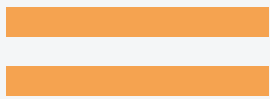


JACKSON HUB

RECONNECTING NEIGHBORHOODS.



JACKSON HUB

A ALLIANCE FOR
PIONEER SQUARE



MAKING JACKSON HUB A PLACE TO BE.



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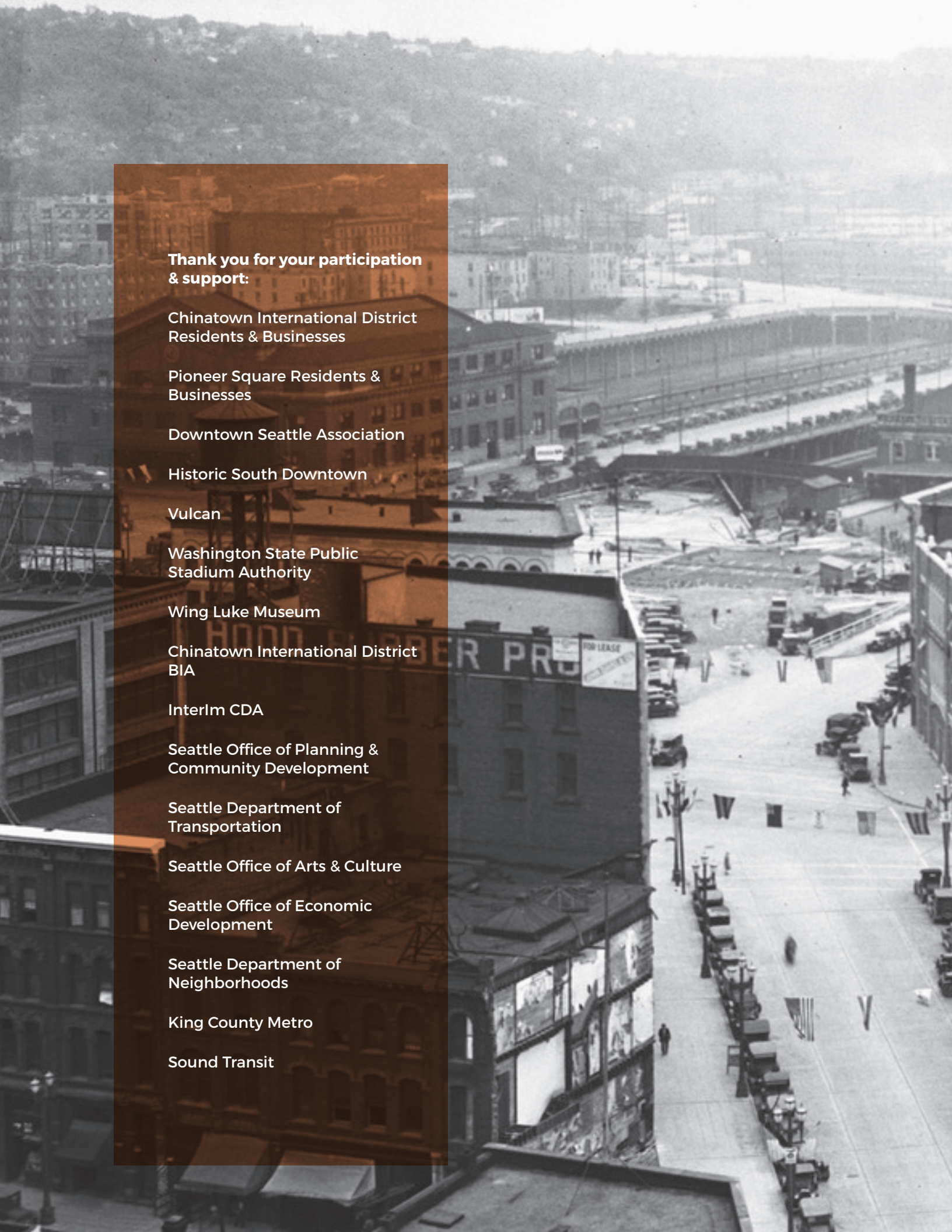
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**Thank you for your participation
& support:**

Chinatown International District
Residents & Businesses

Pioneer Square Residents &
Businesses

Downtown Seattle Association

Historic South Downtown

Vulcan

Washington State Public
Stadium Authority

Wing Luke Museum

Chinatown International District
BIA

InterIm CDA

Seattle Office of Planning &
Community Development

Seattle Department of
Transportation

Seattle Office of Arts & Culture

Seattle Office of Economic
Development

Seattle Department of
Neighborhoods

King County Metro

Sound Transit

MAKING JACKSON HUB A PLACE TO BE.

1. OVERVIEW

Seattle's iconic transportation landmarks, Union Station (1910) and King Street Station (1906) define a still-active transportation hub at the south end of downtown Seattle. Rather than welcome locals and visitors traveling through this area, people are greeted by a sea of intersecting streets, rushing cars, poor lighting, and a general lack of wayfinding and pedestrian amenities. This busy intersection separates the historic Pioneer Square and *Chinatown International District neighborhoods from each other and nearby destinations, including the Stadium District.

Early planning efforts are underway for the expansion of light rail. By 2035, an additional station will become part of this hub, bringing more people and more trains and buses to the Jackson Hub area, already a hub to buses, streetcars, three different rail lines, and many pedestrians, cars, and bicycles. Our community members want to prioritize pedestrian improvements now and in the near future, creating a better foundation for the expansion of Jackson Hub's importance as a transit hub for Seattle.

To reclaim this area, the Alliance for Pioneer Square and Seattle Chinatown International District Preservation and Development Authority (SCIDpda) reached out to Historic South Downtown to create a robust community-based planning and outreach project to

envision a Jackson Hub that would welcome neighbors and visitors to Seattle. We incorporated comments from Sound Transit, King Country Metro, Seattle Department of Transportation, Seattle Office of Planning & Community Development, Historic Review Boards, Seattle Office of Arts & Culture to the greatest extent possible. Throughout the year, our planning team and volunteers held a series of public events in Jackson Hub, including feedback events in the plaza in front of Union Station. Many commuters and neighbors stopped to give us feedback on their experience in the space and ideas for the future. This community feedback provides the foundation for this planning and design effort.

The Jackson Hub concept design focuses on improvements that can be made to this important public space within the next five years. The report also looks forward to several visionary ideas the community embraced, to plant the seeds for future planning efforts. The people of Pioneer Square and the Chinatown International District will work together with our city, county, and regional transit agencies to share our vision of Jackson Hub as a welcoming destination, creating an entry to Seattle that we can all enjoy.

**Alliance for Pioneer Square
Seattle Chinatown International
District Preservation and Development
Authority
Historic South Downtown**

***Note on spelling:**
The spelling Chinatown International District is used throughout this document. Alternative spelling with a hyphen (Chinatown-International District) is also common. The exception to this spelling is for the International District/Chinatown Light Rail Station which is named with a forward slash (/).



Photo: Seattle Municipal Archives.

1.0 JACKSON HUB PROJECT OVERVIEW

INTRODUCTION: JACKSON HUB

The Pioneer Square and Chinatown International District neighborhoods come together at the intersection of S. Jackson Street between 3rd and 5th Avenue. This area also serves as the busiest and most vital transportation hub in the city. The adjacent open spaces and pedestrian connections in this busy corridor cut off both communities from each other, and other major destinations (waterfront, stadium district and downtown). To better connect these neighborhoods, the communities are reclaiming this area through a holistic approach to public space and pedestrian improvements.

In 2017, the Alliance for Pioneer Square and the Seattle Chinatown International District Preservation and Development Authority (SCIDpda) received funding from the Historic South Downtown Community Preservation & Development Authority (HSD) to address these ongoing issues and to mitigate impacts from imminent large-scale transportation and construction projects impacting Jackson Hub.

The work documented here is an extension of the ongoing efforts outlined in the [South Jackson Street Connections report](#), [Pioneer Square Street Concept Plans](#), [Pioneer Square Parks and Gateways Concept Plan](#) as well as in other previous planning and policy efforts in the neighborhoods.

PROJECT LEADERSHIP

Launched in 2010, the [Alliance for Pioneer Square](#) is devoted to the betterment of Pioneer Square through advocacy, programming, marketing, and community action (<http://allianceforpioneersquare.org/>).

The [Seattle Chinatown International District Preservation and Development Authority](#) is a community development organization formed by the community in 1975 whose mission is to preserve, promote, and develop the Seattle Chinatown International District (CID) as a vibrant community and unique ethnic neighborhood. (<https://scidpda.org>)

[The Historic South Downtown Community Preservation & Development Authority](#) (“HSD”) is a state agency responsible for preserving, restoring, and promoting the health, safety, and cultural identity of Seattle’s Pioneer Square and Chinatown-International District neighborhoods.

JACKSON HUB



WHERE IS JACKSON HUB?

Over the past few years, the City of Seattle has been actively re-imagining its future. Rapid growth and major infrastructure improvements now present a tremendous opportunity to turn visions into reality and create a vibrant public realm that will welcome visitors and residents into the very heart of the city.

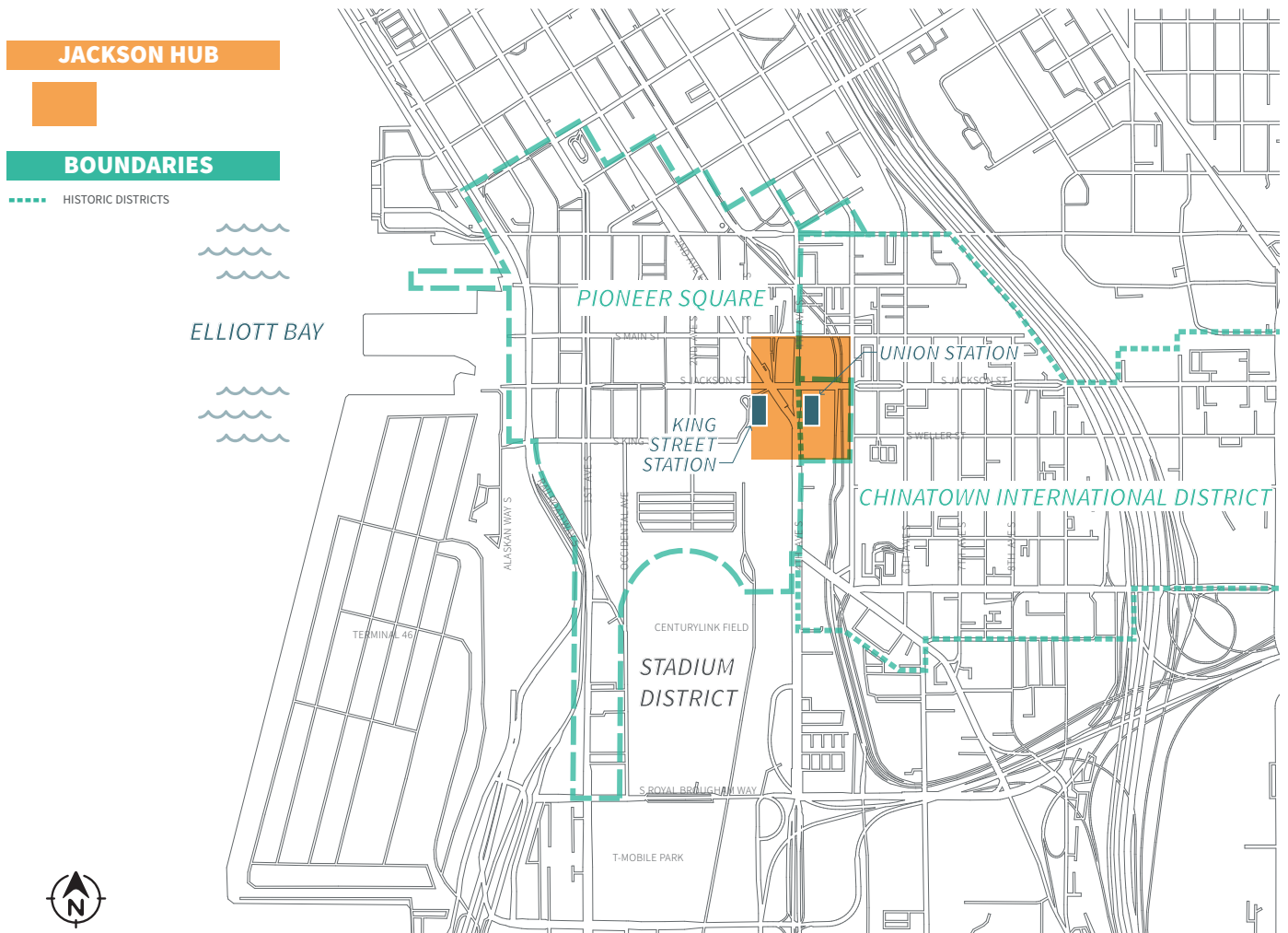
Jackson Hub is located at the edges of the Pioneer Square and Chintatown International District neighborhoods. Bordered roughly by 5th Avenue South

on the east, and the BNSF Railway on the west, it extends from Weller Street at the south up to S. Main Street at the north. The concept design developed and documented here does not cover the entire area, but has been developed in coordination with efforts by the local transportation agencies and the Pioneer Square Parks and Gateways design efforts.

The recommendations contained here focus on a study area around Union Station at the center of

Jackson Hub. Concurrent work around King Street Station Plaza is underway through the Pioneer Square Parks and Gateways project, with coordination and cooperation to ensure a cohesive experience for pedestrians.

WHERE IS JACKSON HUB?



JACKSON HUB PUBLIC REALM



1.1 DESIGN OBJECTIVES

INTRODUCTION: DESIGN OBJECTIVES

The core project objectives were identified based on previous planning efforts early on. These were then vetted through public outreach efforts and used as a guide throughout the design process.



1
**SAFE &
COMFORTABLE**

2
ENGAGING

3
CONNECTED

4
EMBEDDED

5
ICONIC

OBJECTIVE 1: SAFE & COMFORTABLE

Jackson Hub should be safe and feel safe for residents, visitors, women, children, people with disabilities, and any other users of the space.

OBJECTIVE 2: ENGAGING

The buildings, streets, sidewalks, and other connections around Jackson Hub should be designed to sustain the interest of pedestrians in order to have a more pleasant experience.

OBJECTIVE 3: CONNECTED

Jackson Hub should clearly connect the many transit systems, routes, and adjacent neighborhoods.

OBJECTIVE 4: EMBEDDED

Jackson Hub should be recognized as a place and destination in its own right, with stewardship, and public spaces that reflect community culture.

OBJECTIVE 5: ICONIC

Jackson Hub should be memorable and stand out as an iconic entry into downtown Seattle.

HISTORICAL CONTEXT

“From the waterfront to Pioneer Square, through Japantown, Chinatown and Little Saigon, past Rainier Avenue and into the Central Area, a walk along Jackson Street carries you through progressive periods in Seattle’s history and immerses you in many cultures. Its stories reach back to time immemorial. Ancestors of the Duwamish, Muckleshoot and Suquamish established their winter village here, a strong base with ample access to the expansive shoreline and tide flats. Newcomers brought their labor, ingenuity and entrepreneurship to build streets, construct buildings, and open restaurants, stores and hotels. They came in overlapping waves.

European immigrants came out to join the Alaskan Gold Rush or harvest and process troves of lumber in Puget Sound forests. Chinese immigrants were recruited as laborers, and some rose up as independent businessmen to service the many needs of a growing Seattle. Japanese immigrants brought families and built homes and businesses of their own. African Americans followed the trains to Seattle, the major railroad terminus for the region. Filipino nationals eventually followed, coming from the fields of California and Eastern Washington on their way to Alaska for the salmon canning season. Beginning in the 1970’s, Vietnamese and other Southeast Asian refugees began to breathe new life into declining business areas and established new community strongholds.

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

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

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

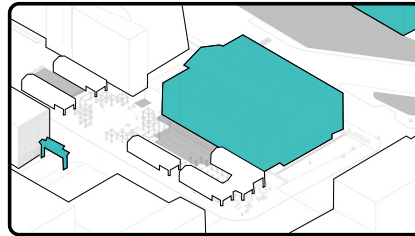
-- *EXCERPT FROM S. Jackson Street Connections Report 2016*

1.2 CONCEPT DESIGN SNAPSHOT

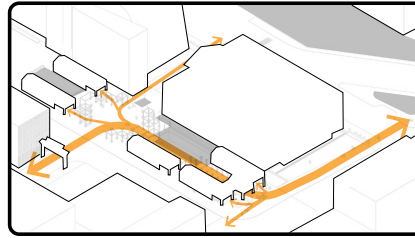
CONCEPT DESIGN IN A SNAPSHOT

This portion is a quick illustrated plan view of the final Jackson Hub Concept Plan. For a more detailed look at the Jackson Hub Concept Plan, jump to Chapter 3.

