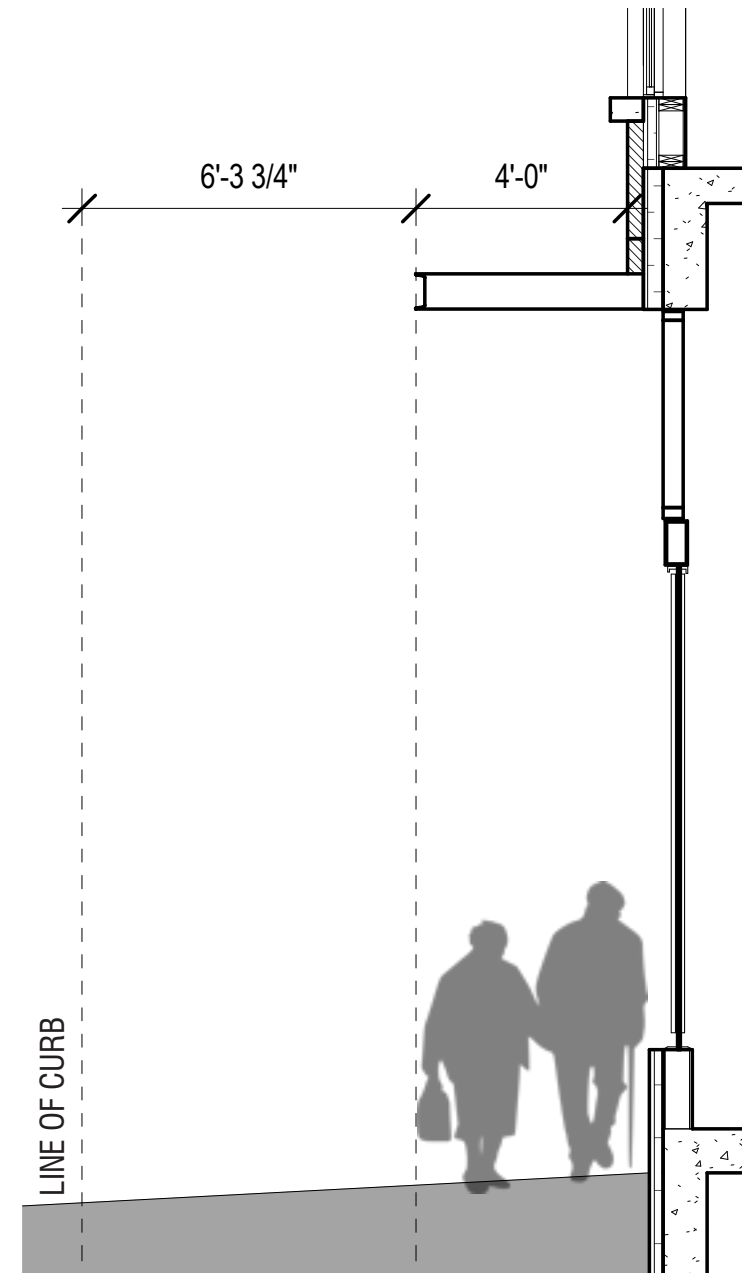
UPDATE ON DEPARTURES DEPARTURE 4: CURB OFFSET

By reducing to the requirements of 23.53.035.C the four southernmost canopies on 7th Ave will provide better weather protection for pedestrians and be able to match the depths of the other canopies. By exceeding the minimums stipulated in 23.66.336.B.5, the building will better meet the aesthetic intent of the ISRD design guidelines which call for canopies to be decorative visual elements of the architecture.



OPTION 1 (PREFERRED)

23.66.336.B.5 COMPLIANT
23.53.035.C CURB OFFSET REDUCED FROM 6' TO 4'



OPTION 2

23.66.336.B.5 CANOPY DEPTH REDUCED FROM 6' (5' MIN) TO 4'
23.53.035.C COMPLIANT

**LANDSCAPE ARCHITECTURE
PUBLIC SAFETY
& LIGHTING**

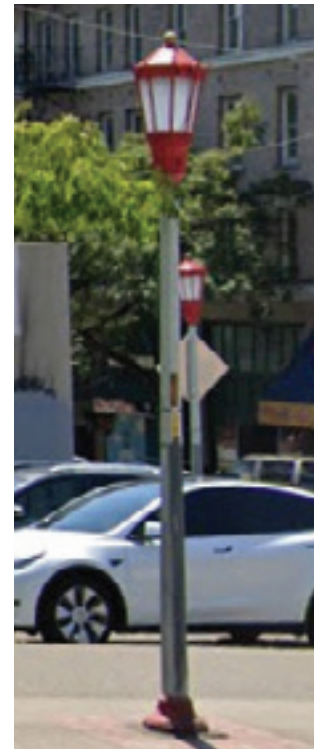
LANDSCAPE ARCHITECTURE RENDERED PLAN

The streetscape design strives to continue and enhance the existing urban design of the district through the restoration and expansion of the brick paving and the preservation of the King Broadmore pedestrian light fixtures. Additional street trees and ample bicycle parking buffer the edge of the pedestrian zone. The pedestrian zone will be activated through new ground level retail.





APOLLO BUILDING / MURASE



KING BROADMORE LIGHT



BRICK PAVING WITHIN THE DISTRICT



PROPOSED ADA COMPLIANT (CANE DETECTABLE) BIKE RACK

TAKEAWAYS

- Street trees, bike racks, and building canopies provide scale and buffering of the pedestrian zone.
- Preservation and enhancement of existing brick paving.
- Preservation of King Broadmore pedestrian light fixtures.
- Provision of ample bike parking

LANDSCAPE ARCHITECTURE
STREETSCAPE PLANTING



EXISTING AMUR CORK TREES TO BE PRESERVED ON S JACKSON ST



PROPOSED JAPANESE HORNBEAM TREES ON S JACKSON ST



PROPOSED POROUS RUBBER SURFACING
AT STREET TREES



FLEXIPAVE COLOR PEWTER



PROPOSED JAPANESE ZELKOVA TREE ON 7TH AVE S

TAKEAWAYS

- Tree species have been selected to tie into the cultural identity of the neighborhood.
- Larger scale Japanese Zelkova tree will anchor the corner of the site
- Zelkova trees are found throughout the neighborhood on Dearborn, 7th Ave. S, S.Lane St, and S King Street
- Trees create a buffer to improve pedestrian safety.
- Porous rubber surfacing at street trees enhances pedestrian visibility (versus understory plantings) and is a low maintenance walkable surface.