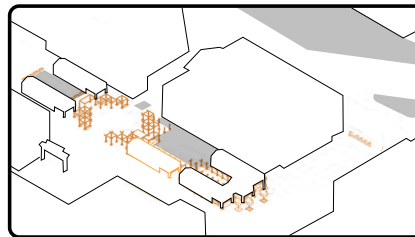
DESIGN APPROACH



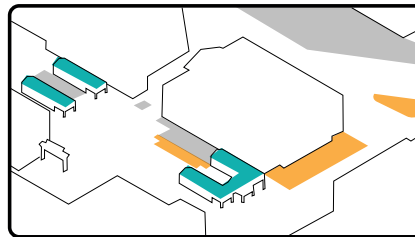
PRIORITIZE NEIGHBORHOOD ICONS



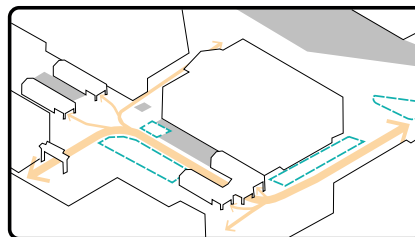
IDENTIFY KEY PEDESTRIAN PATHS



ELIMINATE CLUTTER

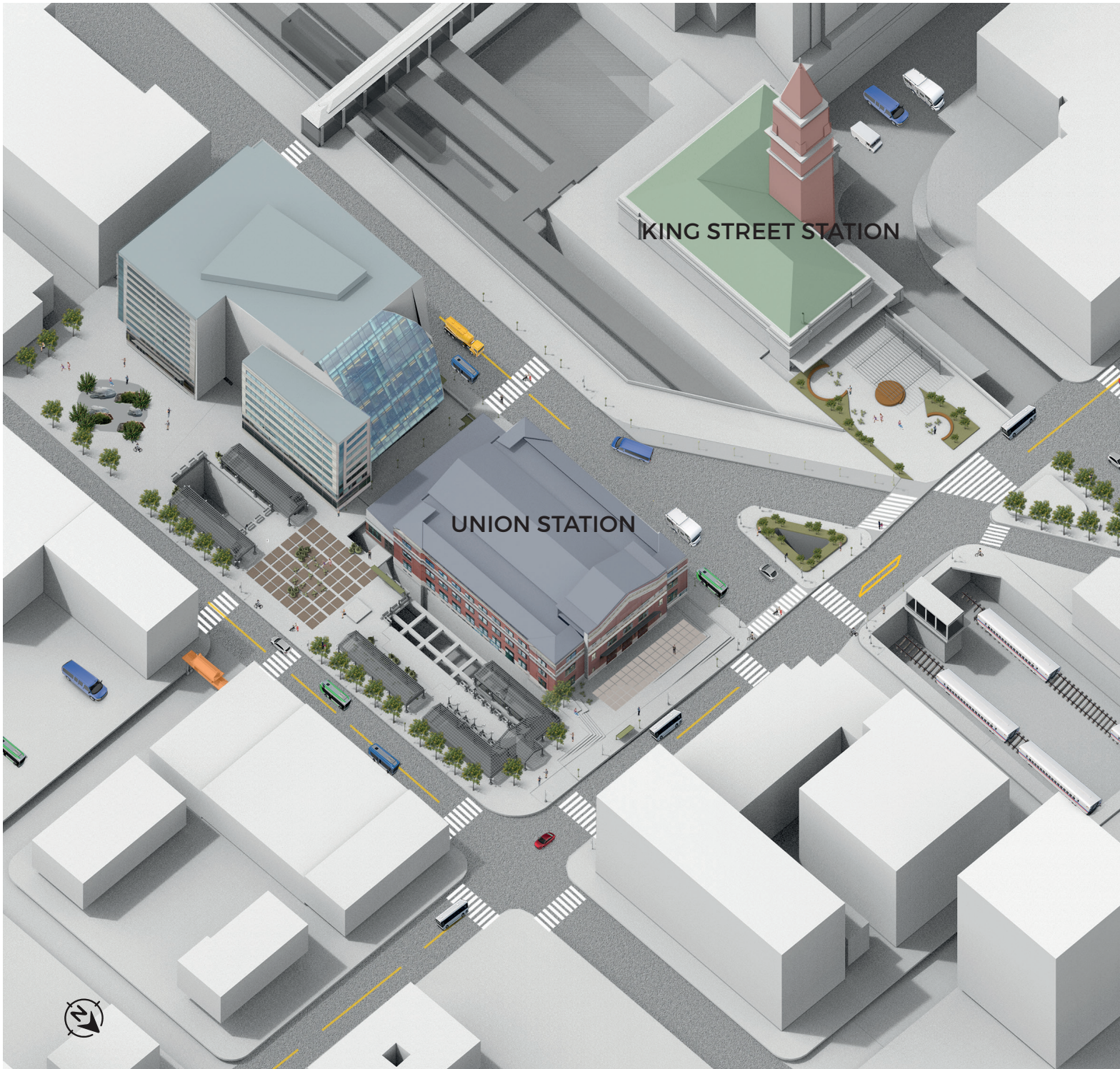


UPDATE ROOF STRUCTURES & EXPAND PINCH POINTS



GROUP AMENITIES OUTSIDE WALKWAYS

BIRD'S EYE



1.3 PUBLIC PROCESS

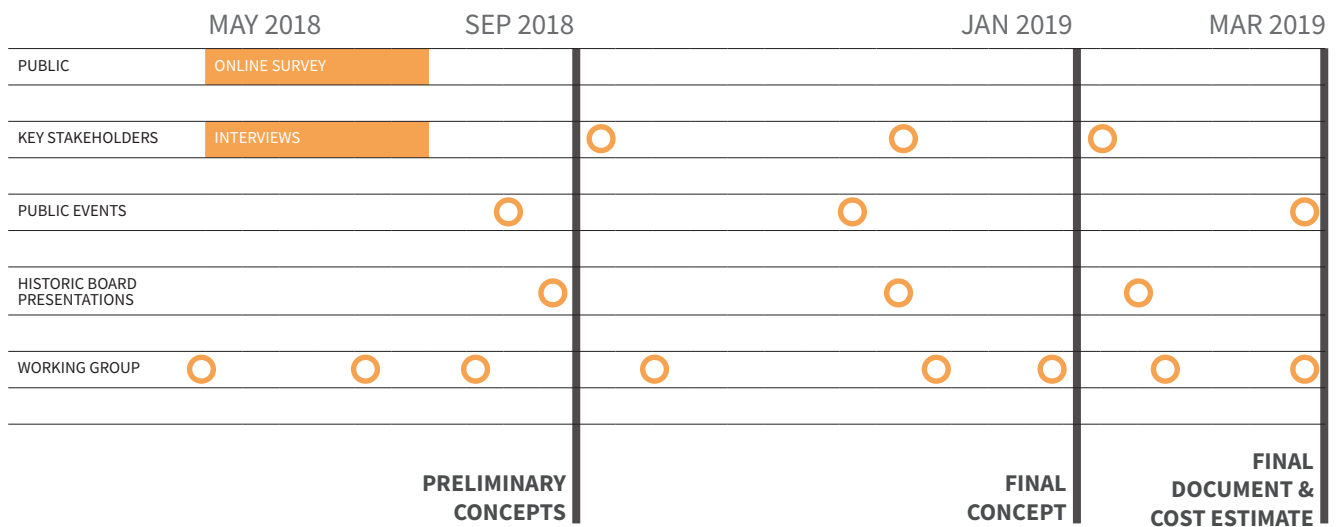
INTRODUCTION: ALIGNMENT WITH EXISTING PLANNING AND PROJECTS

The outreach process began with a review of relevant documents and plans, with the intent of building on past work and community sentiment and coordinating with current efforts previously outlined. Additionally, a Jackson Hub Working Group met at regular intervals for the duration of the project to provide feedback and guidance. The Working Group was comprised of local businesses, community members, and representatives from the key transportation agencies.

A series of meetings and presentations were given to keep key stakeholders informed of project direction and to provide additional opportunities for feedback.

Broader public input was captured through a range of methods that included targeted methodologies for non-English speaking populations that live and work in these communities. Online surveys, public events with non-narrative forms for guiding design direction, and walking audits were all advertised in Chinese and English, and all events were supported with interpreters and translated written materials.

PROJECT SCHEDULE



KEY MEETINGS

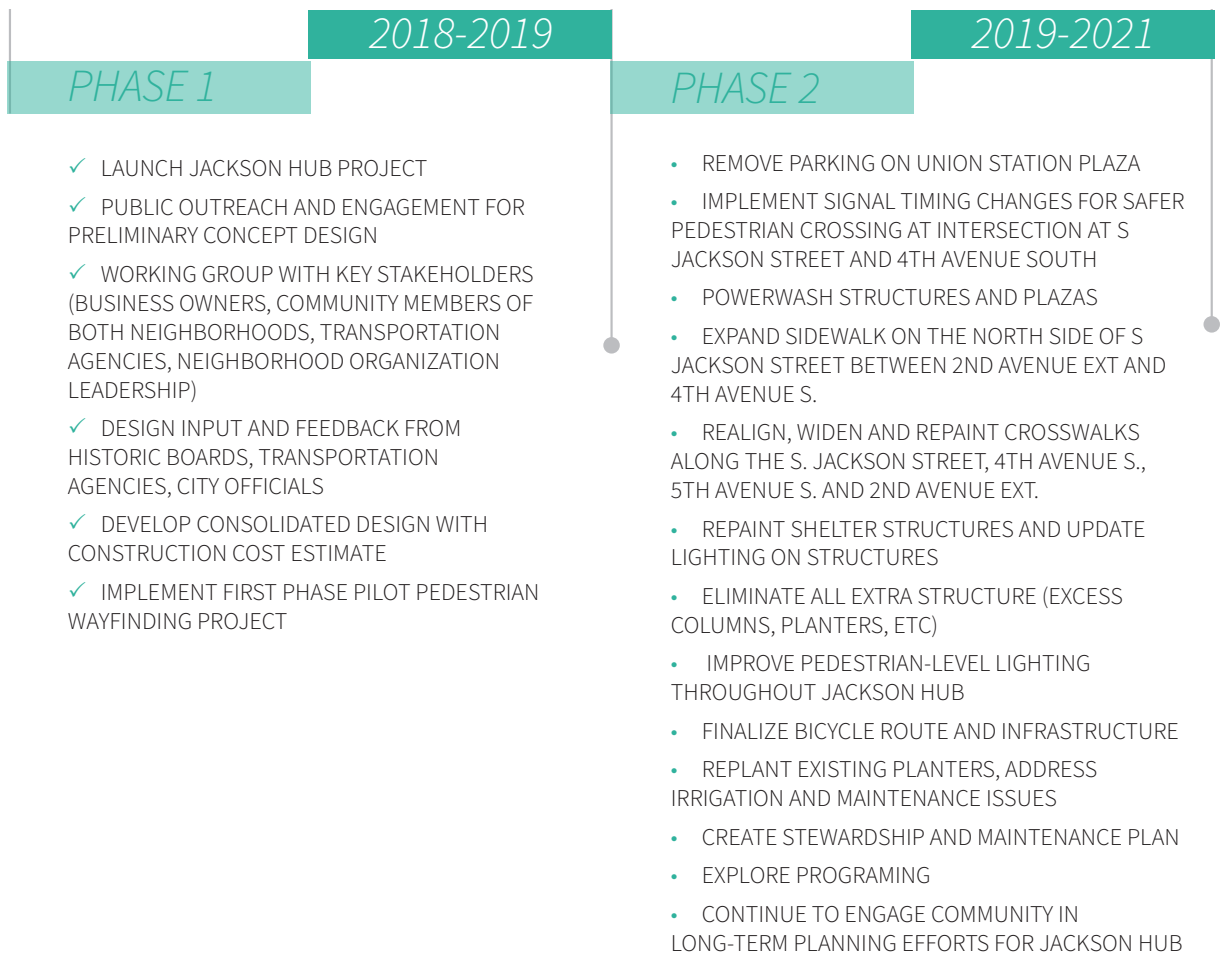
- 01.19.18: AGENCY MEETING**
ALLIANCE, SCIDPDA, SDOT, OPCD, ST, KCM,
HSD, FRAMEWORK, CID-BIA
OUTREACH, NEXT STEPS, CONCERNS
- 01.25.18: DEPT. OF NEIGHBORHOODS**
ALLIANCE, DON
OUTREACH COORDINATION
- 02.28.18: CID PLANNING OPEN HOUSE**
PUBLIC
INTRODUCTION TO PROJECT
- 03.30.18: SOUND TRANSIT**
ALLIANCE, FRAMEWORK,
SOUND TRANSIT OPERATIONS AND CONCERNS
- 03.30.18: OPCD MEETING**
ALLIANCE, OPCD
PROJECT COORDINATION
- 04.02.18: WORKING GROUP**
INTRODUCTION TO PROJECT
- 05.07.18: ONLINE SURVEY OPENS**
AVAILABLE IN BOTH SIMPLIFIED CHINESE AND ENGLISH
- 05.09.18: OUTREACH COORDINATION**
ALLIANCE, OPCD
OUTREACH COORDINATION
- 05.09.18: SEATTLE PEDESTRIAN ADVISORY BOARD**
ALLIANCE, SPAB
INTRODUCTION TO PROJECT
- 05.11.18: KC METRO**
ALLIANCE, FRAMEWORK, KCM
KING COUNTY OPERATIONS CONCERNS
- 05.16.18: PRESENTATION**
PIONEER SQUARE RESIDENT'S COUNCIL
INTRODUCTION TO PROJECT
- 05.14.18-06.29.18: 11 WALKING AUDITS**
ALLIANCE, PUBLIC
- 06.06.18: WORKING GROUP**
OUTREACH METHODS & EFFORTS
- 06.07.18: SDOT OPERATIONS**
ALLIANCE, FRAMEWORK, SDOT
- 06.21.18: PUBLIC EVENT 1**
THE PUBLIC OUTREACH
~175 TO 200 ENGAGEMENTS
- 06.28.18: MEETING**
ALLIANCE, SCIDPDA, DON
PROJECT COORDINATION
- 06.28.18: ONLINE SURVEY CLOSES**
230 RESPONSES
- 07.02.18: NEW MOBILITY**
ALLIANCE, FRAMEWORK, SDOT,
DISCUSSION OF NEW MOBILITY
- 07.24.18: INTERNATIONAL SPECIAL REVIEW DISTRICT BOARD**
ALLIANCE, SCIDPDA, FRAMEWORK, ISRD
INTRODUCTION TO PROJECT
- 08.01.18: PIONEER SQUARE PRESERVATION BOARD BRIEFING**
ALLIANCE, SCIDPDA, FRAMEWORK, PSPB
INTRODUCTION TO PROJECT
- 08.16.18: WORKING GROUP**
PRELIMINARY CONCEPTS
- 08.22.18: AGENCY BRIEFING**
PRELIMINARY CONCEPTS
- 09.19.18: PUBLIC EVENT 2**
PRELIMINARY CONCEPTS
- 10.17.18: PIONEER SQUARE PRESERVATION BOARD**
PRELIMINARY CONCEPTS
- 10.30.18: WORKING GROUP**
CONCEPT DESIGN
- 10.31.18: IMAGINE GREATER DOWNTOWN**
CONCEPT DESIGN
- 11.13.18: INTERNATIONAL SPECIAL REVIEW DISTRICT BOARD**
CONCEPT DESIGN
- 11.28.18: WORKING GROUP**
KING STREET STATION PLAZA
PARKS & GATEWAYS
PRESENTATION BY WALKER MACY
- 1.9.19: SEATTLE PEDESTRIAN BOARD**
CONCEPT DESIGN
- 1.24.19: PUBLIC EVENT 3**
CONCEPT DESIGN

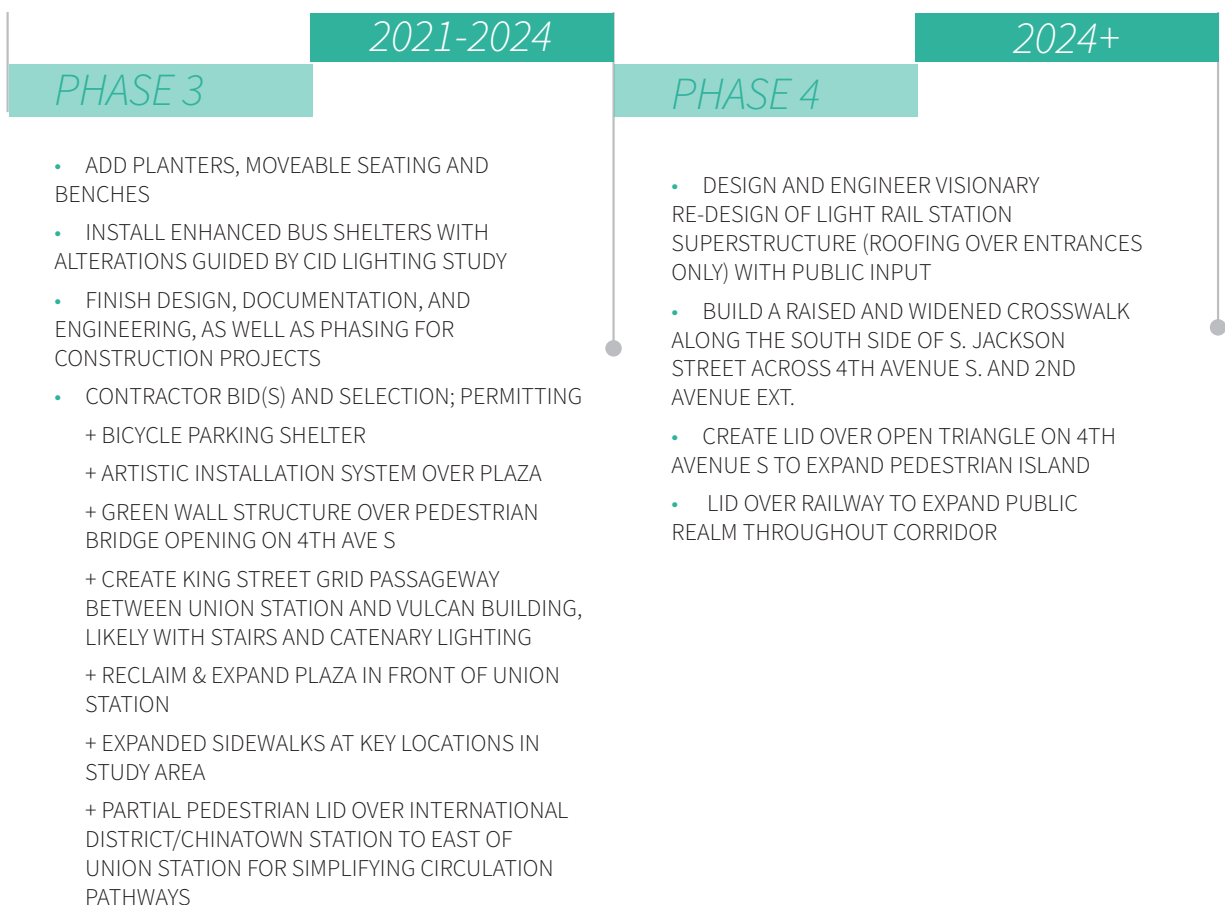
1.4 PHASED IMPLEMENTATION

PHASED IMPLEMENTATION

The Jackson Hub project is broken into phases for implementation that can start immediately, helping to alleviate and mitigate some of the impacts of near-term transportation construction project impacts. The community entities that spearheaded this project will continue to partner and determine next steps moving forward. **Refer to pages 60-67 for details.**

PHASE PLAN







A historical black and white photograph of the Union Pacific Depot, a large, multi-story brick building with many windows. The image is overlaid with a semi-transparent orange rectangle. In the foreground, there are horse-drawn carriages and a wooden fence. Power lines with utility workers are visible in the sky. The text '2. ANALYSIS' is centered in the orange area.

2. ANALYSIS

///
An early exterior of the Union Pacific Depot, looking south across Jackson Street.

2.0 SEATTLE'S BUSIEST GATEWAY & TRANSPORTATION HUB

SEATTLE'S BUSIEST GATEWAY & TRANSPORTATION HUB

Jackson Hub is Seattle's busiest gateway and transportation hub, which includes numerous connections between mass transit options.

Located within Jackson Hub is King Street Station, the First Hill Streetcar, Sounder train lines, and intercity BoltBus service. Many of these connections require crossing S. Jackson Street and 4th Avenue S., which are major arterials that provide waterfront connectivity and serve as a vehicle gateway into the core of Downtown Seattle.

The International District/Chinatown Station is part of the Downtown Seattle Transit Tunnel. The station is located at the tunnel's south end, at 5th Avenue S. and S. Jackson Street and is served by the Central Link, part of Sound Transit's Link light rail system. Adjacent to the International District/Chinatown Station are the Sound Transit headquarters in Union Station.

Trains and buses serve the International District/Chinatown Station twenty hours per day on most days; the headway between light rail trains is six minutes during peak periods. Bus service was moved out of the downtown transit tunnel in March 2019 due to construction at Convention Place station. The tunnel is now served exclusively by light rail trains. In 2023, the station will become the merge point between Central Link and the East Link Extension, which will continue east towards Bellevue and Redmond.




"Q4 2017 Service Delivery Quarterly Performance Report" (PDF). Sound Transit. February 22, 2018. Archived (PDF) from the original on February 23, 2018. Retrieved February 22, 2018.





Lindblom, Mike (May 26, 2009). "International District/Chinatown Station is switching point for many commuters". The Seattle Times. p. B1. Archived from the original on February 2, 2017. Retrieved July 17, 2017.

Lindblom, Mike (December 5, 2015). "Would voters dig another transit tunnel?". The Seattle Times. p. A1. Archived from the original on January 22, 2016. Retrieved July 17, 2017.

"Downtown Seattle Light Rail Tunnel" (PDF). Sound Transit 3. Sound Transit. July 1, 2016. Archived (PDF) from the original on February 26, 2018. Retrieved July 17, 2017.

EXISTING INFRASTRUCTURE

-  **4** EXISTING LINK LIGHT RAIL
-  **2** FIRST HILL STREETCAR
-  **5** SOUNDER TRAIN & AMTRAK

-  **K** KOBE TERRACE PARK
-  **H** HING HAY PARK
-  **O** OCCIDENTAL SQUARE & MALL
-  **C** CITY HALL PARK

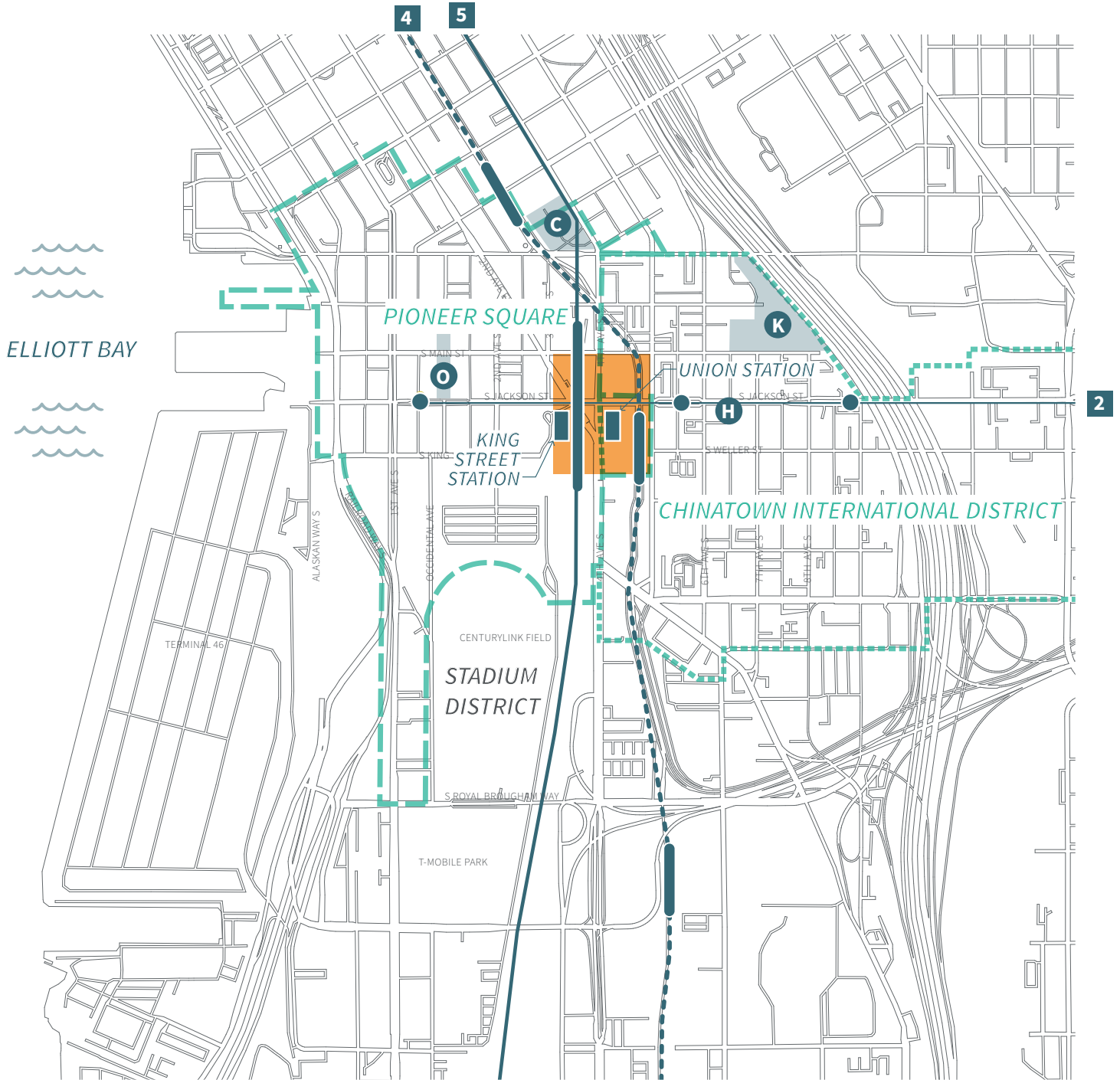
JACKSON HUB



BOUNDARIES

-  HISTORIC DISTRICTS

EXISTING INFRASTRUCTURE



2.1 ADJUSTING FOR A GROWING CITY

ANALYSIS: EXISTING SITE CONDITIONS

MOBILITY



Jackson Hub plays an important role in the region's transportation network. Transit modes include the streetcar, light rail, commuter rail, heavy rail (Amtrak), local and regional buses. People using these modes also connect to water transit at Colman Dock. The use of these transit systems is expected to grow as the population of the region increases, and as transit ridership increases, especially with the expansion of the light rail system. On-street buses may be reduced as riders shift to light rail and the streetcar.

S. Jackson Street is a critical pedestrian street in terms of connecting people using transit to the surrounding area and to other modes of transportation. While traffic counts show relatively modest vehicular use on S. Jackson Street, especially on the west end, traffic volumes may grow after removal of the Alaskan Way Viaduct. However, there are large volumes of traffic that cross S. Jackson Street at 4th Avenue, 5th Avenue, and 2nd Avenue Extension, creating intersection conditions that are challenging for pedestrians.




In the [Seattle Bicycle Master Plan](#), S. Jackson Street is shown as a Shared Street and portions of S. Jackson Street currently have dedicated bike lanes. King Street, one block south of S. Jackson Street, is a Neighborhood Greenway, connecting to bicycle lanes on 5th Avenue S. Protected bicycle lanes are planned for 4th Avenue S. but will not be implemented in the near-term. S. Jackson Street is a key entry point and connection for many transportation modes, with high demand on the space within the right-of-way.

The Link Light Rail expansion will be critically important to Jackson Hub. This proposed second downtown transit tunnel will be built in 2030-2035 and Union Station will be a station location with alignment decisions (4th or 5th Ave.) currently underway.

MAJOR PROJECTS

-  **1** ALASKAN WAY TUNNEL & VIADUCT REMOVAL
-  **2** CENTER CITY CONNECTOR STREETCAR
-  **3** PROPOSED DENNY SUBSTATION TRANSMISSION LINES
-  **4** LINK LIGHT RAIL EXPANSIONS
-  **6** THIRD AVENUE DESIGN VISION
-  **D** COLMAN DOCK PROJECT
-  **W** SEATTLE WATERFRONT PROJECT AREA
-  PRIVATE DEVELOPMENT

EXISTING INFRASTRUCTURE

-  **4** EXISTING LINK LIGHT RAIL
-  **2** FIRST HILL STREETCAR
-  **5** SOUNDER TRAIN & AMTRAK
-  **K** KOBE TERRACE PARK
-  **H** HING HAY PARK
-  **O** OCCIDENTAL SQUARE & MALL
-  **C** CITY HALL PARK

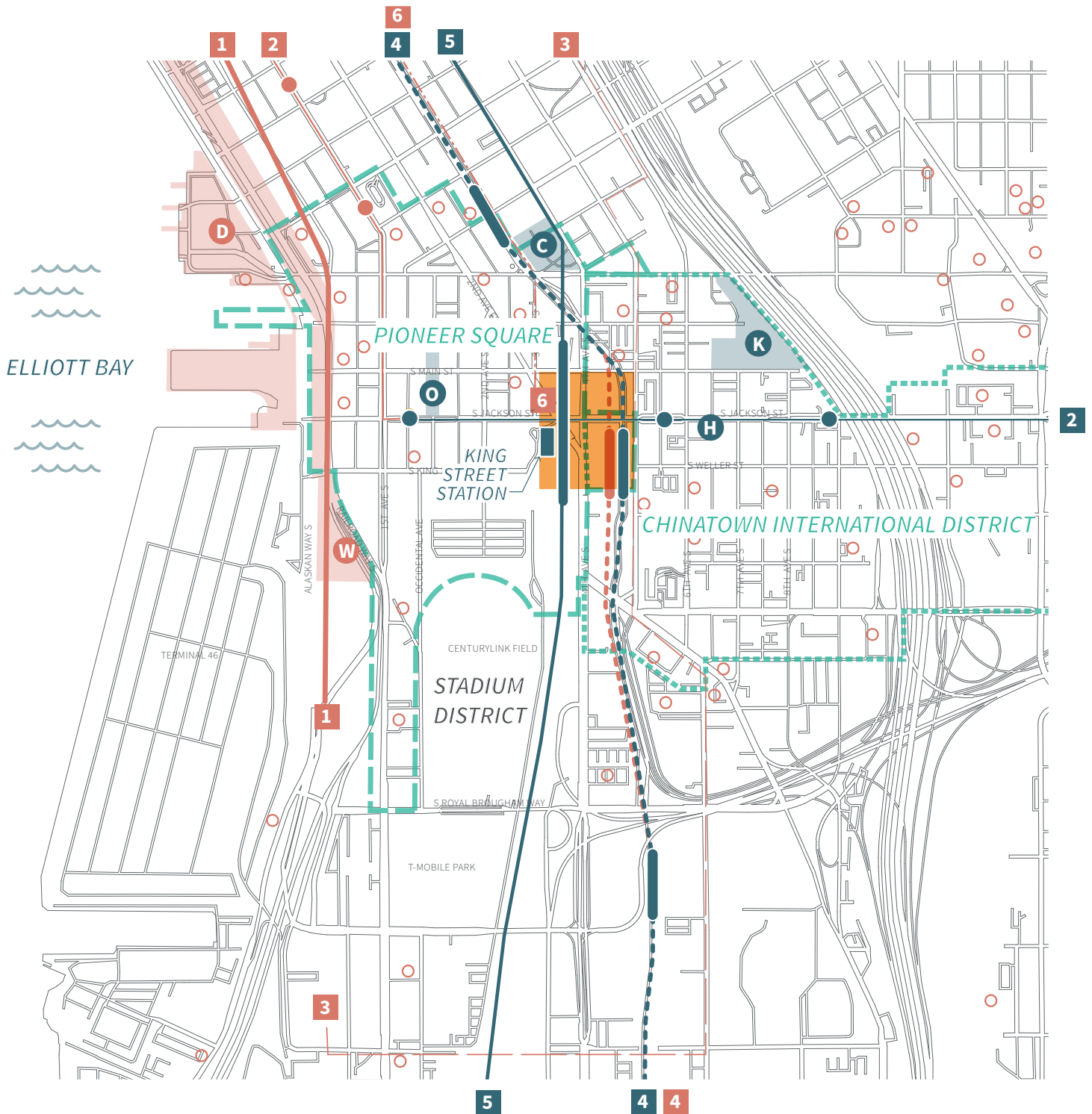
JACKSON HUB



BOUNDARIES

-  HISTORIC DISTRICTS

MAJOR PROJECTS



2.2 SITE CIRCULATION

ANALYSIS: CIRCULATION

Circulation at the International District/Chinatown Station within the Jackson Hub has been highlighted as problematic by community users, transit agencies, and walking audits.

Primary circulation paths were identified and confirmed through input from transit agencies, community walking audits, and mapping activities during the first public outreach event.

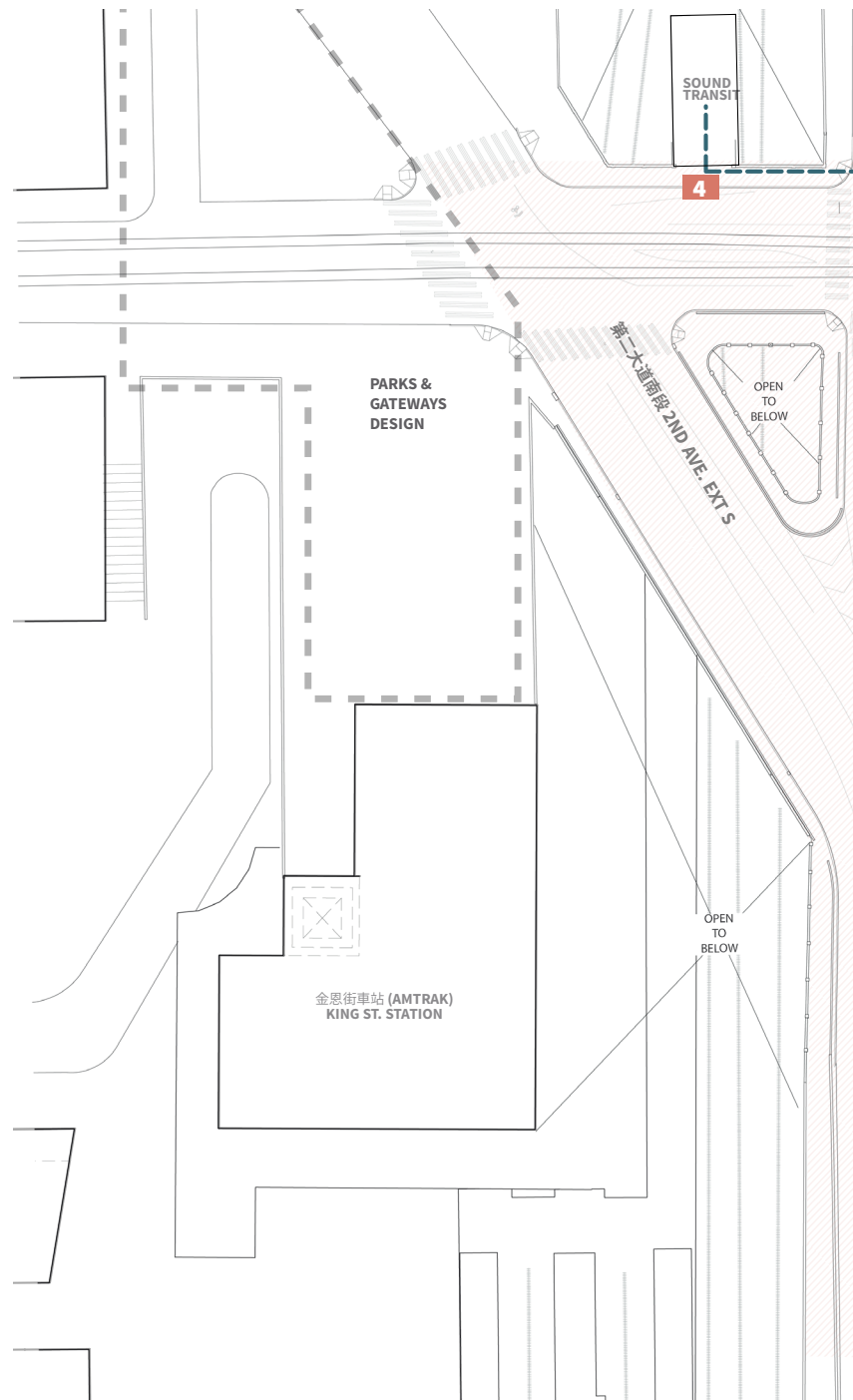
Movement through the plazas is negatively impacted by a maze of columns, trellises, concrete planters, parked vehicles, stairs, walls, and dead ends.

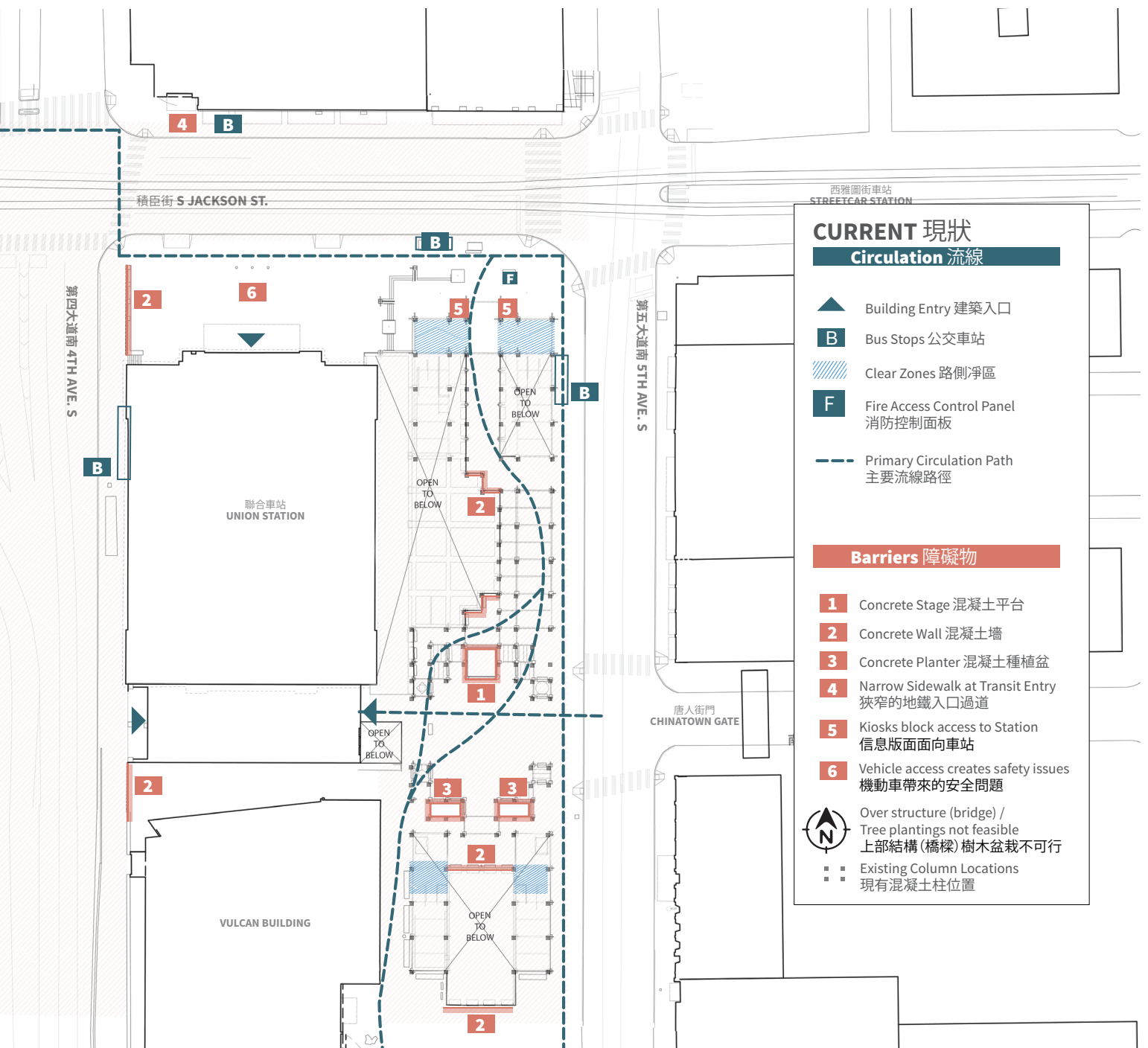
Key pinch points have been identified within the plaza on 5th and along the sidewalk at the Sounder Transit station on S. Jackson Street. These locations are critical to Sounder Train riders who have limited departure times and often rush to catch their trains. With high passenger loads, these locations must support larger waves of passengers than their bus and light rail counterparts during peak pedestrian times.