LANDSCAPE ARCHITECTURE
STREETSCAPE PAVING

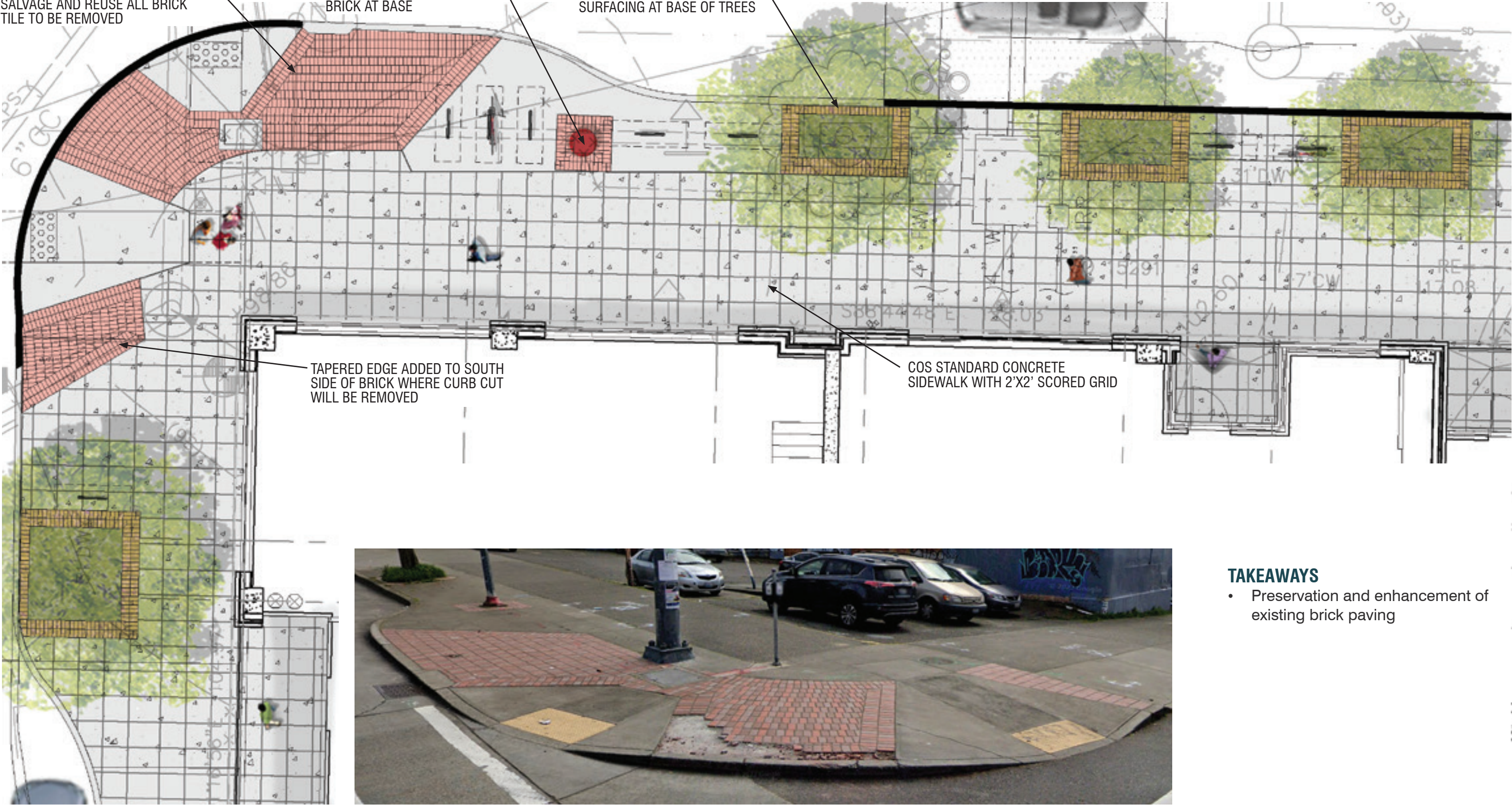
NEW TERRACOTTA BRICK TILE AT
EDGES OF NEW CONCRETE RAMPS
AND TO REPLACE DAMAGED AREAS,
SALVAGE AND REUSE ALL BRICK
TILE TO BE REMOVED

PRESERVE AND PROTECT
EXISTING KING BROADMORE
PEDESTRIAN LIGHTS AND
BRICK AT BASE

EXPANDED SIZE TREE WELLS
WITH BRICK PAVING AT
EDGES AND POROUS RUBBER
SURFACING AT BASE OF TREES

TAPERED EDGE ADDED TO SOUTH
SIDE OF BRICK WHERE CURB CUT
WILL BE REMOVED

COS STANDARD CONCRETE
SIDEWALK WITH 2'X2' SCORED GRID



EXISTING CONDITION OF BRICK PAVING AT CORNER

TAKEAWAYS

- Preservation and enhancement of existing brick paving

DATE	MARK	NATURE REVISIONS	MADE CHK'D REY'D

90% COMPLETE STREET IMPROVEMENT PLAN

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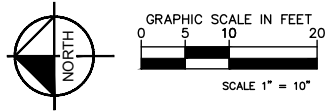
REVIEWED BY SPU/WATER ENGINEERING	20.....
REVIEWED BY SPU/DRAINAGE	20.....
APPROVED BY SDOT STREET IMPROVEMENT PERMITTING	20.....

NAME OR INITIALS AND DATE	INITIALS AND DATE
DESIGNED AD . 7/8/2022	REVIEWED:
CHECKED SM . 7/8/2022	PROJECT MANAGER
DRAWN NW . 7/8/2022	REVISED AS-BUILT.....
CHECKED SM . 7/8/2022	
DESIGN REVIEW	

All work done in accordance with the City of Seattle Standard Plans and Specifications in effect on the date shown above, and supplemented by Special Provisions.



SCALE: AS SHOWN INSPECTOR'S BOOK



701 JACKSON ST
CURB, SIDEWALK, AND LANDSCAPING
7TH AVENUE SOUTH PLAN

SDCI PROJECT # 002567-21PA



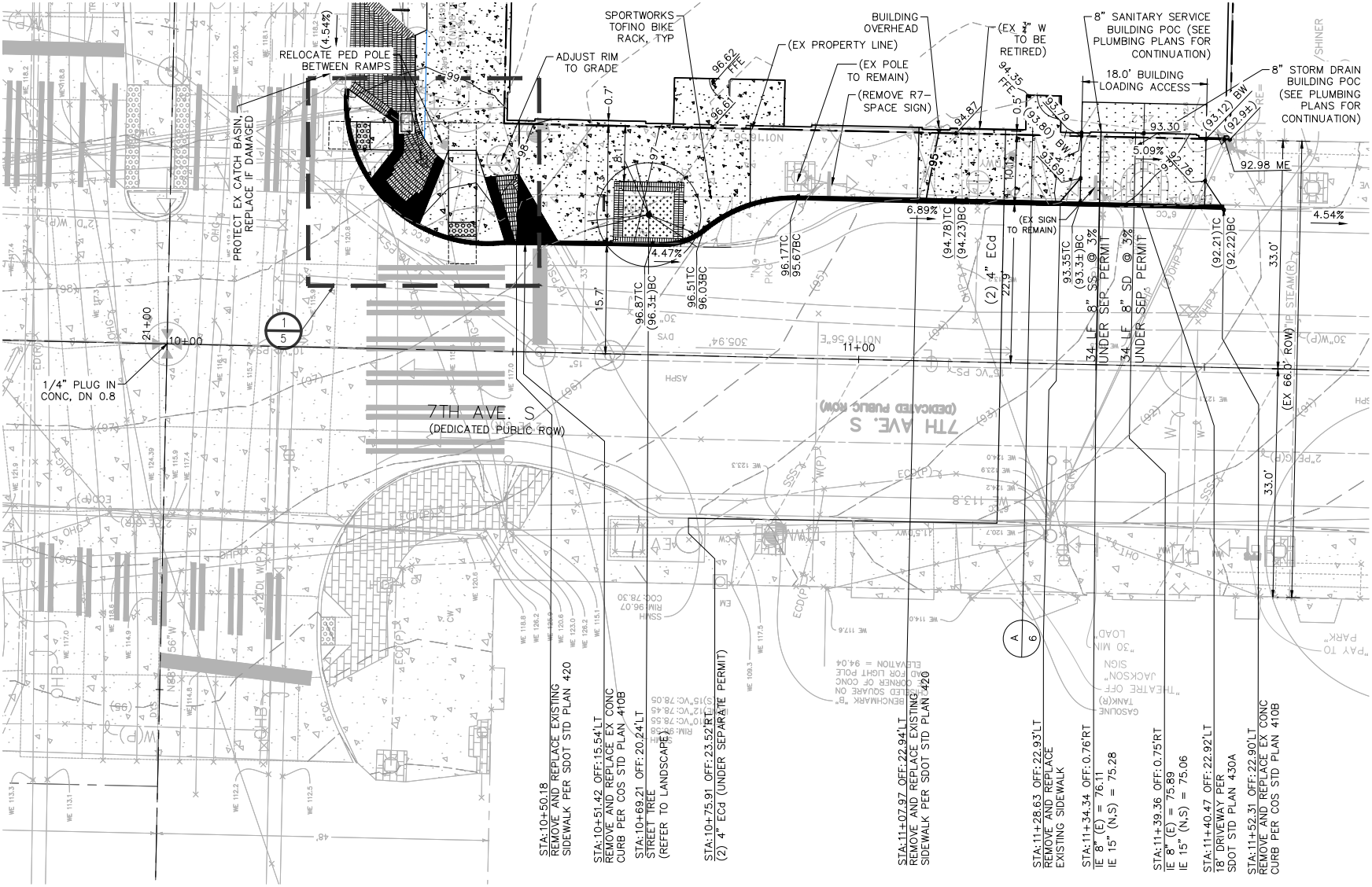
SDOT PROJECT NO.	SUSIP0000252
VAULT PLAN NO.	
VAULT SERIAL NO.	
SHEET	3 OF 11

LEGEND

- PROPERTY LINE
- STREET TREES (SEE LANDSCAPING PLAN)
- EXISTING TREE
- CONCRETE SIDEWALK PER COS STD PLAN 420
- RUBBER POROUS PAVING (SEE LANDSCAPE PLAN)
- BIORETENTION AREA
- CONCRETE CURB PER COS STD PLAN 410C
- BUILDING/CANOPY ABOVE

STREET IMPROVEMENT NOTES

- ALL WORK AND MATERIALS SHALL CONFORM TO THE CITY OF SEATTLE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION, LATEST EDITION.
- REFER TO ARCHITECT FOR BUILDING INFORMATION.
- REFER TO LANDSCAPE FOR STREET TREES, PLANTINGS, STREET FURNITURE, NON-STANDARD PAVING AND SCORING, AND IRRIGATION.
- ALL SIDEWALKS SHALL HAVE A CROSS SLOPE OF 2.0% UNLESS NOTED OTHERWISE, MINIMUM CROSS SLOPE SHALL BE 0.5%.
- ALL EXISTING UTILITY LIDS TO REMAIN, WITHIN THE LIMIT OF WORK, SHALL BE ADJUSTED TO GRADE PER COS STANDARD SPECS.
- REFER TO PLUMBING FOR CONTINUATION OF WATER, FIRE, SEWER, STORM AND GAS SERVICES.
- REFER TO ELECTRICAL FOR CONTINUATION OF ELECTRICAL SERVICE.
- CONCRETE CURB RAMPS SHALL BE CONSTRUCTED PER COS STD PLAN 422D, MINIMUM CLEAR WIDTH AND UPPER LANDING OF 4-FEET.
- REFER TO SHEET 1 FOR PROJECT INFORMATION.
- CONTRACTOR SHALL COORDINATE CONSTRUCTION SCHEDULE AND LIMITS OF CONSTRUCTION WITH SEPARATE PEDESTRIAN SAFETY IMPROVEMENTS UNDER SEPARATE PERMIT BY SDOT PDD, 20006 PROJECT NO. 3 (2020), CONTACT ENRIQUE GARCIA AT 206-684-0329 OR ENRIQUE.GARCIA@SEATTLE.GOV.



DATE	MARK	NATURE	MADE/CHK'D	REV'D

90% COMPLETE STREET IMPROVEMENT PLAN

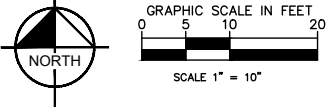
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REVIEWED BY SPU/WATER ENGINEERING	NAME OR INITIALS AND DATE	INITIALS AND DATE
20.....	DESIGNED AD . 7/8/2022	REVIEWED:
REVIEWED BY SPU/DRAINAGE	CHECKED SM . 7/8/2022	PROJECT MANAGER
20.....	DRAWN NW . 7/8/2022	CHECKED SM . 7/8/2022
APPROVED BY SDOT STREET IMPROVEMENT PERMITTING	DESIGN REVIEW	REVISED AS-BUILT.....
20.....	All work done in accordance with the City of Seattle Standard Plans and Specifications in effect on the date shown above, and supplemented by Special Provisions.	



SCALE: AS SHOWN INSPECTOR'S BOOK



701 JACKSON ST

CURB, SIDEWALK, AND LANDSCAPING

SOUTH JACKSON STREET PLAN

SDCI PROJECT # 002567-21PA	SDOT PROJECT NO. SUSIP0000252
	VAULT PLAN NO.
	VAULT SERIAL NO.
	SHEET 4 OF 11

LEGEND

PROPERTY LINE

STREET TREES (SEE LANDSCAPING PLAN)

EXISTING TREE

CONCRETE SIDEWALK PER COS STD PLAN 420

RUBBER POROUS PAVING (SEE LANDSCAPE PLAN)

BIORETENTION AREA

CONCRETE CURB PER COS STD PLAN 410C

BUILDING/CANOPY ABOVE

- STREET IMPROVEMENT NOTES
1.