The pinch point identified near the bus stop outside the Bartell's Drug Store, at the northeast corner of S. Jackson Street and 4th Avenue S. is deemed infeasible within the context of this project because of limitations posed by the streetcar lines and the number of buses that currently use that stop. Addressing this issue would require re-routing of buses or street changes that are unlikely right now.

The removal of buses from the transit tunnel requires the addition of both bus carrying capacity at the street level, and also the addition of bus shelters and stops.

SITE CONSTRAINTS & OBSTRUCTIONS





CURRENT 現狀

Circulation 流線

- Building Entry 建築入口
- Bus Stops 公交車站
- Clear Zones 路側淨區
- Fire Access Control Panel 消防控制面板
- Primary Circulation Path 主要流線路徑

Barriers 障礙物

- Concrete Stage 混凝土平台
- Concrete Wall 混凝土牆
- Concrete Planter 混凝土種植盆
- Narrow Sidewalk at Transit Entry 狹窄的地鐵入口過道
- Kiosks block access to Station 信息版面面向車站
- Vehicle access creates safety issues 機動車帶來的安全問題
- Over structure (bridge) / Tree plantings not feasible 上部結構(橋樑) 樹木盆栽不可行
- Existing Column Locations 現有混凝土柱位置

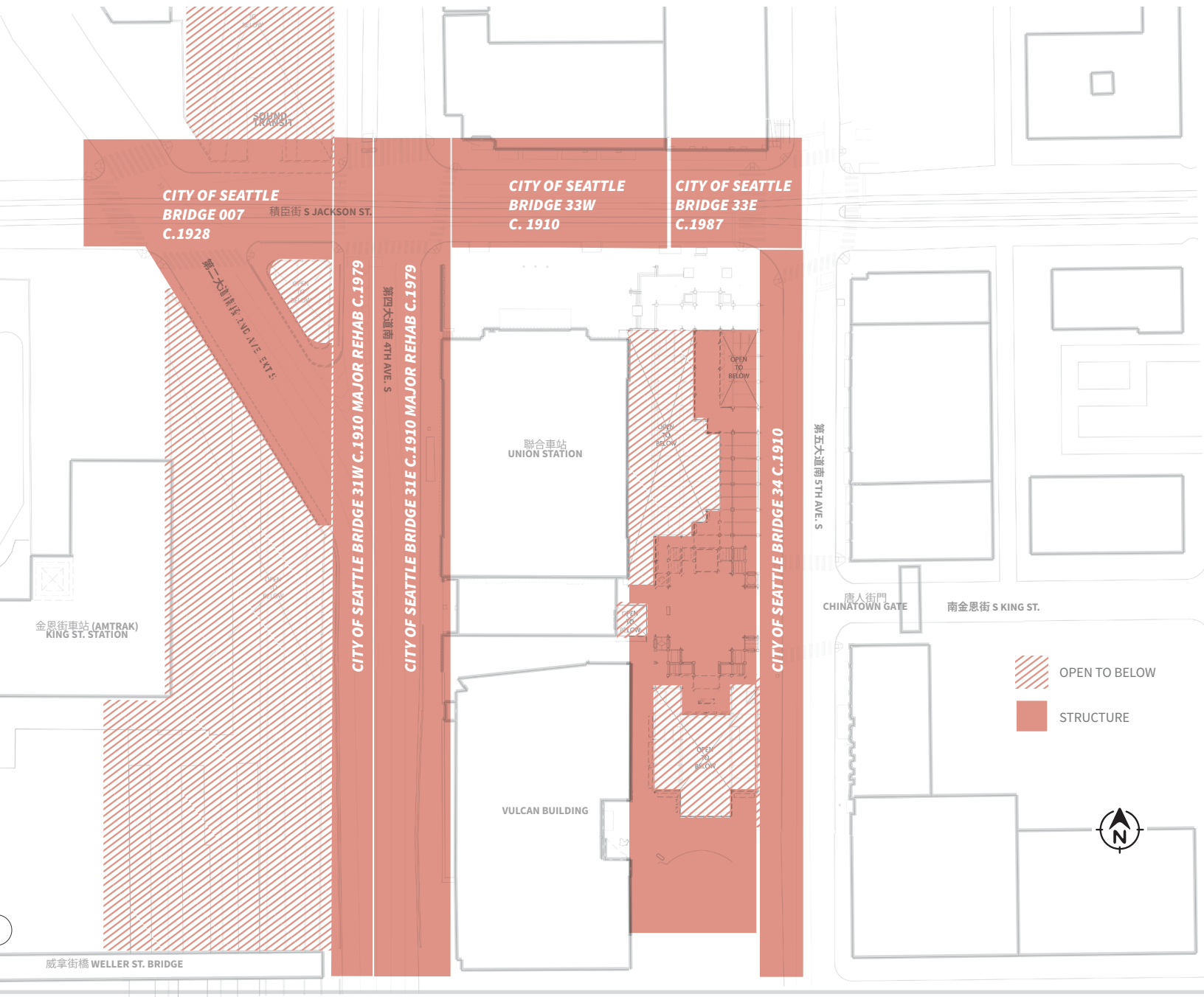
2.3 ENGINEERING STUDY & DESIGN CONSTRAINTS

ANALYSIS: DESIGN CONSTRAINTS

Although it is not obvious which of the street and sidewalk are ‘bridges’, over the years structures have been built over the rail lines in Jackson Hub. Improvements of areas that are built over these structure (bridges and areaways) are not feasible within the scope of this project. This is due to the high cost of rebuilding and reinforcing these structures. In an effort to propose concept designs that do not require deep excavation or rebuilding extensive bridge structure, heavier plantings and extensive pavement replacement has been avoided. Improvements have been recommended that can be feasibly built with limited weight.

Additional constraints include extensive overhead lines which inhibit planting of larger street trees in some locations in the Jackson Hub.

BRIDGES & OPEN TO BELOW DIAGRAM



2.4 OWNERSHIP

ANALYSIS: OWNERSHIP

The Jackson Hub area ownership is split among a number of entities; it is part of the challenge to implement new projects and address maintenance and stewardship issues. The ownership of Jackson Hub is split among the following public and private entities:

Vulcan

South of Union Station including the south plaza. Parcels are a condominium ownership.

Seattle Department of Transportation (SDOT)

All public right of ways and streets, including sidewalks and King Street Station.

Sound Transit

Leases Union Station and the upper north Plaza from condominium ownership parcels.

King County Metro

Responsible for maintenance and ownership of all Metro bus shelters and signage throughout Jackson Hub.

“EMPOWER PEOPLE TO PLAY AN ACTIVE ROLE IN SHAPING METRO’S PRODUCTS AND SERVICES.”
- KING COUNTY METRO

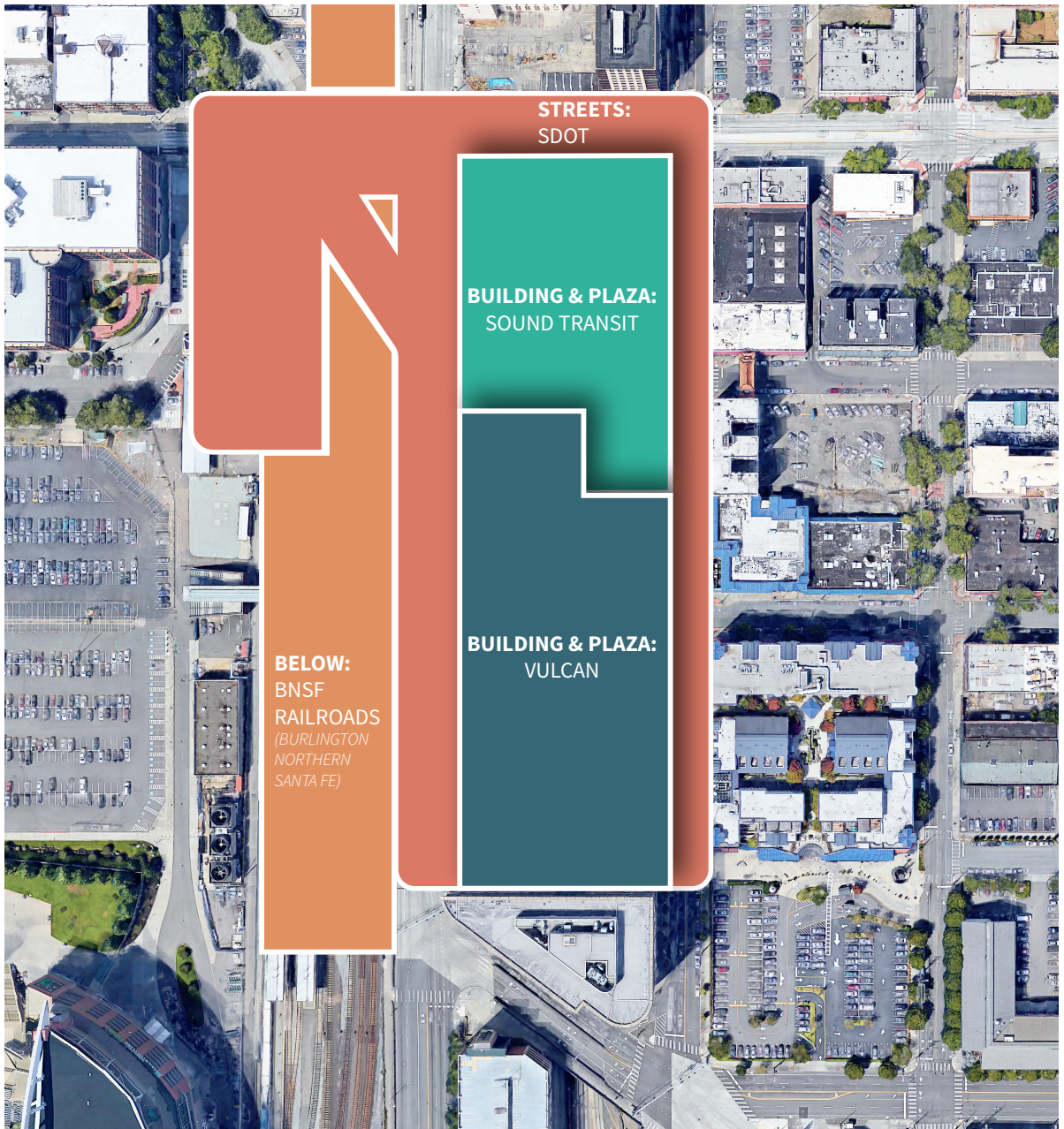
“ENCOURAGE CONVENIENT, SAFE MULTI-MODAL ACCESS TO THE TRANSIT SYSTEM, WITH AN EMPHASIS ON NONMOTORIZED ACCESS.”
- SOUND TRANSIT BOARD

“BNSF IS FOCUSED ON KEEPING THE BNSF RAILROAD MOVING FORWARD, MEETING CUSTOMERS’ NEEDS AND SERVING THE COMMUNITIES WHERE OUR EMPLOYEES LIVE AND WORK.”
- BNSF

“WE SEEK TO PARTNER, FUND AND SUPPORT IDEAS THAT PROVIDE FOUNDATIONAL DATA, USE INNOVATIVE APPROACHES, WORK TO STRENGTHEN COMMUNITIES, AIM FOR POLICY CHANGE AND ENCOURAGE PUBLIC ENGAGEMENT.”
- VULCAN PHILANTHROPIC

OUR GOAL IS TO ELIMINATE SERIOUS AND FATAL CRASHES IN SEATTLE. DELIVERING THE FOLLOWING NEAR-TERM ACTIONS IN THE NEXT 3 YEARS WILL HELP US MEET OUR GOAL [INCLUDES] PRIORITIZE PEDESTRIANS
- SDOT

PARCELS & OWNERSHIP DIAGRAM



2.5 A MIXED USE NEIGHBORHOOD

ANALYSIS: ADJACENT BUILDING USES

Jackson Hub is at the intersection of two of the oldest and most culturally rich neighborhoods in the city. Surrounding the site is a mix of housing, transportation, retail, restaurants, and offices.

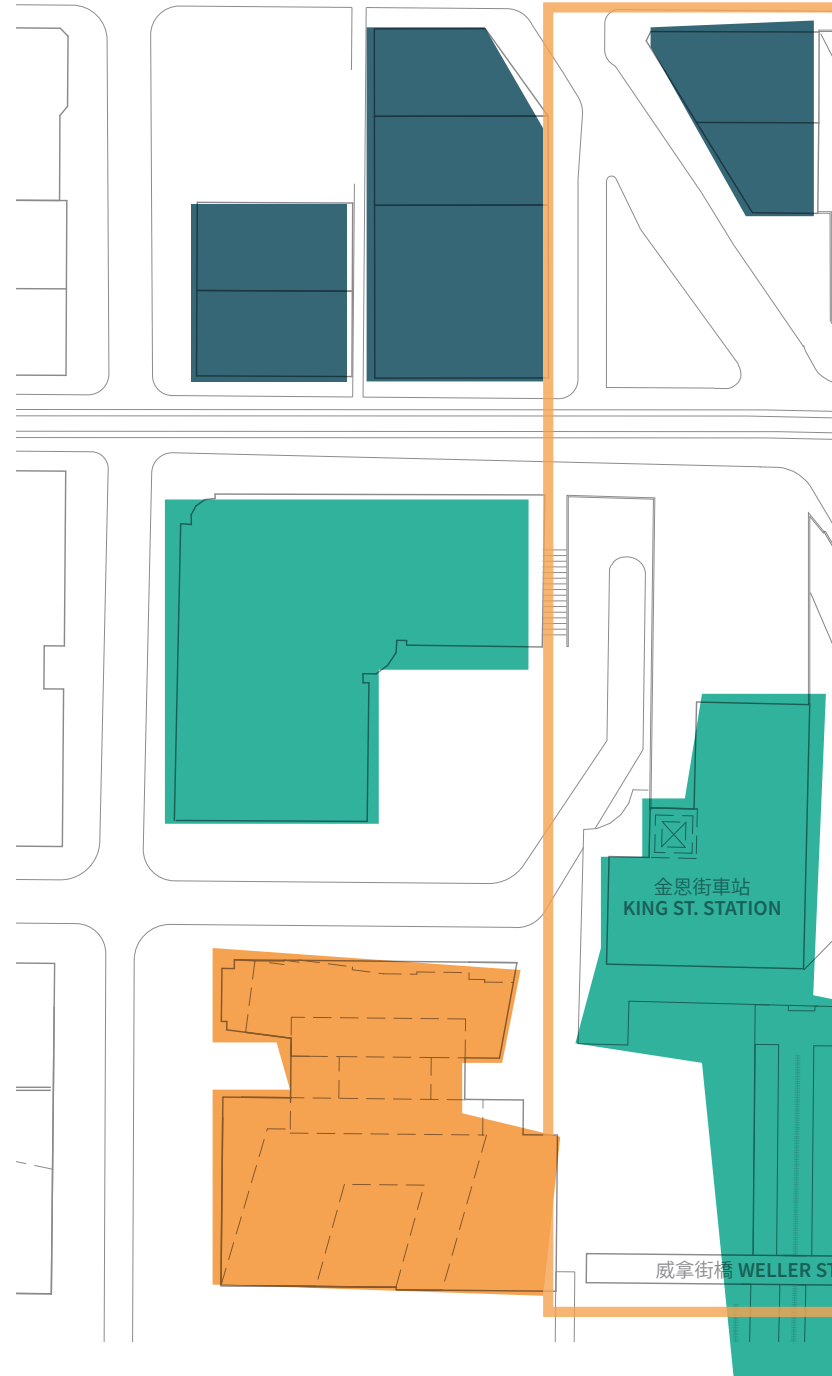
Despite this blend of uses, the core of Jackson Hub is underutilized, with most community members and transit users indicating that it is a place they go through, but do not stay.

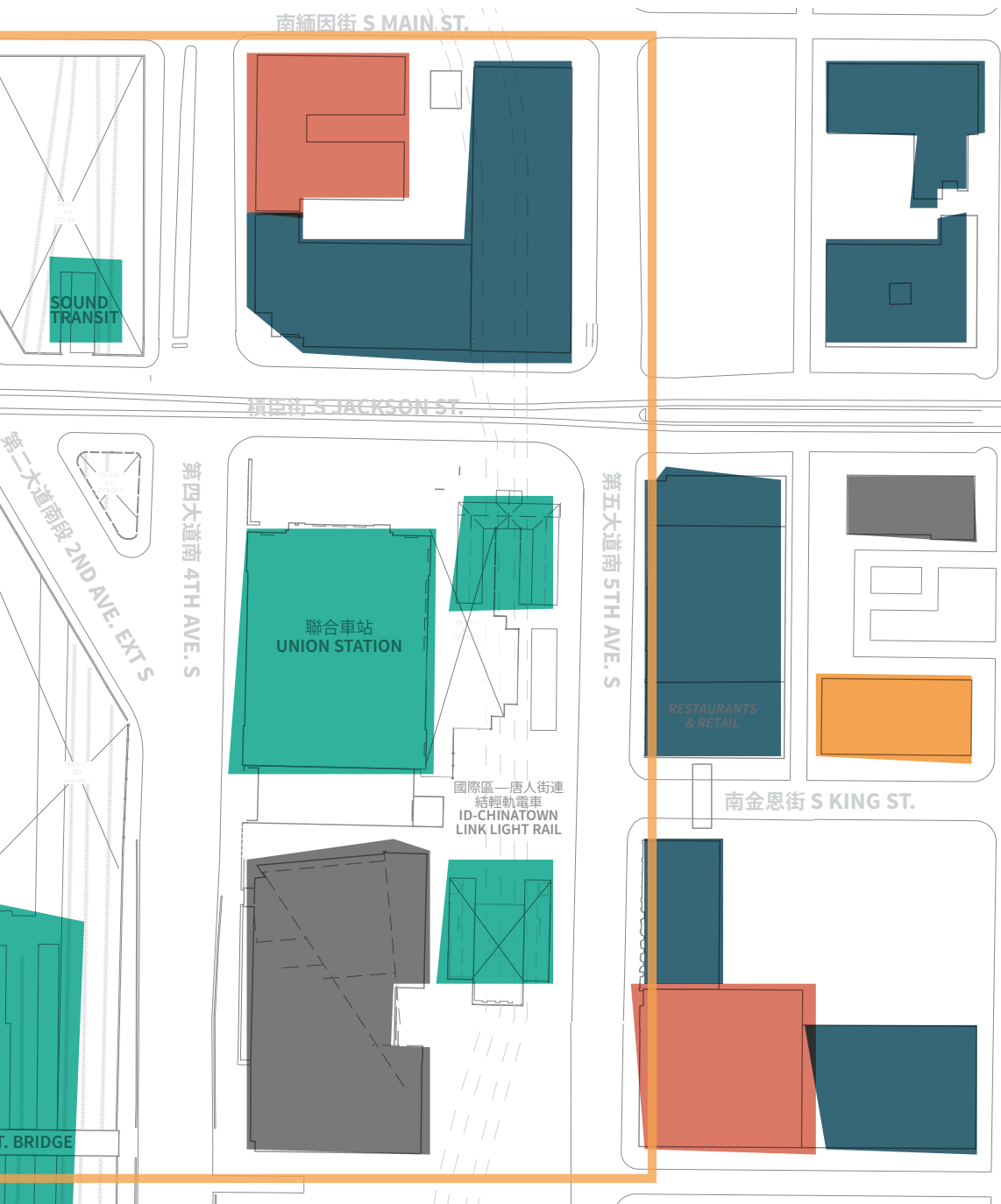
The lack of high quality amenities draws people - both tourists and regular users alike - away from Jackson Hub. Public input and feedback has been in strong support of not only the need for physical improvements, but also the addition of amenities to support additional uses.