ALL WORK AND MATERIALS SHALL CONFORM TO THE CITY OF SEATTLE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION, LATEST EDITION
2.
- REFER TO ARCHITECT FOR BUILDING INFORMATION

3.

4.

5.

6.

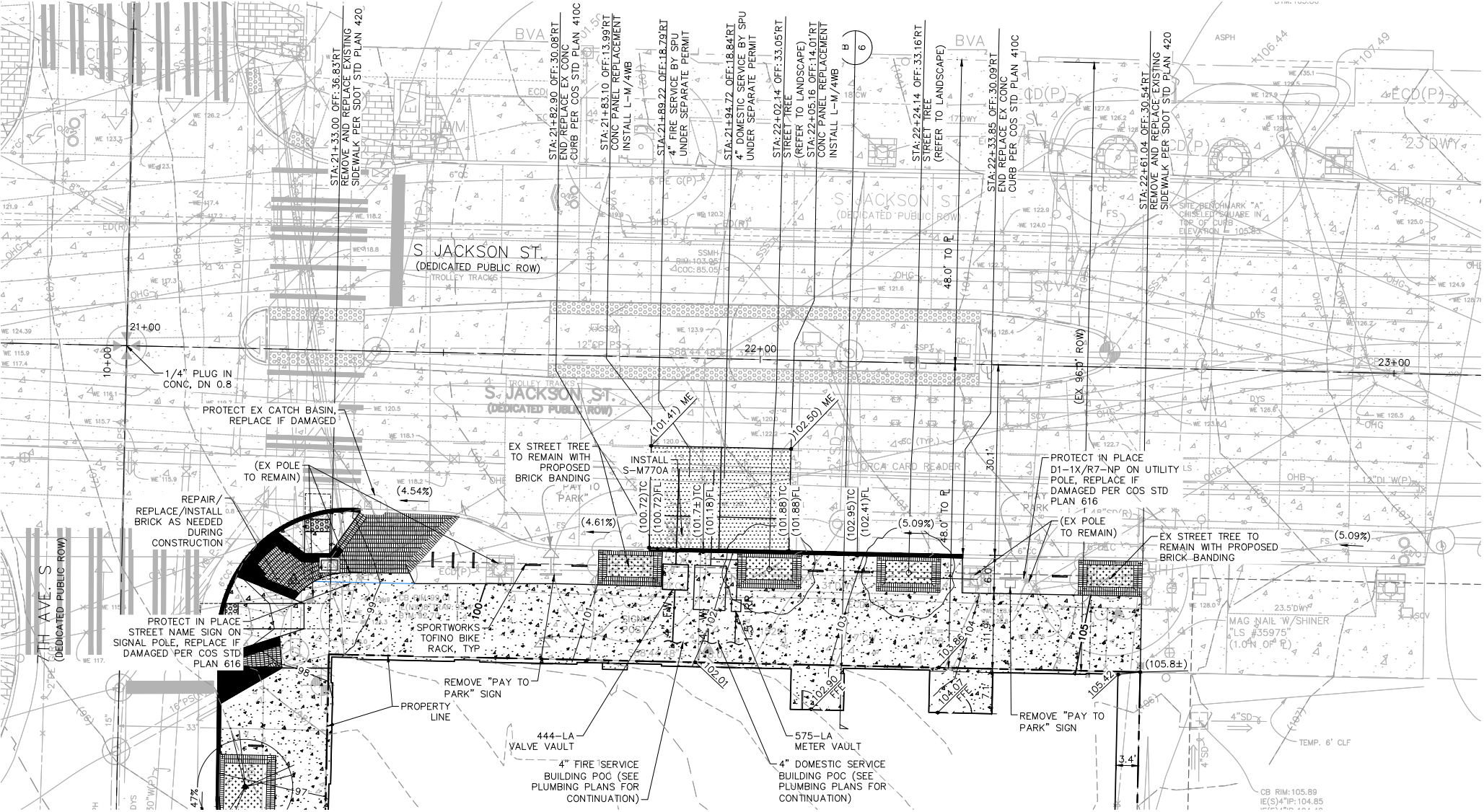
7.

8.

9.

10.

11.



Call before you Dig
Avoid cutting underground
utility lines. It's costly.