These efforts should include activation through events and curated programming, micro-retail opportunities for small local businesses, and better access to existing infrastructure that supports these efforts, like electrical outlets and charging stations.

In order to ensure that these efforts are well funded and adequately supported in order to give them a long-term impact, this report recommends developing a stewardship and maintenance strategy for the Jackson Hub that identifies funding sources, ongoing leadership strategy, and decision-making protocols that integrate and respond to local needs and interests of both the Chinatown International District and Pioneer Square neighborhoods.

BUILDING USES DIAGRAM





- RESIDENTIAL
- PUBLIC
- COMMERCIAL
- HOTEL
- OFFICE



2.6 EXPERIENCE & PUBLIC SPACE

ANALYSIS: EXPERIENCE & PUBLIC SPACE

Challenges and amenities identified by a wide range of users, including visitors and residents, were gathered through community outreach activities, key stakeholder meetings, and a series of walking audits.

The findings reinforced messages echoed and identified in previous efforts made by both city, county, and state transportation agencies, as well as community groups and academic researchers.

Overall, safety concerns due to poor lighting, vehicle and pedestrian conflicts, poor wayfinding, lack of connectivity, and cluttered and poorly maintained plazas, were rampant throughout the study area.

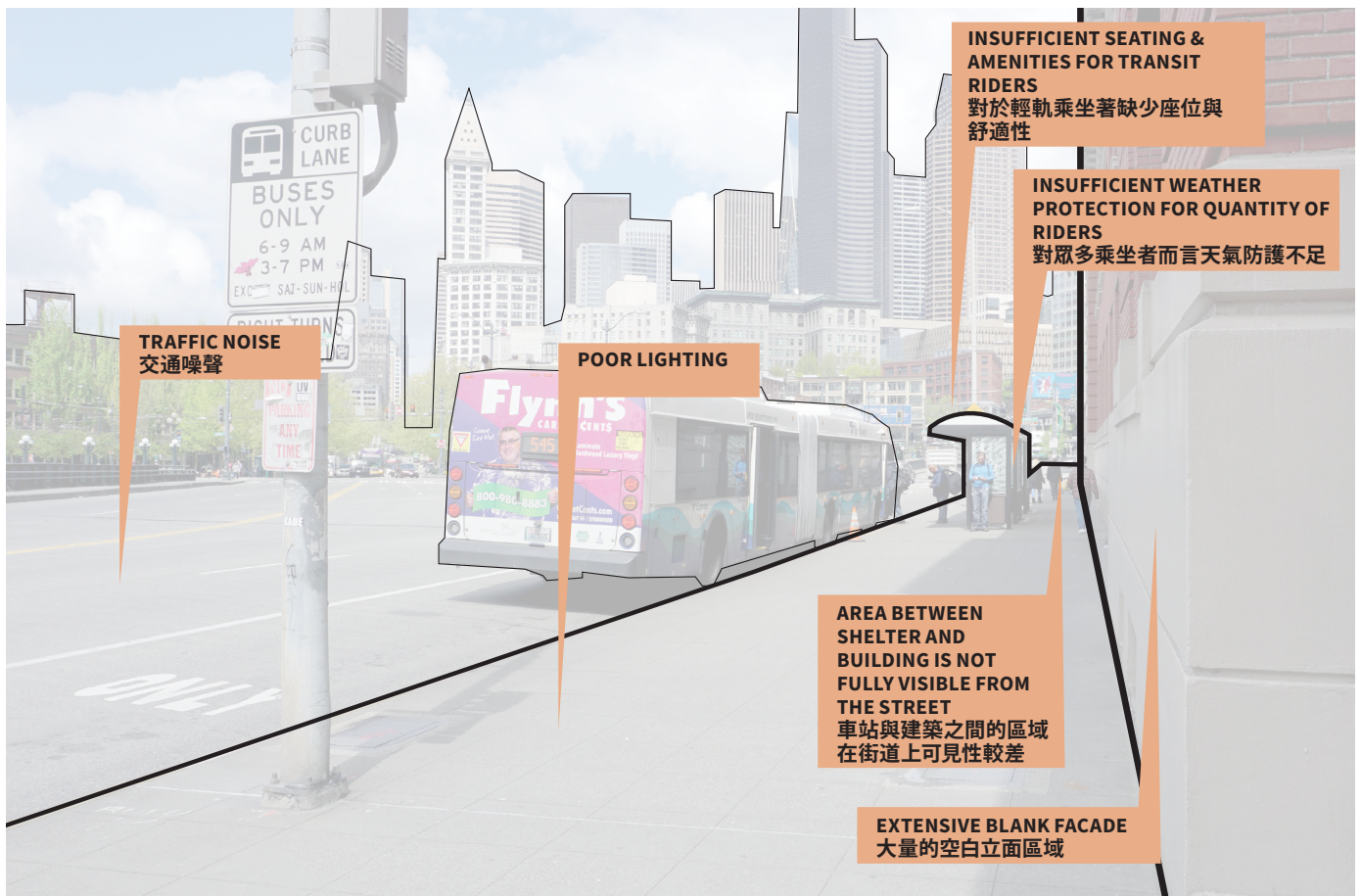
Interviews and outreach also identified the metal trellis patterns and the metal grates or grids, as visually displeasing. Respondents also found the paint colors for the station entrance roof structure

distracting and indicated that the colors detract from the adjacent Union Station historic building.

In review of existing seating, primarily located within the plaza on 5th Avenue S., users identified bars on the benches that prevent users from lying down as excessively restrictive.

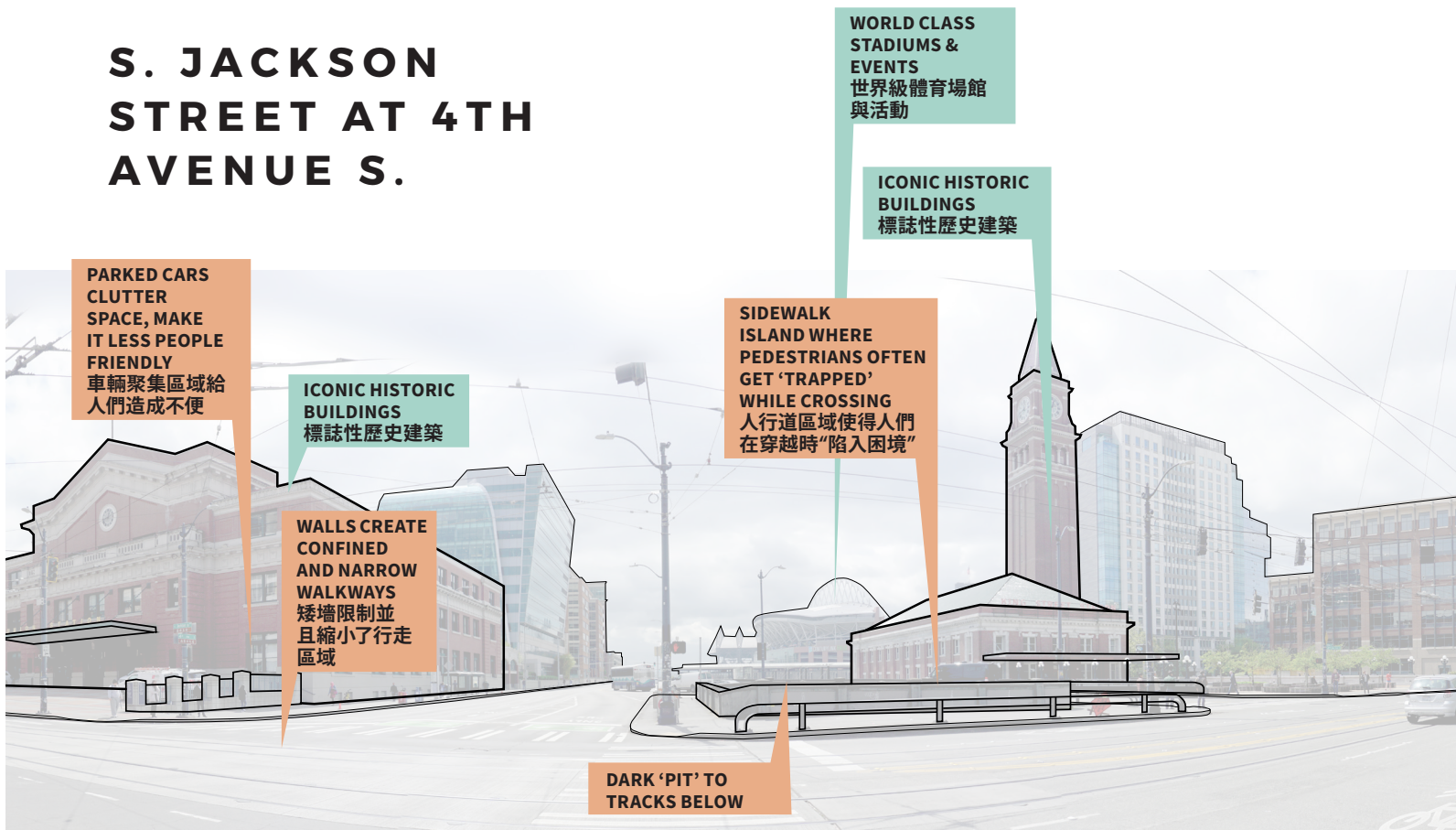
It was also made clear that key landmarks including Union

4TH AVENUE S. BESIDE UNION STATION



Station, King Street Station, and Chinatown Gateway were recognized as emblematic of the community and the city. Retaining, highlighting, and maintaining existing artwork elements, particularly the brick mosaic Chinese zodiac, was also desired.

S. JACKSON STREET AT 4TH AVENUE S.



PARKED CARS CLUTTER SPACE, MAKE IT LESS PEOPLE FRIENDLY
車輛聚集區域給人們造成不便

ICONIC HISTORIC BUILDINGS
標誌性歷史建築

WALLS CREATE CONFINED AND NARROW WALKWAYS
矮牆限制並且縮小了行走區域

SIDEWALK ISLAND WHERE PEDESTRIANS OFTEN GET 'TRAPPED' WHILE CROSSING
人行道區域使得人們在穿越時“陷入困境”

DARK 'PIT' TO TRACKS BELOW

WORLD CLASS STADIUMS & EVENTS
世界級體育場館與活動

ICONIC HISTORIC BUILDINGS
標誌性歷史建築

PEDESTRIAN ENVIRONMENT

Community input identifies pedestrian safety as a great concern, the major barrier to carefree use of the street. The study area has repeatedly been identified as a specific problem area for pedestrians due to the level of vehicular activity, the speed of traffic, and the difficulty crossing high-volume arterials. The storefronts and historic architecture at Jackson Hub are the primary assets for pedestrians.

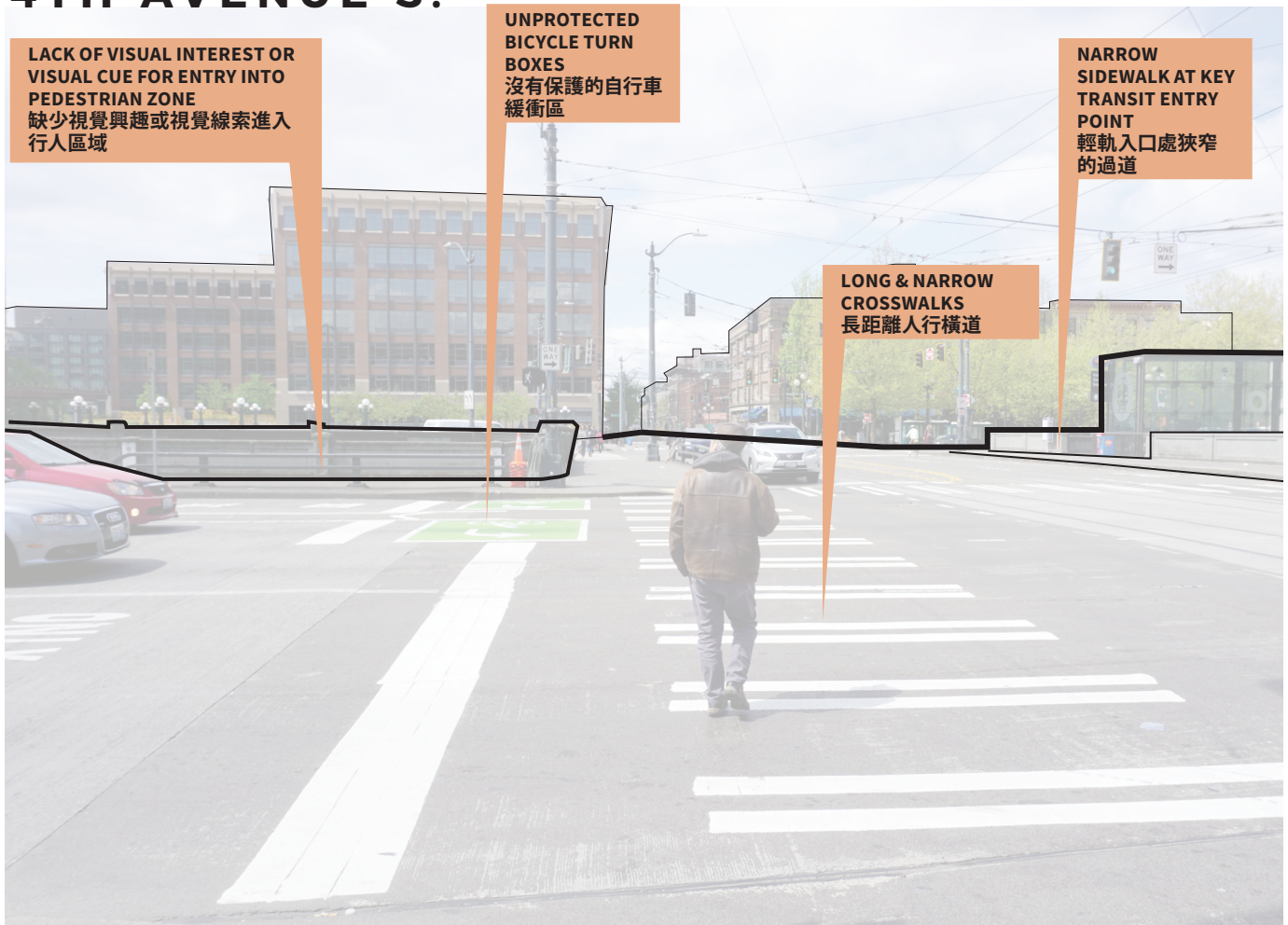
NATURAL SYSTEMS

The corridor is primarily an impervious surface, but some landscape exists, including street trees with planters below. Much of Jackson Hub is built over structures, essentially a series of connected bridges. These are not viable locations for significant street tree plantings because of the age and strength of these structures.

The landscape reflects a lack of maintenance and irrigation, leaving plants in poor condition. Community

input indicated that people want a much greener corridor. Research has identified numerous benefits to urban forestry, including improved quality of the pedestrian environment, air quality, reduced urban heat island effect, and habitat. Additional planted area also has the benefit of reducing the amount of runoff into a combined sewer system. Increased landscape would be a welcome addition wherever viable. For this to be successful, a mechanism needs to be found for maintaining plantings.

INTERSECTION AT S. JACKSON STREET & 4TH AVENUE S.



LACK OF VISUAL INTEREST OR VISUAL CUE FOR ENTRY INTO PEDESTRIAN ZONE
缺少視覺興趣或視覺線索進入行人區域

UNPROTECTED BICYCLE TURN BOXES
沒有保護的自行車緩衝區

LONG & NARROW CROSSWALKS
長距離人行橫道

NARROW SIDEWALK AT KEY TRANSIT ENTRY POINT
輕軌入口處狹窄的過道

PLAZA ON 5TH AVENUE S.

**BARRIER FREE
BENCHES AND
MOVEABLE
SEATING
PREFERRED**
推薦無障礙的長凳
與可移動的座位

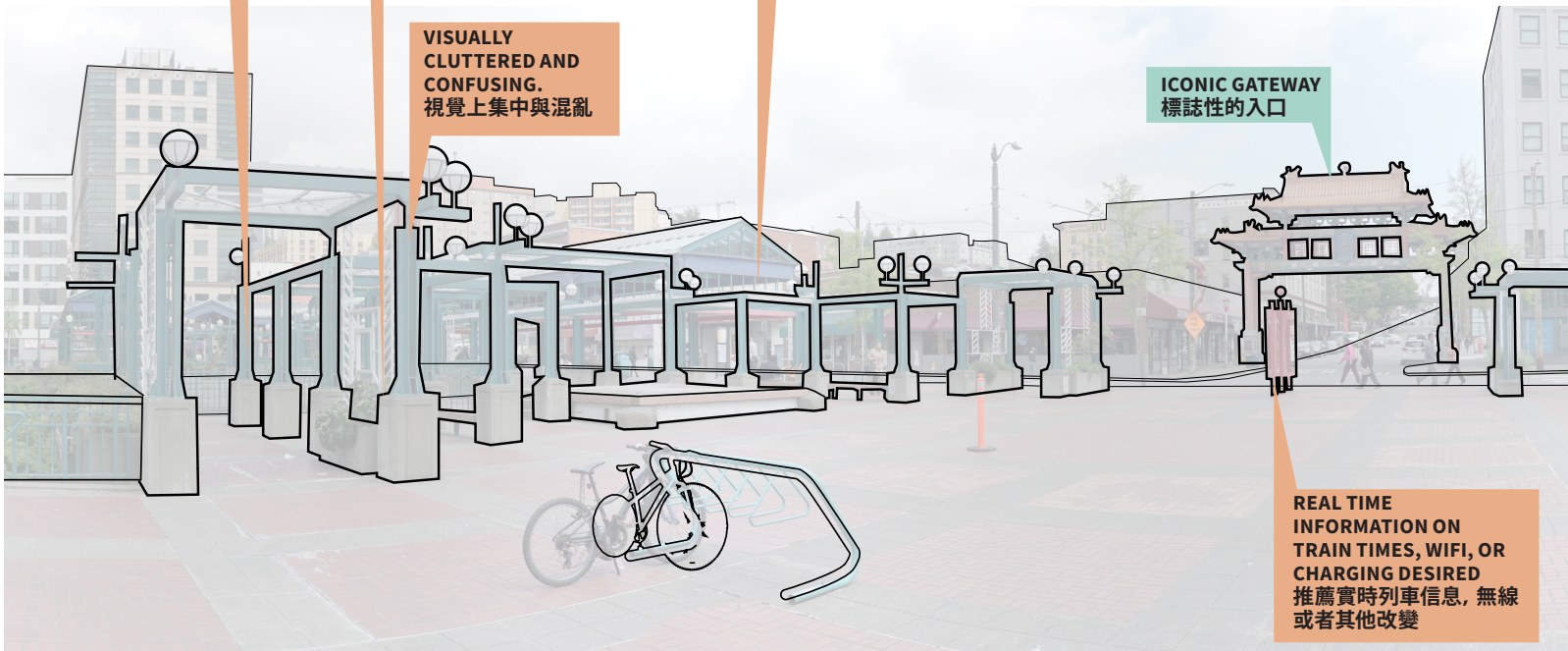
**POORLY
MAINTAINED
PLANTINGS, LACK
OF VEGETATION**
缺少保養, 植被
不足

**VISUALLY
CLUTTERED AND
CONFUSING.**
視覺上集中與混亂

**PERGOLA SPACES
ARE DARK AND
UNINVITING**
暗沉的空間缺少
吸引力

ICONIC GATEWAY
標誌性的入口

**REAL TIME
INFORMATION ON
TRAIN TIMES, WIFI, OR
CHARGING DESIRED**
推薦實時列車信息, 無線
或者其他改變







3. COORDINATION & COMMUNITY ENGAGEMENT



“The pit” left after the gas plant and its planking were removed seen from the Great Northern Depot tower in 1908. Photo Lawton Gowey / Seattle Municipal Archives.

3.0 ALIGNMENT WITH EXISTING PLANS

ALIGNMENT WITH EXISTING PLANNING AND PROJECTS

RELATED PROJECTS

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

RECOMMENDATIONS

FOLLOW THROUGH



PIONEER SQUARE PARKS & GATEWAYS MASTER PLAN

- Reflect the historic significance of the site
- Accommodate a range of activities
- Shade is essential, and a noise buffer on the east edge would be helpful
- Draw people to the front door, plaza should be eye-catching, and a place to linger, a transitional space that is beautiful when empty

2016 / THE ALLIANCE FOR PIONEER SQUARE

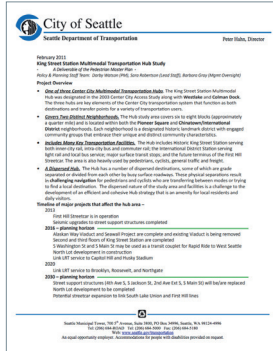
JACKSON HUB

- King Street Plaza design includes historic references
- Design accommodates a range of activities including performance
- Shade elements are included in design
- Thoughtful design of a transitional space that provides seating and whimsy



RECOMMENDATIONS

FOLLOW THROUGH



2011 / SEATTLE
DEPARTMENT OF
TRANSPORTATION

KING STREET STATION TRANSPORTATION HUB STUDY

- Evaluate the pedestrian environment along S Jackson St from 2nd Avenue Ext S to 4th Avenue S
- Evaluate potential leading pedestrian signal or right turn to reduce conflicts at Jackson St and 4th Avenue S and 5th Avenue S
- Bicycle route alternative to S. Jackson St to connect to the waterfront trail and Mountains to Sound Greenway
- Propose public art at the triangle on S Jackson St between 2nd Avenue Ext S and 4th Avenue S to enhance the pedestrian experience
- Evaluate a re-route of 2nd Avenue Ext S at S Main St connecting with a 2-way 4th Avenue S
- Consider permanent canopies over sidewalks or weather protection
- Evaluate hub for accessibility improvements
- Evaluate and prioritize street trees where they are missing or create utility conflicts
- Install pedestrian scale lighting to unify Pioneer Square and Chinatown/International District
- Evaluate traffic calming improvements to 4th Avenue S
- Identify needs and preferred locations for bike parking
- Study partnerships to lid portions of the railroad tracks



JACKSON HUB

- Enhanced crossing at Jackson St and 4th Avenue S
- Permanent canopies at International District/Chinatown Station
- SDOT currently reviewing signal timing
- SDOT currently reviewing bicycle route options
- Improved and expanded bus shelters will increase weather protection at key locations
- Accessibility improvements through removal of excess structures, expanding pinch points at key locations
- Planting improvements to the pedestrian areas including bamboo, shrubs, and lightweight plantings
- Improved pedestrian scale lighting at the station area and on surrounding streets consistent with SCIDpda Neighborhood Lighting Study
- Long-term potential for covering open structure in the intersection of S Jackson St, 4th Avenue S, and 2nd Avenue Extension
- Bike parking locations and fixtures examined and identified through design alternatives
- Long-term vision for Jackson Hub supports lid over railroad tracks with a priority focus of expanding open space in these neighborhoods

RECOMMENDATIONS

FOLLOW THROUGH



2016 / SCIDPDA, HISTORIC SOUTH DOWNTOWN, WING LUKE MUSEUM

SOUTH JACKSON STREET CONNECTIONS REPORT

- Continuous planting strips where possible. Replace dead and dying trees
- Continue neighborhood-distinct lighting
- Add pedestrian lighting where it does not currently exist.
- Prioritize pedestrians to the extent possible to minimize crossing distance and wait time at lights
- Curb cuts should be added and properly placed to guarantee safe usage and access
- If closure of 2nd Avenue Extension South to vehicle traffic proves successful, permanent changes to curbside plazas can be made to improve connectivity through the Station Hub zone
- A partnership to lid portions of the railroad tracks on the west side of 4th Avenue South in conjunction with street structural rebuilds could provide additional open space and public or private activation

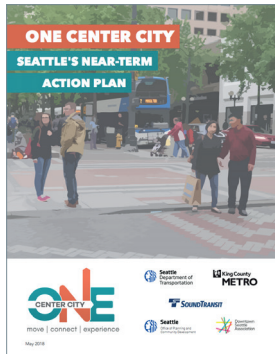


JACKSON HUB

- Expand planting in all feasible locations
- Add pedestrian lighting that is reflective of the neighborhood identities
- Prioritize pedestrians
- Enhance existing curb cuts with cast iron truncated domes as well as update crosswalk striping and crosswalk widths
- In the long-term lid portions of the railroad tracks on the west side of 4th Avenue South in conjunction with street structural rebuilds to provide additional open space and public or private activation

RECOMMENDATIONS

FOLLOW THROUGH



ONE CENTER CITY NEAR TERM ACTION PLAN

- Expanded bus zones for stops in Chinatown/International District
- Evaluate signal changes at Jackson Street and 4th Avenue S for dedicated turns and leading pedestrian intervals



JACKSON HUB

- Jackson Hub Plan supports additional bus stops and recommends enhanced design for bus shelters throughout the study area
- Public input has supported signal changes to better serve pedestrians along with raised intersection and added crossing opportunities along 4th Avenue S

2018 / CITY OF SEATTLE, KING COUNTY METRO TRANSIT, SOUND TRANSIT, DOWNTOWN SEATTLE ASSOCIATION



PIONEER SQUARE STREET CONCEPT PLANS

- Bus shelters should not obscure historic or significant architecture
- Sweetgum / Liquidambar 'Rotundiloba' recommended for 4th Avenue S
- Functional, integrated public art
- Put utility boxes underground where possible
- Use cast iron truncated domes and granite curbs
- Add accent and pedestrian scale lighting
- Fairweather model B-3 bollards
- For non-right angle intersections, strongly consider wedged crosswalks.
- Provide more mid-block crossings

2015 / THE ALLIANCE FOR PIONEER SQUARE



JACKSON HUB

- Coordinate bus shelter locations with KC Metro to limit obstructions to historic or significant architecture
- Long-term vision for Jackson Hub to include Sweetgum/Liquidambar trees along 4th Avenue S
- Integrated public art elements
- Remove utility boxes where feasible
- All recommended materials applied to concept design proposal
- Add mid-block crossing along 4th Avenue S
- Wedged crosswalks at non-right angle intersections

RECOMMENDATIONS

FOLLOW THROUGH



STADIUM DISTRICT STUDY

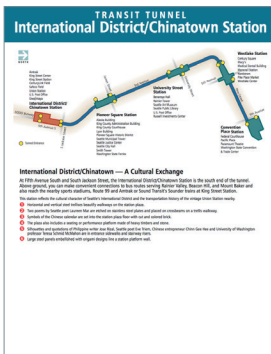
- Catalytic development over a lidded BNSF railway from Royal Brougham Way to Weller Street
- Enhanced connections between Chinatown/International District and the Stadium District
- New residential development over the lid to support a broader variety of businesses and activities



JACKSON HUB

- Long-term potential for covering open structure in the intersection of S Jackson St, 4th Avenue S, and 2nd Avenue Extension
- Improved connections between International District/Chinatown, Pioneer Square, and King Street Station through public space and pedestrian enhancements

2013 / SEATTLE DEPARTMENT OF PLANNING & DEVELOPMENT



INTERNATIONAL DISTRICT / CHINATOWN STATION DESIGN INTENT

- Reflects the cultural character of Seattle's Chinatown International District and the transportation history of the vintage Union Station nearby
- Two poems by Seattle poet Lauren Mar are etched on stainless steel plates on crossbeams on a trellis walkway
- Symbols of the Chinese calendar are set into the station plaza floor with cut brick
- The plaza also includes a seating or performance platform made of heavy timbers and stone
- Silhouettes and quotations of Philippine writer Jose Rizal, Seattle poet Eve Triem, Chinese entrepreneur Chinn Gee Hee and UW professor Teresa Schmid McMahon are in entrance sidewalks and stairway risers



JACKSON HUB

- Utilize colors and materials that better reflect the historic and cultural character of the Chinatown International District
- Retain stainless steel plates with etched poetry to re-use on risers at Union Station Plaza
- Clean, repair, and retain Chinese calendar brickwork in Plaza
- Refinish, repair, retain and program performance platform.
- All artwork to be retained for reuse in Union Station Plaza

2015 / KING COUNTY METRO TRANSIT

RECOMMENDATIONS



SEATTLE PEDESTRIAN MASTER PLAN

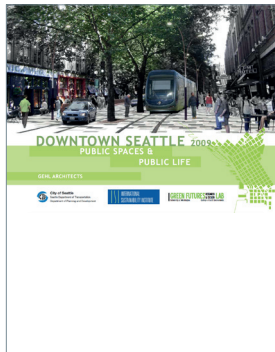
- Crossing evaluations along Jackson St, Main St and Washington St

2017 / SEATTLE DEPARTMENT OF TRANSPORTATION

FOLLOW THROUGH

JACKSON HUB

- Pedestrian space and crossing improvements on 4th Avenue S and S. Jackson Street include repainting wedged crosswalk zones, cast iron truncated domes at curb ramps, and a raised crosswalk.
- SDOT to review crosswalk signal timing.



DOWNTOWN SEATTLE PUBLIC SPACES & PUBLIC LIFE STUDY

- Strong pedestrian connections from King Street Station to the rest of the city
- Cover or screen openings to rail tracks alongside 4th Avenue
- Strengthen open spaces around transit and introduce new functions in the spaces

2009 / SEATTLE DEPARTMENT OF TRANSPORTATION, INTERNATIONAL SUSTAINABILITY INSTITUTE, & UNIVERSITY OF WASHINGTON GREEN FUTURES LAB

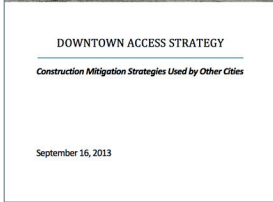
JACKSON HUB

- Improve connections along Jackson St and across 4th Avenue S
- Usable and comfortable public spaces around the International District/Chinatown Link Station and Union Station building
- Long-term potential for covering open structure in the intersection of S Jackson St, 4th Avenue S, and 2nd Avenue Extension



RECOMMENDATIONS

FOLLOW THROUGH



DOWNTOWN ACCESS STRATEGY PHASE 1

- Expected increase in pedestrian traffic along Jackson St as a result of streetcar, light rail stations
- Aging populations in the International District/ Chinatown may require special pedestrian treatments or wayfinding



JACKSON HUB

- More pedestrian space along Jackson Street to accommodate larger volumes at Link stations and the intersection with 4th Avenue S
- Design for new pedestrian and public spaces that works for all age groups

2013 / DOWNTOWN SEATTLE ASSOCIATION, HISTORIC SOUTH DOWNTOWN & SEATTLE DEPARTMENT OF TRANSPORTATION



SEATTLE PARKS AND OPEN SPACE PLAN

- The Jackson Hub area is within a target zone for adding open space, however, given current acquisition budget levels, emphasis for the downtown core will be given to providing open space through public-private partnerships, privately owned public spaces and other creative solutions (incentive zoning, impact fees) rather than through acquisition



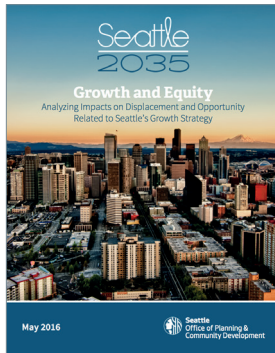
JACKSON HUB

- Jackson Hub Plan supports lid of BNSF rail ways to create additional park and open space in order to support the City of Seattle goal of adding public open space within the Chinatown International District and Pioneer Square neighborhoods

2017 / CITY OF SEATTLE PARKS AND RECREATION DEPARTMENT

RECOMMENDATIONS

FOLLOW THROUGH



SEATTLE 2035 GROWTH & EQUITY

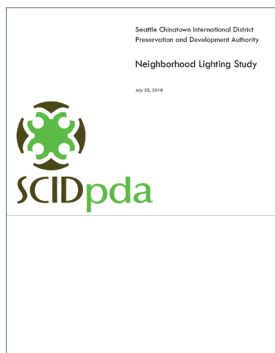
- Build on local cultural assets. Preserve and strengthen cultural communities and build the capacity of their leaders, organizations, and coalitions to have greater self-determination
- Develop healthy and safe neighborhoods
- Create neighborhoods that enhance community health through access to public amenities

2016 / SEATTLE OFFICE OF PLANNING & COMMUNITY DEVELOPMENT



JACKSON HUB

- Community outreach and engagement throughout the entire process led to a plan that reflects input from both Pioneer Square and Chinatown International Districts
- Jackson Hub project enhances and better connects neighborhoods to amenities proposed for the Waterfront



CHINATOWN INTERNATIONAL DISTRICT NEIGHBORHOOD LIGHTING STUDY

- Landmarks should be well lit and prominent at night
- Enhance visibility and support pedestrian travel within Chinatown International District through illumination of faces and vertical surfaces
- Consistent decorative elements and color temperature of light to create unity and enhance community identity

2018 / SCIDPDA



JACKSON HUB

- Install catenary lighting along southern facade of Union Station
- Install pedestrian lighting along 4th Avenue S for improved pedestrian travel
- Improve 1990s era 'Globe' style lights at Plaza on 5th Avenue S to better align temperature with historic Globe lights along sidewalk

3.1 COMMUNITY ENGAGEMENT

OUTREACH

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

METHODS

As previously identified, the team used a variety of outreach methods in order to gather input from a wide variety of community members. Broad public input was captured through a range of methods that included targeted methodologies for international language speaking populations that live and work in these communities.

Translation and interpretation of materials and outreach sessions was provided in English and Chinese/Cantonese, and all events were supported with interpreters and translated written materials.



WITH OVER 175 IN PERSON ENGAGEMENTS AT THE PUBLIC EVENT, AND 230 ONLINE RESPONSES, THE TOP PRIORITIES ARE CLEAR: WAYFINDING & SAFETY

PROJECT GOALS & PRIORITIES:
PUBLIC EVENT 1



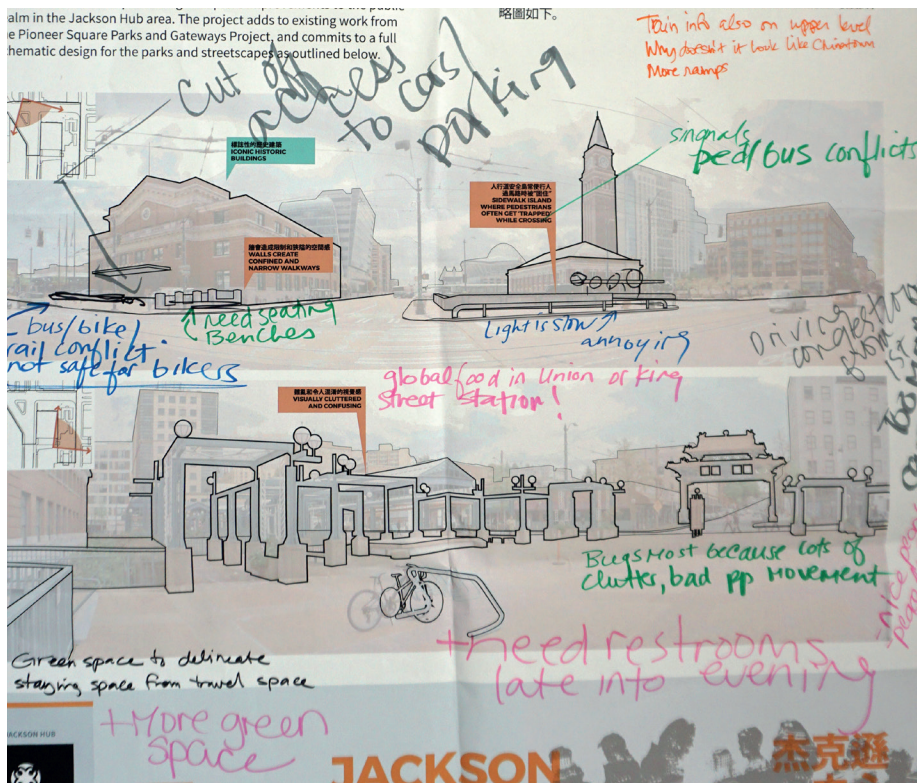
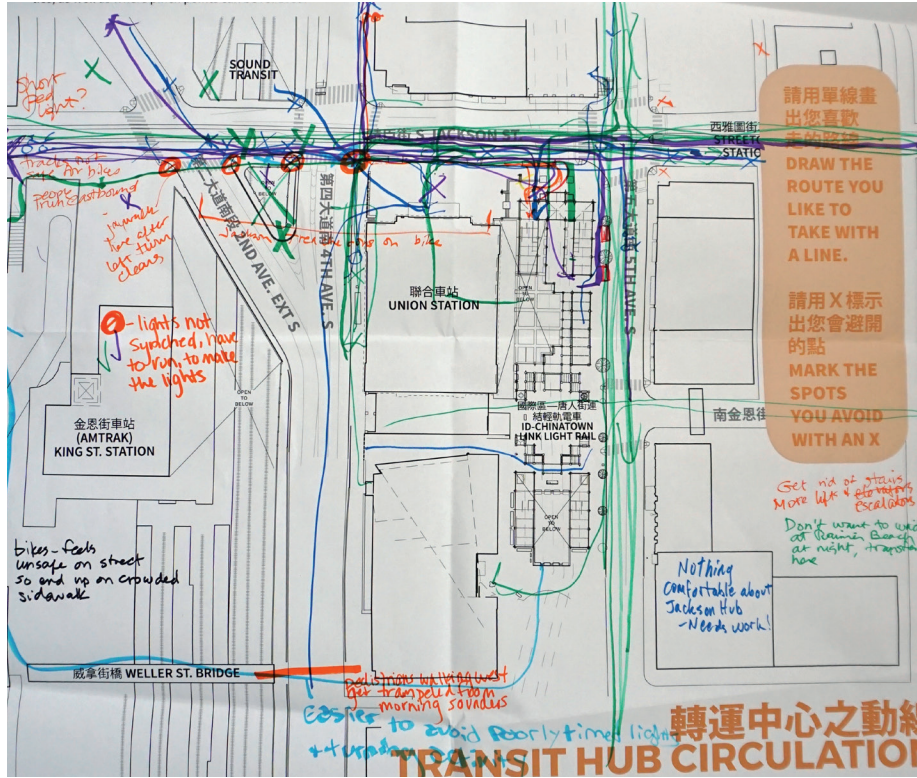
PRELIMINARY DESIGNS REVIEW:
PUBLIC EVENT 2