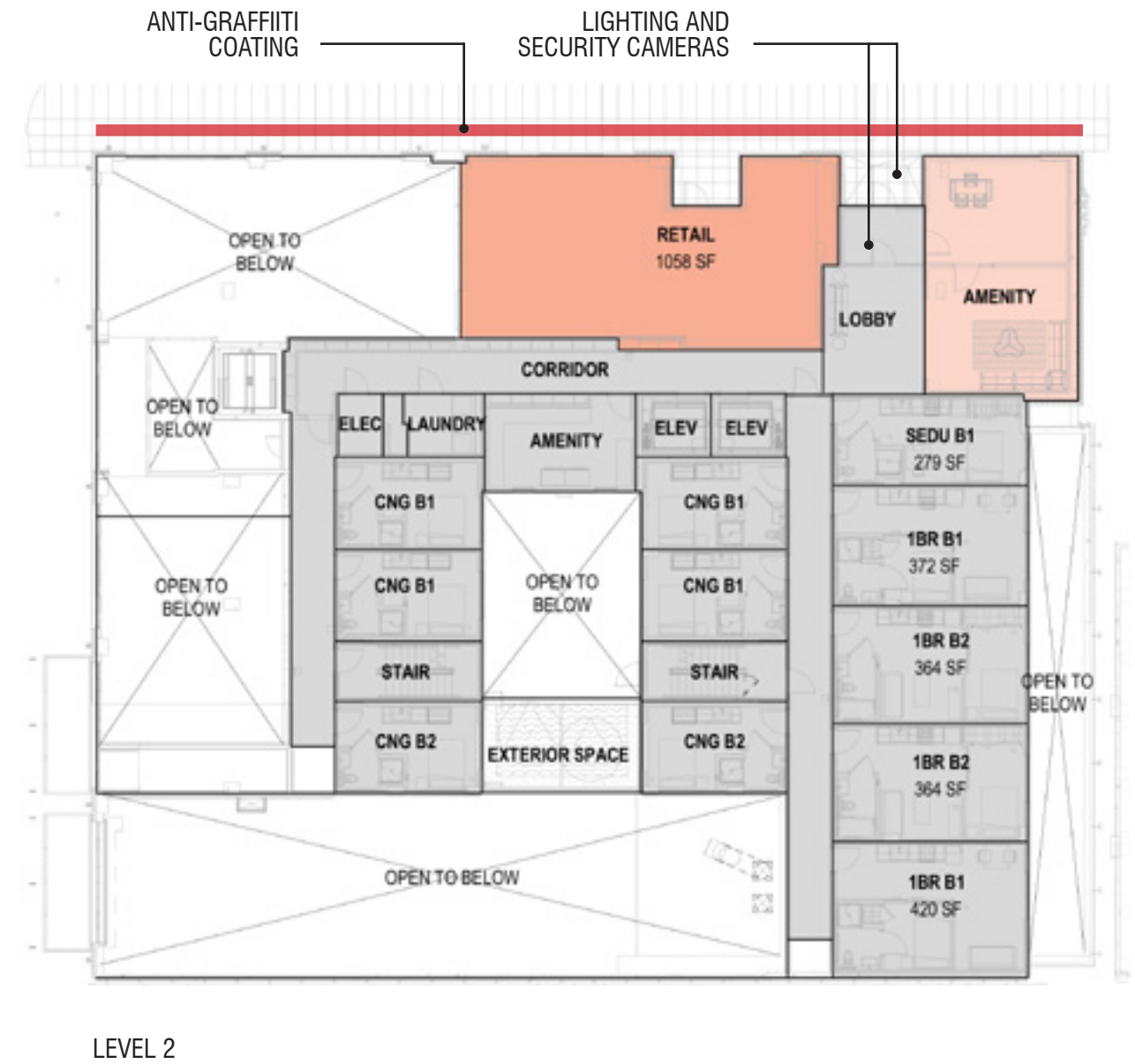
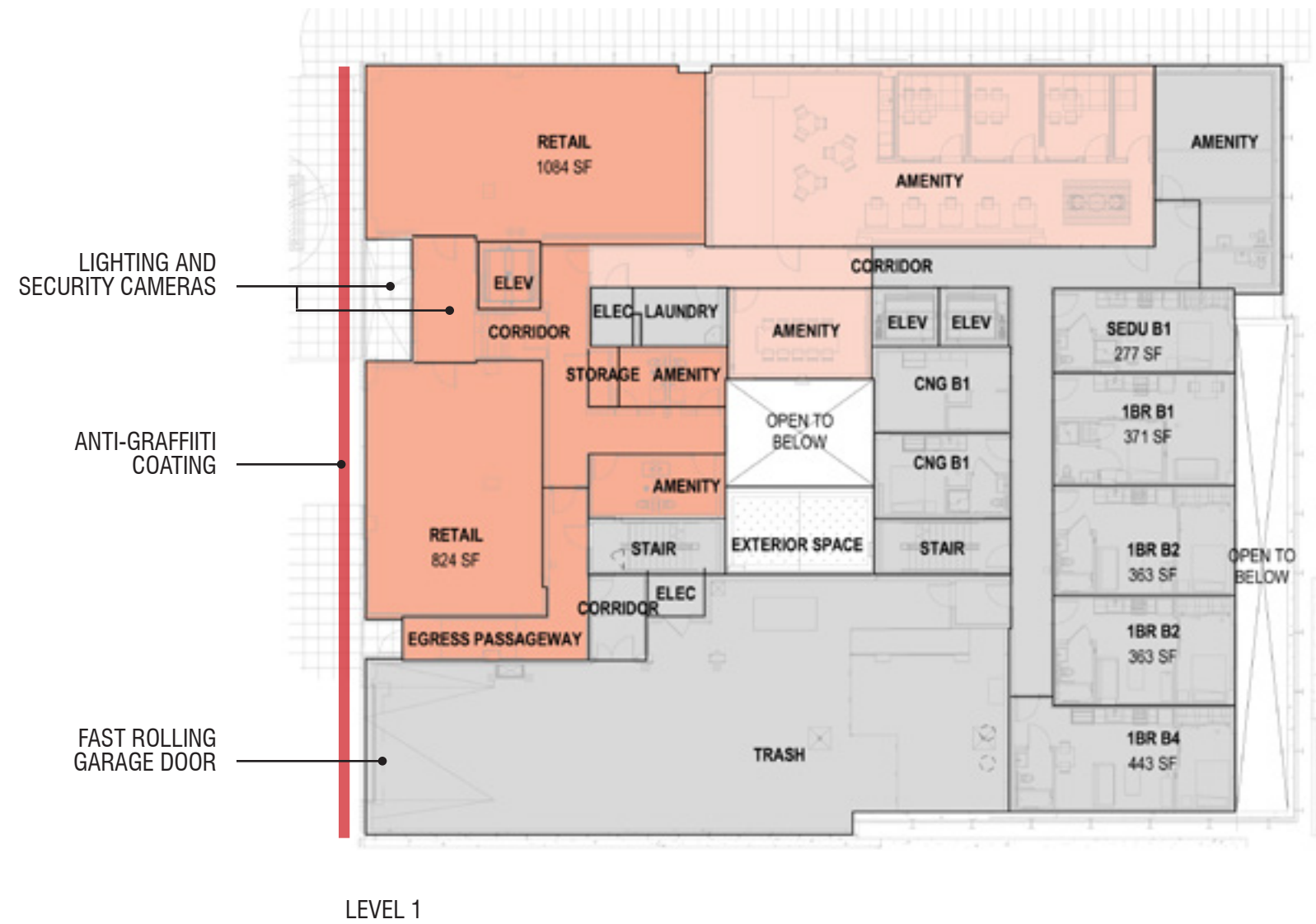
811
ON
1-800-424-5555
WASHINGTON STATE UTILITY LOCATOR

ARCHITECTURAL DEVELOPMENT

FLOOR PLANS

PLAN LEGEND

- OPEN TO THE PUBLIC OR EVENTS
 NORMALLY OPEN TO THE PUBLIC
 RESIDENTIAL
 ANTI-GRAFFITI COATING





VIEW OF COMMERCIAL SPACES ON JACKSON

ARCHITECTURAL DEVELOPMENT
NIGHT TIME CHARACTER



ARCHITECTURAL DEVELOPMENT

EXTERIOR LIGHTING



UP/DOWN WALL WASHER AT PILASTERS



TYPICAL DOWNLIGHT

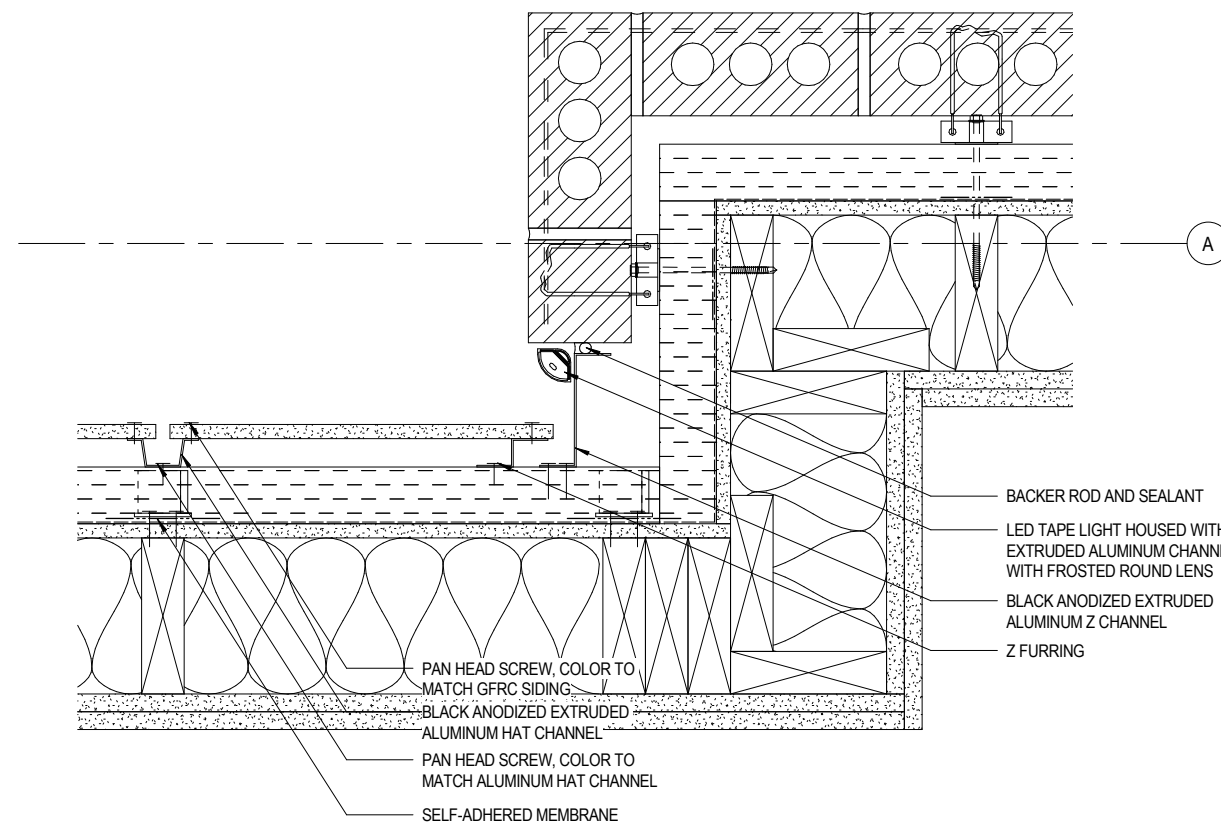


KING BROADMORE STREET LIGHT

TAKEAWAYS FROM C-ID LIGHTING STUDY

The following is based on review of the Neighborhood Lighting Study and Lighting Best Practices prepared by SCIDpda and Sparklab dated June 26, 2018.

- Lighted awnings or canopies provide useful pedestrian illumination and street-level character.
- Lighted signage throughout the neighborhood contributes to both urban vibrancy and ambient illumination.
- Lighting that exists in multiple vertical layers creates a complex, urban lighting experience that enhances the perception of brightness by illuminating surfaces from the ground to building tops.
- Consistent color temperature of white light throughout the entire neighborhood enhances feeling of unity.
- Accurate color rendering enhances perception of people and objects, especially at a distance.
- Fixtures should often be small, unobtrusive and blend in with the facade as to not distract from the lighting effect it is creating.



LIGHTING DETAIL AT SLOT BETWEEN BUILDING VOLUMES

**DESIGN UPDATES
HISTORIC PROGRAMMING
& SIGNAGE**

DESIGN UPDATES
BUILDING EXTERIOR CHARACTER



VIEW OF NORTHWEST CORNER

DESIGN UPDATES
BUILDING EXTERIOR CHARACTER



REPUBLIC HOTEL



BING KUNG ASSOCIATION APARTMENTS



UNCLE BOB'S PLACE (DESERT WHITE BY MUTUAL MATERIALS)