CONSOLIDATED CONCEPT DESIGN:
PUBLIC EVENT 3



COMMUNITY MAPPING & WAKING AUDITS

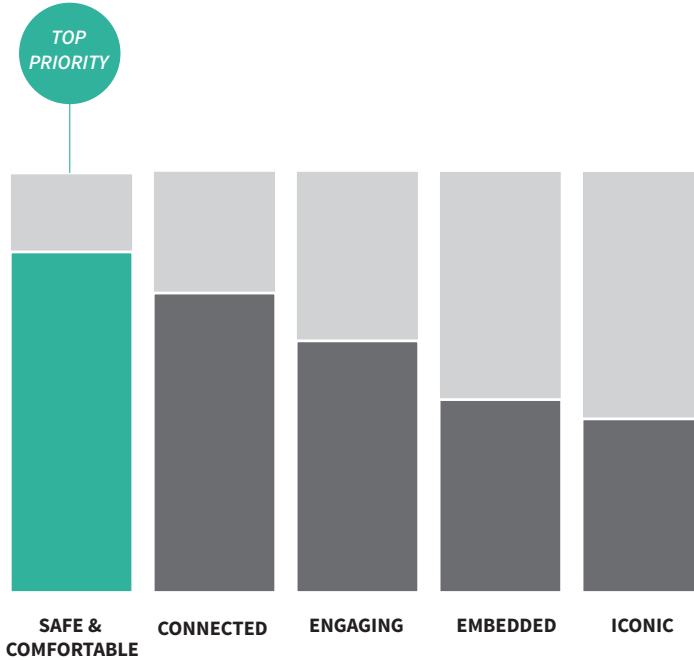


PHOTOS: Comments from event participants identifying concerns and issues in Jackson Hub.

3.2 COMMUNITY ENGAGEMENT FINDINGS

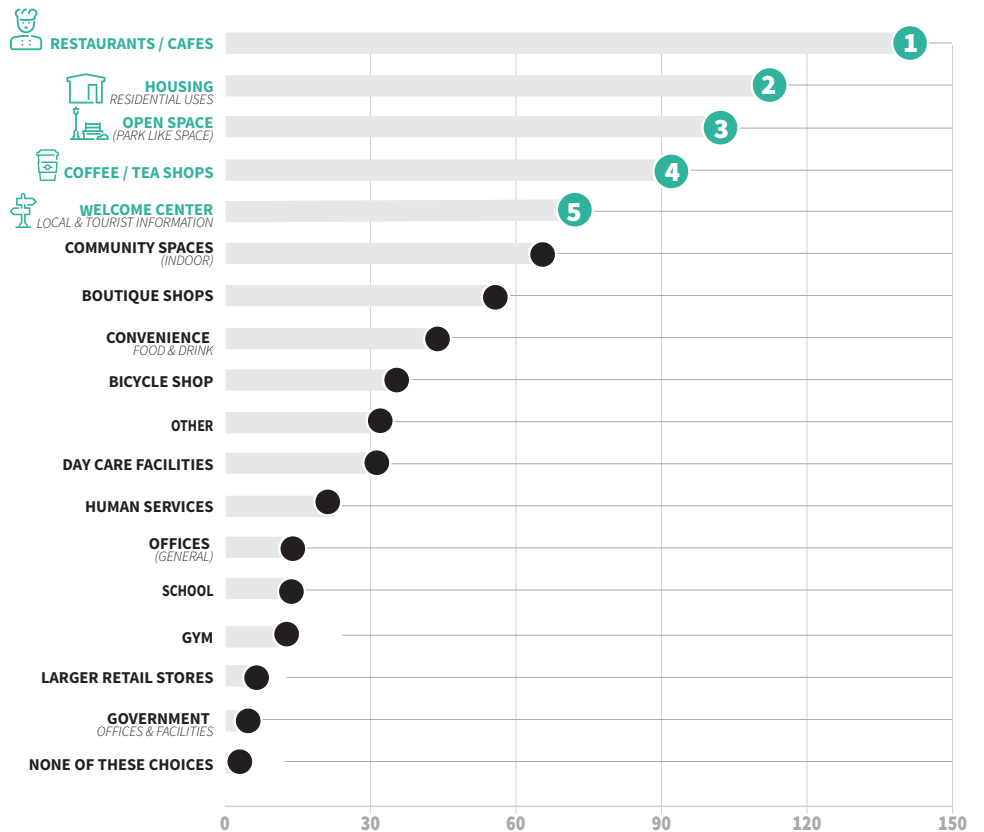
PRIORITIZING GOALS & VALUES

The five values for the Jackson Hub project were prioritized by the public, shown here as ranked in importance.



WHAT ELSE COULD BE HAPPENING?

Recognizing that successful pedestrian spaces are most often surrounded by buildings and businesses that support the types of activity happening on the street and in public spaces, community members were asked to pick out the top four uses that they believe would positively influence the vision for Jackson Hub. These are useful for future phases that will work to implement activation and programming into Jackson Hub.



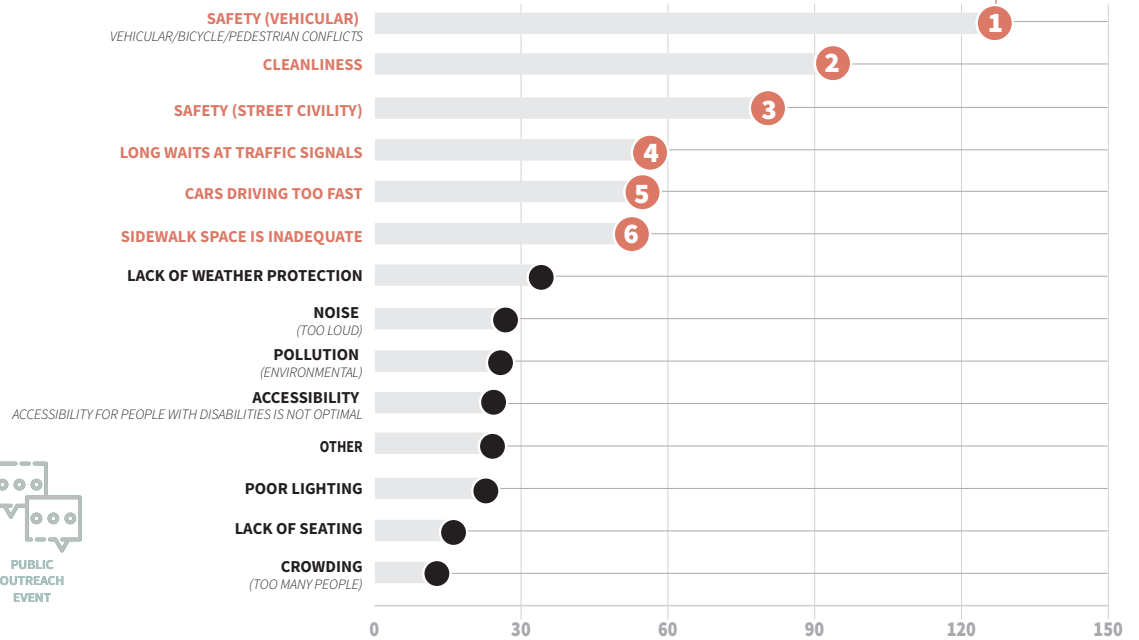
COMMUNITY ENGAGEMENT FINDINGS

BIGGEST FRUSTRATIONS

Community members were asked to list their top three frustrations with Jackson Hub based on their experience as a pedestrian. The challenges identified were tightly linked to issues around safety.

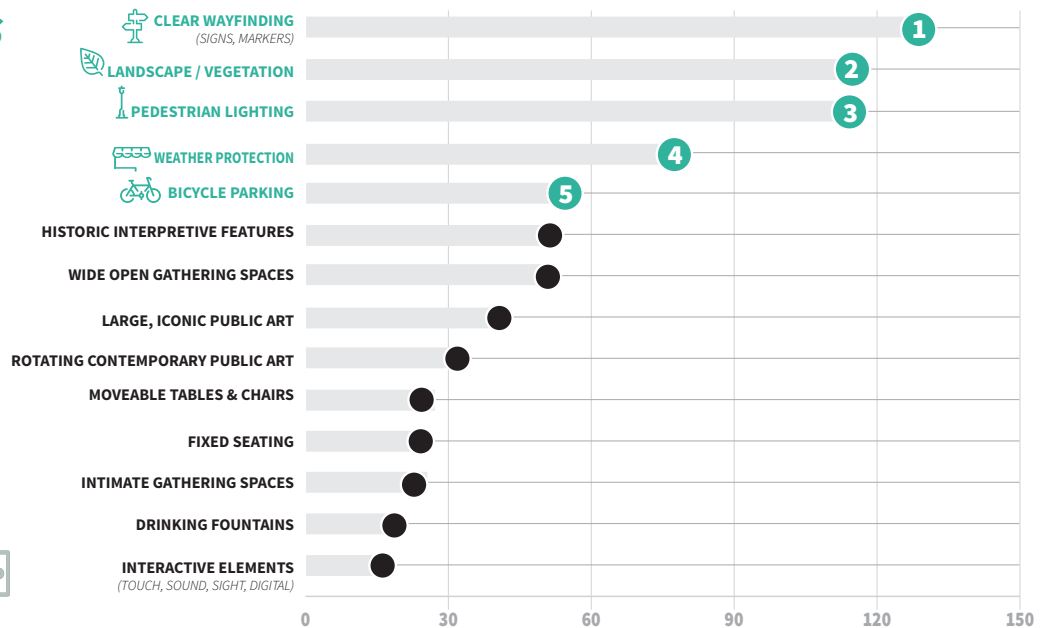


TOP PRIORITY



WHAT ELEMENTS ARE MISSING?

Community members were asked to identify the five small-scale creature comforts that they think would be most critical for improving Jackson Hub. This online feedback was verified with participants at in person public engagement events.



COMMUNITY ENGAGEMENT FINDINGS

PUBLIC EVENT 1

The first public outreach event was an opportunity to gauge accuracy of project direction for goals and priorities. The goals were derived from earlier community and city-led efforts to address issues in the area.

VISUAL SORTING DECKS

In order to maximize input, multiple methodologies were used. These included narrative forms - both oral and written input. Additionally, non-narrative forms including mapping and visual preference sorting were used.

Estimated number of engagements were counted to be between 175-200 participants at the event.

FINDINGS

The following five were identified as priorities. All methodologies used: online, narrative in person, and non-narrative forms reinforced the same priorities for the Jackson Hub Project.

- 1 - Wayfinding
- 2 - Pedestrian Lighting
- 3 - Landscape Plantings
- 4 - Weather Protection
- 5 - Bicycle Parking

The following four were identified as preferences, but not top priorities (listed in no particular order):

- Micro Retail & Activation
- Seating
- Wide Open Gathering Spaces
- Historic Interpretive Features

TOP PRIORITIES 優先事項



SAFETY (VEHICULAR)
安全 (車輛)



SAFE & COMFORTABLE
安全與舒適



CLEAR WAYFINDING
清楚指路



PEDESTRIAN LIGHTING
行人照明



LANDSCAPE / VEGETATION
景觀植栽



WEATHER PROTECTION
天氣防護



BICYCLE PARKING
自行車停放

VISUAL PREFERENCE DECK ACTIVITY



PHOTOS: Visual sorting decks were used to identify likes and dislikes. This methodology allows for participants to engage in voicing their preferences without the barrier of design and planning terminology.



ONLINE SURVEY



KEY STAKEHOLDER INTERVIEW



PUBLIC OUTREACH EVENT

PEOPLE PICKED THESE IMAGES SHOWING WHAT THEY WANT TO SEE MORE OF IN JACKSON HUB



IMAGE SIZE INDICATES QUANTITY OF TIMES IMAGE WAS SELECTED AS A PREFERENCE BY PARTICIPANTS



COMMUNITY ENGAGEMENT FINDINGS

PUBLIC EVENT 2

The second public outreach event was an opportunity to present a range of design options that were a mix of long-term visionary approaches and immediate actionable choices.

Visionary, long-term, higher investment options were clearly identified and labeled, and corralled together onto their own boards to limit confusion.

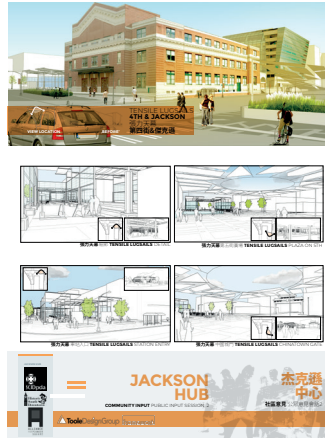
Participants engaged in both narrative (oral and written) forms, with interpreters available on site to indicate their likes and dislikes, areas of concern and hidden opportunities.

In addition to narrative forms, community members had the option of selecting elements they liked with visual preference cards.

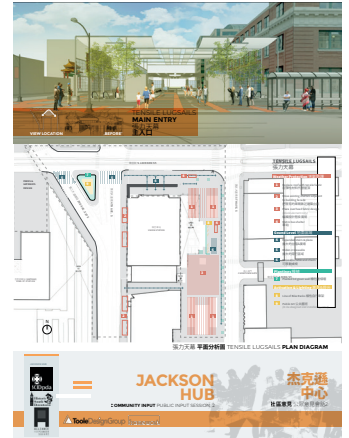
Estimated number of engagements at the second public event was 50-75. This feedback was supplemented with input given at meetings with key stakeholders, presentations to the Pioneer Square Historic Preservation Board and the Chinatown International Special Review District Board.



PUBLIC INPUT SESSION 2: 公眾意見會話2: TENSILE LUGSAILS 張力天幕



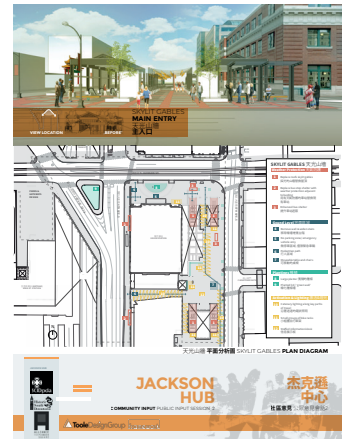
PUBLIC INPUT SESSION 2: 公眾意見會話2: TENSILE LUGSAILS 張力天幕



PUBLIC INPUT SESSION 2: 公眾意見會話2: SKYLIT GABLES 天光山牆



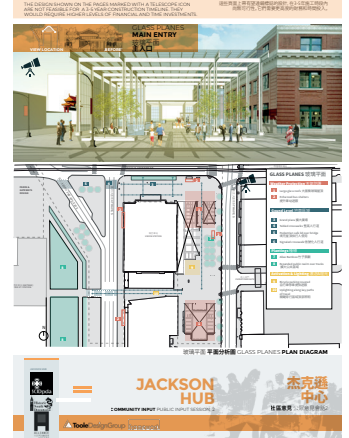
PUBLIC INPUT SESSION 2: 公眾意見會話2: SKYLIT GABLES 天光山牆



PUBLIC INPUT SESSION 2: 公眾意見會話2: GLASS PLANES 玻璃平面

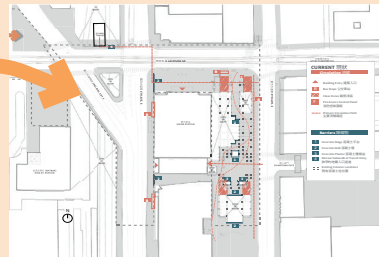
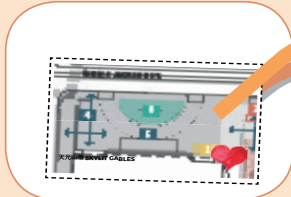


PUBLIC INPUT SESSION 2: 公眾意見會話2: GLASS PLANES 玻璃平面

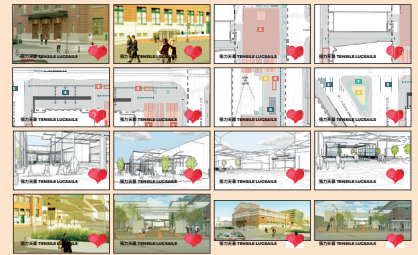


COMMUNITY ENGAGEMENT FINDINGS

PICK OUT WHAT YOU LIKE! 挑選你喜歡的

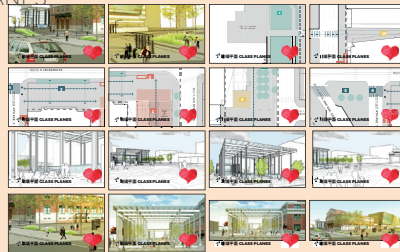


張力天幕 TENSILE

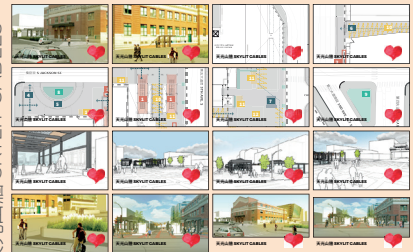


PLANES

玻璃平面 GLASS



天光山牆 SKYLIT CABLES



A RANGE OF DESIGNS WERE SHARED WITH THE COMMUNITY WITH A MIX OF LONG-TERM VISIONARY AND WE CAN DO THIS NOW OPTIONS.

PHOTOS: At the public event there were multiple preliminary concepts presented that each hosted a range of different design options. Community members had options to provide verbal, written, or visual responses to the design options.

COMMUNITY ENGAGEMENT FINDINGS

FINDINGS

The preliminary input from the public event made clear a preference for a long-term Jackson Hub that is visionary and iconic.