MILWAUKEE HOTEL



REPUBLIC HOTEL / BING KUNG ASSOCIATION APARTMENTS



MILWAUKEE HOTEL



BING KUNG ASSOCIATION APARTMENTS



HIP SING ASSOCIATION BUILDING

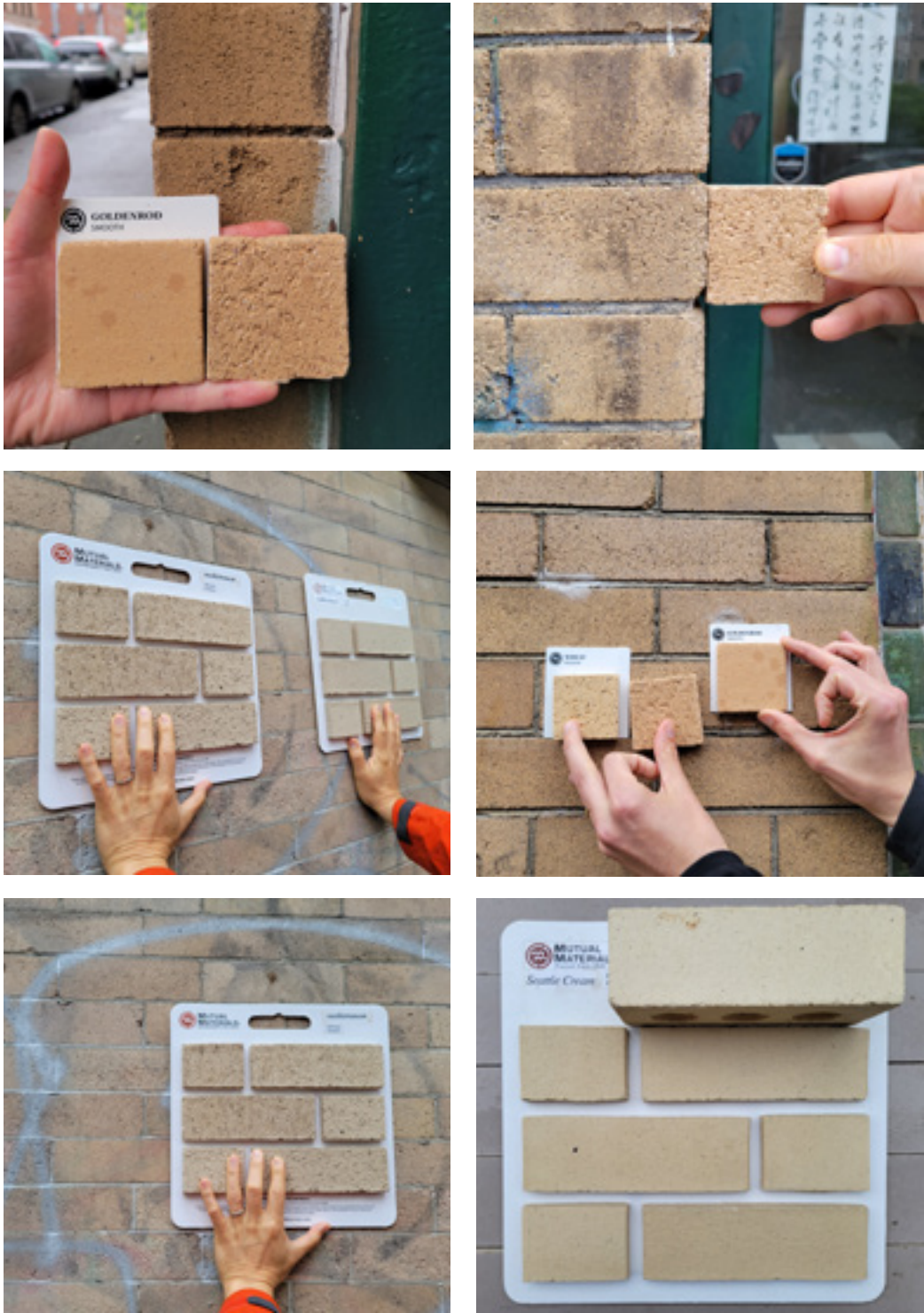
DESIGN UPDATES

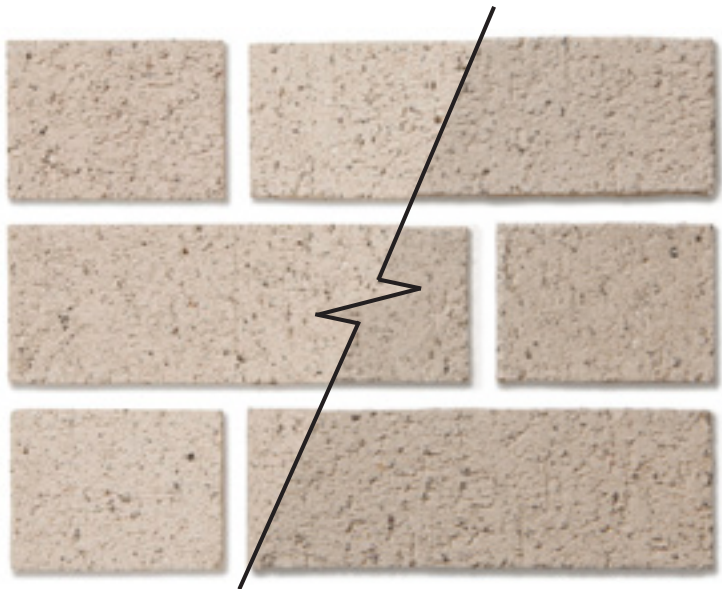
BRICK STUDY

The design team has carefully considered a wide variety of brick colors and finishes in order to select materials that will mesh well with nearby contributing structures. Many of the buildings in the vicinity are clad with light color (rather than red or brown) brick, and there is noticeable color variation within this color range, from the more orangey, saturated tans of the Republic Hotel, Bing Kung Association Apartments and Atlas Hotel to the more creamy, sandy beiges of the Milwaukee Hotel and the Hip Sing Association Building. Also a factor that was considered as part of the color selection process is the effect of soot build-up caused by pollution from Interstate 5.

There is also a lot more color variation in historic brick masonry than is found in modern brick where production methods result in a more uniform product. The design team intends to achieve subtle color variation by specifying a blend of two brick colors for the base brick rather than simply selecting a single color.

The texture of the brick can also add some subtle shadow and color variation, and the project proposes using a “mission” or “grain” finish rather than a smooth finish. This will help to achieve additional color variation and it more closely match the existing buildings throughout the district.





BASE COLOR
50/50 BLEND OF

- MEDITERRANEAN, MISSION FINISH BY MUTUAL MATERIALS
- MODIFIED GRANITE, MISSION FINISH BY MUTUAL MATERIALS



ACCENT COLOR

- DARK GRAY, GRAIN FINISH BY SUMMIT BRICK COMPANY



RUNNING BOND
BASE COLOR



FLEMISH BOND
BASE COLOR & ACCENT COLOR

MOCKUP PHOTOS

IMAGES ABOVE ARE FROM MANUFACTURERS' WEBSITES

HISTORIC PROGRAMMING

COLLABORATION WITH WING LUKE MUSEUM



COLLABORATION WITH WING LUKE MUSEUM

O.Z. Navigator has entered into an agreement with Wing Luke Museum to inform O.Z. Navigator about the history of the site, notable artifacts, and other details of contextual importance to the C-ID in order to assist in a project design and development which honors and highlights the history of the site. The museum will recommend ways that the site history and relevant stories can inform and educate neighborhood visitors, residents, and other stakeholders and honor the unique history, culture, and people of the C-ID.

In addition, the Wing Luke Museum will identify historic artifacts, important cultural elements, and community stories from the site; gather and preserve stories and photos from the site; recommend ways in which the project design and development can showcase artifacts and tell site stories, context, and history; and determine how the history of the site can be included in the current Wing Luke Museum tours or other tours of the C-ID.

PRELIMINARY DESIGN IDEAS

Through our work with the Wing Luke Museum, we have come up with the following design ideas to honor and highlight the site's history. We plan to incorporate these ideas into the residential and retail lobbies and the downstairs meeting room.

The 701 Jackson project replaces an old service station that was a vital part of the history and significance of the automobile within the International District. The service station, which thrived in the 1930s-60s, provided a nexus point for the different Asian ethnic groups that called the ID home to come together around the commonality of automobile ownership. Owning an automobile during this time period was a sign of status and one's ability to come to America and prosper. To honor this, we will be incorporating the theme of the automobile in the 1930s-60s into the project's lobbies and downstairs meeting room through art, artifacts, and memorabilia.

The other key aspect of the project's history that we will be honoring is the Mar family and Barry Mar, the original owners of the 701 Jackson property. The Mar family has owned the property for over a century and has been very influential in the ID's history. We plan to honor them through photographs and other memorabilia that we will continue to decide upon in conjunction with the Wing Luke Museum.

WING LUKE COLLABORATION

EXCERPT FROM THE WING LUKE MUSEUM REPORT:

“Potential primary source materials to draw on for the tours (and potentially for future display (see below)) may include:

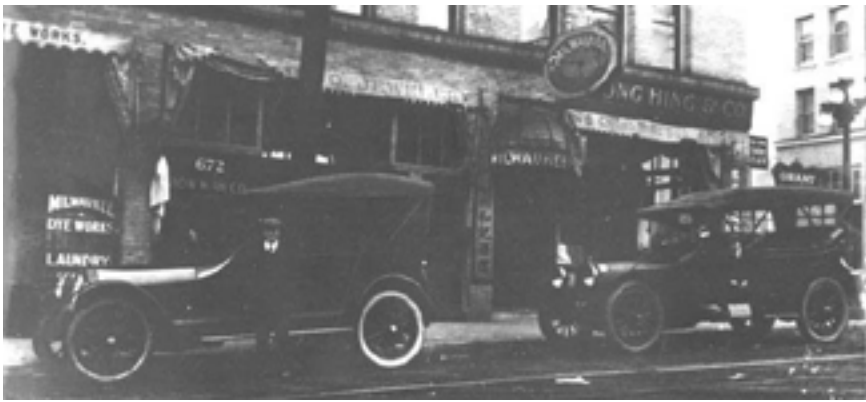
“Photographs

“Service Stations and Garages:

- Site location at 701-711 S. Jackson Street, 1937, 1957
- China Garage at 407 7th Avenue S., 1937
- Depot Garage at 404-416 5th Avenue S.
- Auto body shop started by Seutsay Sasouvanh, a Laotian immigrant who arrived in 1980

“People & Cars:

- Convertible top “touring” sedans in front of the Milwaukee Hotel on King Street
- Murakami Family at Volunteer Park, 1927, featured in the book “Meet Me at Higo: An Enduring Story of a Japanese American Family” by Ken Mochizuki, published by Wing Luke Museum
- Young men in front of car, 1935
- Bruce Lee in front of his car on 7th Avenue in the C-ID, 1959-1964 – also a classic image of an individual dressed up in front of a car to send back to family overseas 21”



WING LUKE COLLABORATION



WING LUKE
MUSEUM

EXCERPT FROM THE WING LUKE MUSEUM REPORT:

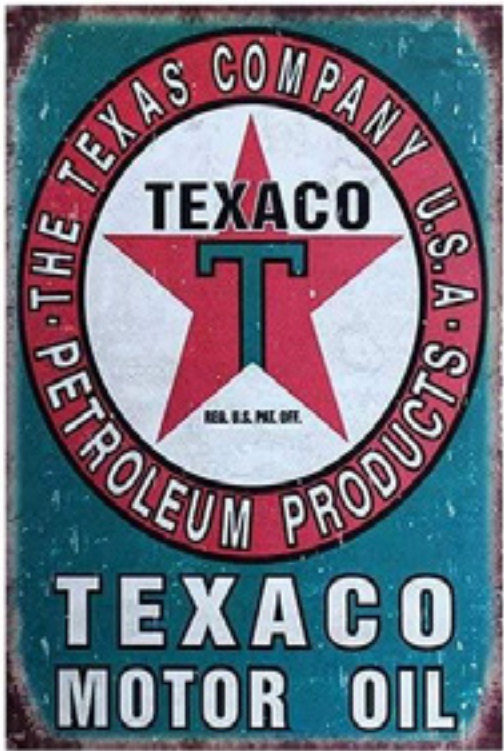
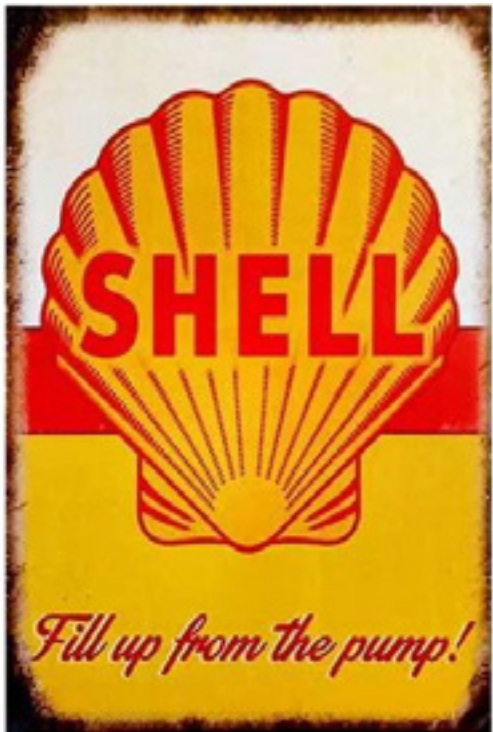
“We also recommend drawing on objects, such as vintage toy cars and signs, from the Sun May Company, the oldest gift shop in the C-ID, located along Canton Alley. These objects, whether directly of the time or harkening back to the time, have the power of evoking the various historic periods in a tangible, immediate, memorable way, while also connecting to another long-standing C-ID business.”

WING LUKE COLLABORATION

EXCERPT FROM THE WING LUKE MUSEUM REPORT:

“We envision a combination of historic materials, including maps, photographs and oral histories, along with artifacts and art installations. Maps can show past and current service station and garage locations in the C-ID, as well as nearby businesses across the intersections between Chinatown, Japantown and Little Saigon, especially highlighting places that still exist in the neighborhood. Photographs can show the historic service stations and garages, as well as people and their cars. Oral history excerpts with key quotes layer in the personal stories of the people with a sense of immediacy and closeness.”

“Artifacts should be secured in cases but also should be those that could be afforded to loss. Cases can include both artifacts and reproductions of archival materials. The cases should maintain ADA accessibility. We recommend sourcing artifacts from Sun May Company – both since they will carry a strong look and feel from the times and also because they further a connection with another C-ID business. Artifacts, beyond vintage toy cars and signs, can speak to the neighborhood from the 1930s and up.”



WING LUKE
MUSEUM



EXCERPT FROM THE WING LUKE MUSEUM REPORT:

“[The 7th Avenue entry] would be a great location to share more about the Mar Family, their values, contributions and legacy, potentially through a large mural. We appreciate how this area of the building connects into the core of Chinatown along King Street with natural flow to King Street and the Atlas Hotel. It also is directly across from the historic location of the China Garage. The mural has the potential to capture Barry Mar’s rich and varied life and interests, including the C-ID, sports, community life, martial arts, visual art, music and more.”

“The Initial Collage also includes a few photographs related to the Mar Family, across generations, whether Ruth Mar’s father Harry Lehm Dott, Ruth Mar with the Cathay Matrons Club, or Barry Mar.”



SIGNAGE
APARTMENT SIGN



VIEW FROM JACKSON APARTMENT ENTRANCE



SIGNAGE
RESTAURANT SIGN





ARCHITECTURAL DEVELOPMENT VIEWS OF PROJECT IN CONTEXT



VIEW FROM JACKSON BELOW I-5 OVERPASS LOOKING WEST

* Nearby buildings are rendered conceptually and may not be depicted with complete accuracy