The following four were identified as preferences (listed in no particular order):

Open to Below Triangle on 4th Avenue S. and S. Jackson Street

There is a portion of the bridge that spans the intersection of 4th Avenue S. and S. Jackson Street that is open air to the BNSF rail lines below. This is located on a pedestrian island in the street. This open to below space can be used to improve the pedestrian experience by partially filling it with plantings and vegetation. This can be accomplished through the use of a lightweight “green roof” structure. The structure will be designed for low growing plants so that it is lighter weight.

South Side of Union Station

Adding a stairway at the south side of Union Station will create a safer space as it eliminates a pedestrian dead end and allows pedestrians to make more direct transit connections at night. A crosswalk with signal lighting will better connect S. King Street to Sounder trains and the stadiums.

5th Avenue Plaza

Overhead art elements on 5th Avenue plaza were identified as a preference by community members. The Pioneer Square Preservation Board raised concerns about negatively impacting sight lines to historic architecture and requested the overhead art be placed in the corridor at the south of Union Station as an alternative.

Bicycle Parking

Consolidated bicycle parking in the 5th Avenue S. Plaza was preferred over alternative options and locations. The Working Group and SDOT requested ground racks nearby in addition to stacked options for those who have trouble lifting their bicycles.

Roof Structure at Light Rail Entries

Public preference for the Glass Planes roof that would require a higher level of effort and investment was clear. Near-term solutions that allow for minimal rebuilding of existing structures will allow for a Light Rail transit station redesign in the next 5-10 years.

High Quality Bus Shelters

No preference was given for a standard Metro Bus shelter compared to a customized version. This question was brought before the Jackson Hub Working Group where there was a strong preference for a customized bus shelter.

No Parking on Union Station Plaza

Feedback from public outreach and Working Group strongly disapproved of any parking on Union Station Plaza as it further exacerbated an already challenging pedestrian experience.



ONLINE SURVEY



KEY STAKEHOLDER INTERVIEW



PUBLIC OUTREACH EVENT

TOP PRIORITIES 優先事項



SAFETY (VEHICULAR)
安全(車輛)



SAFE & COMFORTABLE
安全與舒適



CLEAR WAYFINDING
清楚指路



PEDESTRIAN LIGHTING
行人照明



LANDSCAPE / VEGETATION
景觀植栽



WEATHER PROTECTION
天氣防護

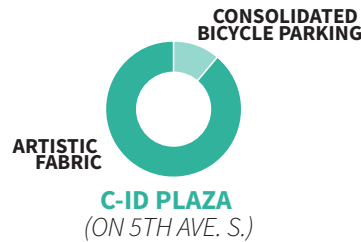
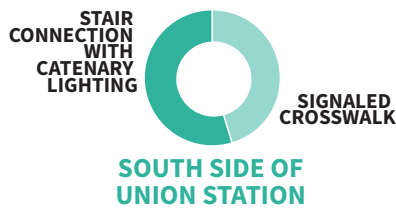
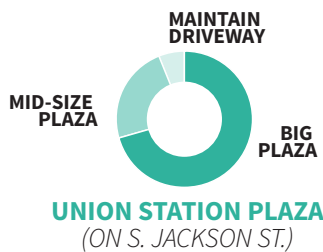
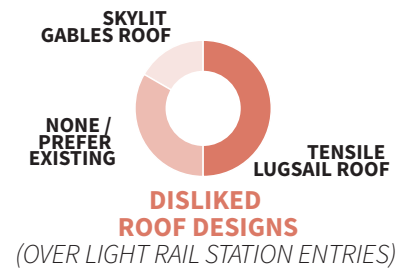
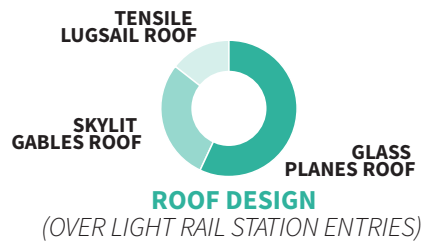
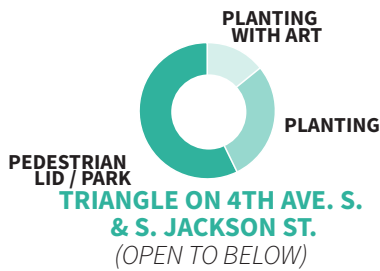
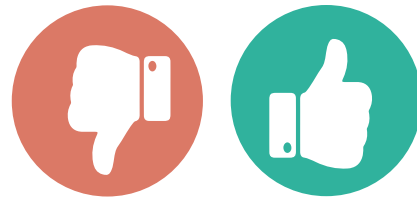


BICYCLE PARKING
自行車停放

COMMUNITY ENGAGEMENT FINDINGS

DESIGN OPTIONS

The following charts show different options that people liked or specifically disliked. Additional options that did not elicit a like or dislike are not included in these charts.





CREATION DATE:
WEDNESDAY
NOVEMBER 21ST, 2016

WHO WE ARE:
METRICSS DESIGN
LONDON

OUR LOCATION:
6TH WASHINGTON AVENUE
NEW YORK
UNITED STATES



4. DESIGN

///
 In the older scene daring steel workers pose atop construction towers during the 1910 building of the Union Depot that faces Jackson Street. Seattle Municipal Archives.

4.0 CONCEPT DESIGN: IN-DEPTH

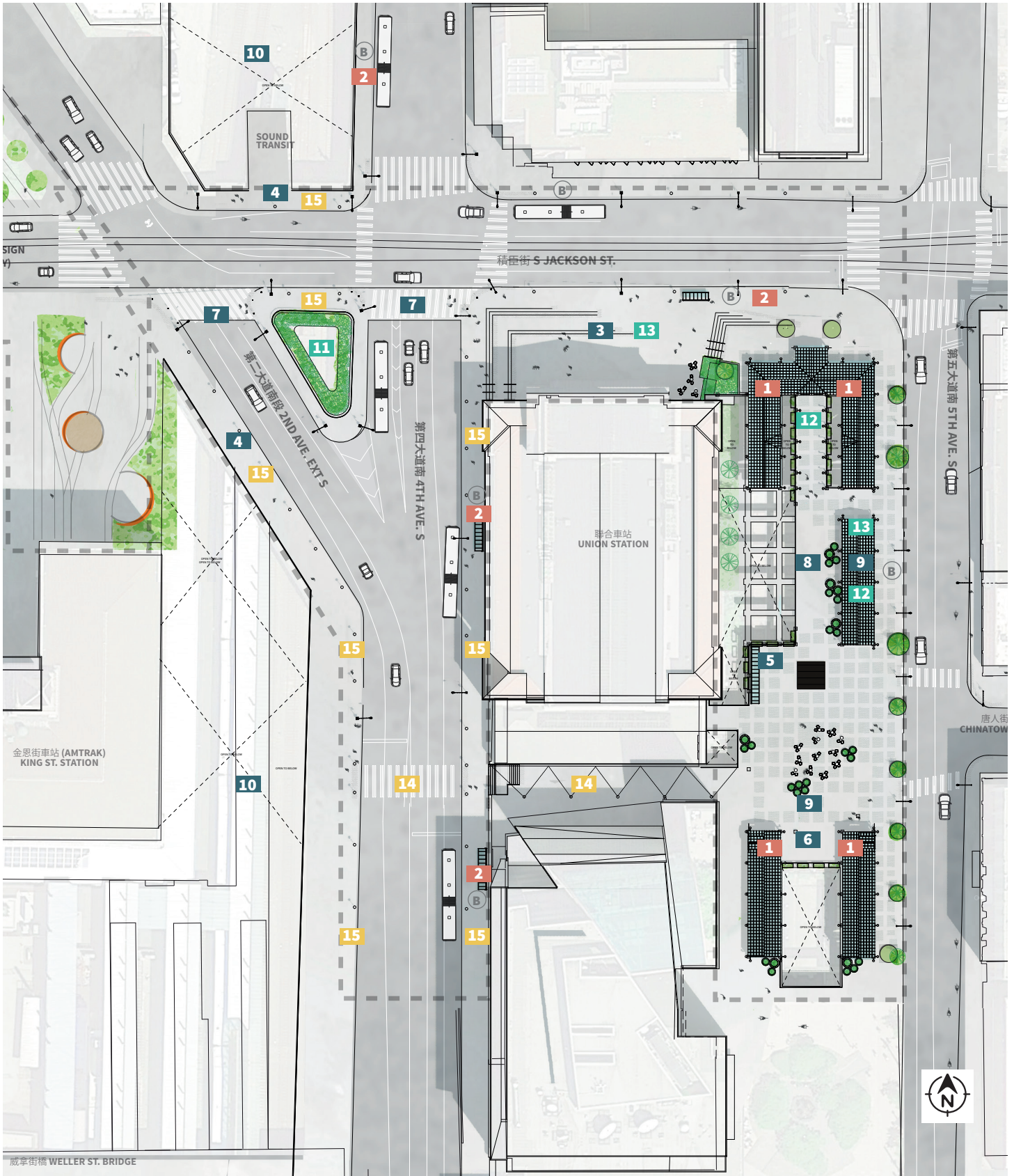
DESIGN STRATEGY & VISION

- Jackson Hub is an important and welcoming gateway destination to Chinatown International District, Pioneer Square and the waterfront.
- Design accessible and pedestrian first connections to Union Station.
- Anticipate and design increased pedestrian movement capacity for increasing multi-modal ridership with intuitive and legible wayfinding between transportation modes and connections between neighborhoods.
- Retain and expand the art at Jackson Hub.
- Make Jackson Hub a more comprehensive space by adding amenities like micro-retail, charging stations, seating and plantings. Pay attention to details that ensure these additions retain a character that make Jackson Hub accessible to people of all abilities and incomes.
- Make a connection that extends King Street through to the Stadiums with near-term stairs south of Union Station and signaled crosswalk. Long-term lid over BNSF rail tracks will strengthen and enhance this connection.
- Build a lid over the BNSF train tracks, and use the new space that prioritizes the public realm, recognizing the current lack of open green space in the Chinatown International District and Pioneer Square neighborhoods. These neighborhoods are two of the highest priority neighborhoods for addressing issues of equity in the city. The Stadium District also contains almost no public park landscaped space.
- All final bus stop locations to be confirmed with KC Metro.

Refer to page 16-17 for phased implementation

WEATHER PROTECTION 天氣防護	
1	Near-term: Repaint & Update Lights 第一階段: 重新油漆和更新照明 Long-term: Visionary Glass Planes 未來階段: 視覺玻璃平面
2	Enhanced bus shelter design 加強公車候車車棚設計
GROUND LEVEL 鋪砌	
3	Big plaza - no parking 大廣場 (無停車)
4	Expand sidewalk 擴大人行道
5	Grouped bicycle parking 分組式自行車停放
6	Digital wayfinding kiosk 廣場上坊的旋轉藝術構造
7	Realign, widen, and raise crosswalk 凸起人行橫道
8	Pedestrian lid 人形頂蓋
9	Eliminate all extra structures (pergolas, columns, planters, etc) 消除所有額外結構
10	Future phase: Lid with connected public realm & park 未來階段: 頂蓋鏈接公共區域和公園
PLANTING 景觀植栽	
11	Planting - green wall structure 綠化-綠色結構牆
12	Add benches 添加花盆和長椅
13	Add moveable planters & seating 添加花盆和移動座椅
ACTIVATION & LIGHTING 動和照明	
14	Stair connection with overhead art, catenary lighting & signaled crosswalk 樓梯鏈接及吊燈和信號人行通道
15	Install pedestrian lighting 安裝行人照明

CONCEPT PLAN



STATION ENTRY ON S. JACKSON STREET

WEATHER PROTECTION

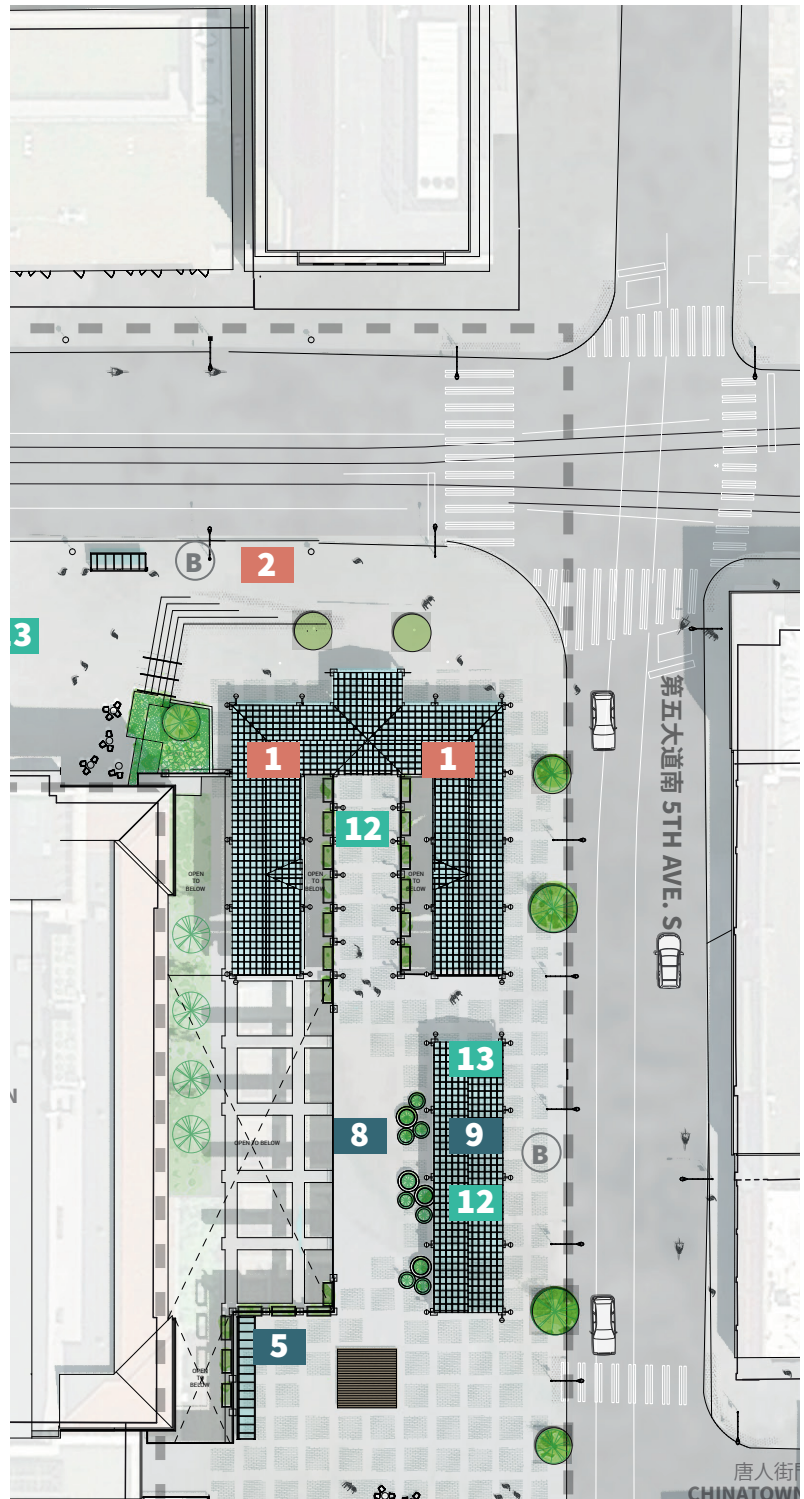
- 1** Repaint & Update Lights
Future Phase: Visionary Glass Planes
- 2** Enhanced bus shelter design

GROUND LEVEL

- 5** Grouped bicycle parking
- 8** Pedestrian lid
- 9** Eliminate all extra structures (pergolas, columns, planters, etc)

PLANTING

- 12** Add planters & benches
- 13** Add moveable planters & seating



STATION ENTRY ON S. JACKSON STREET



The near-term recommendations for the International District/Chinatown Light Rail Station entry includes removing excess structures, including utility structures and planter boxes, that block views to the station head roof. A small expansion of the plaza to partially cover some of the open to below space that divides the pedestrian walkway through the plaza will help alleviate a critical pedestrian pinch point.

Enhanced bus shelter shown for representation purposes. Future bus station alternations to be vetted with King County Metro.



S. JACKSON STREET AT 4TH AVENUE S. INTERSECTION

WEATHER PROTECTION

- 1** Repaint & Update Lights
Future Phase: Visionary Glass Planes
- 2** Enhanced bus shelter design

GROUND LEVEL

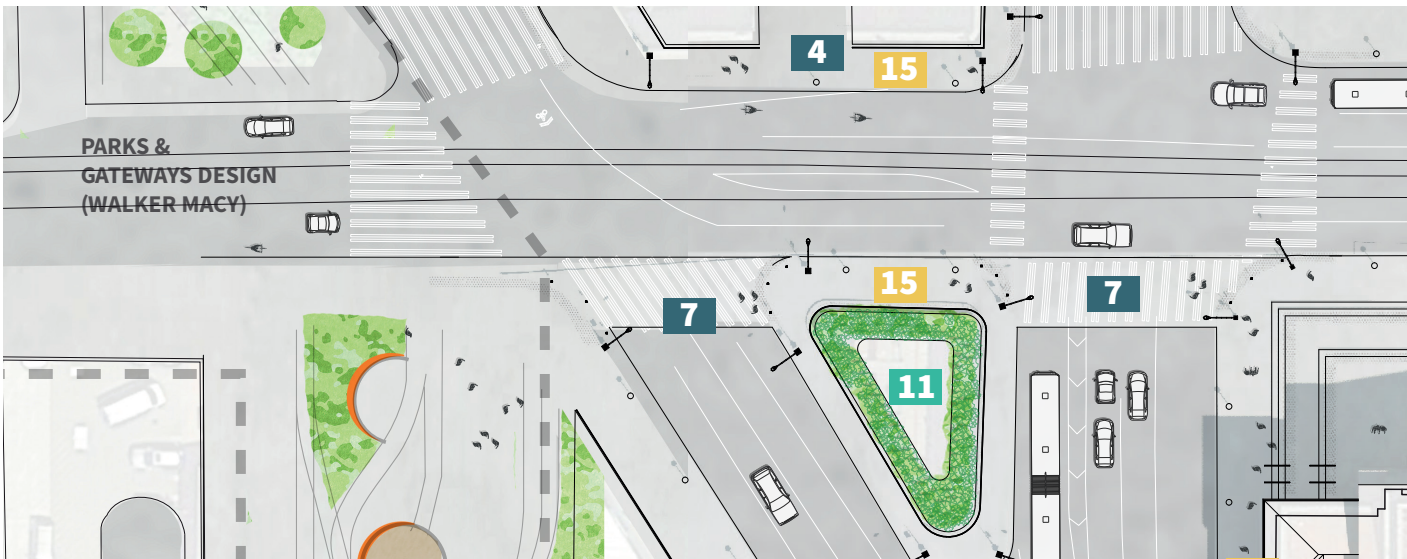
- 3** Big plaza - no parking
- 4** Expand sidewalk
- 7** Realign, widen, and raise crosswalk

PLANTING

- 11** Planting - green wall structure
- 12** Add benches
- 13** Add moveable planters & seating

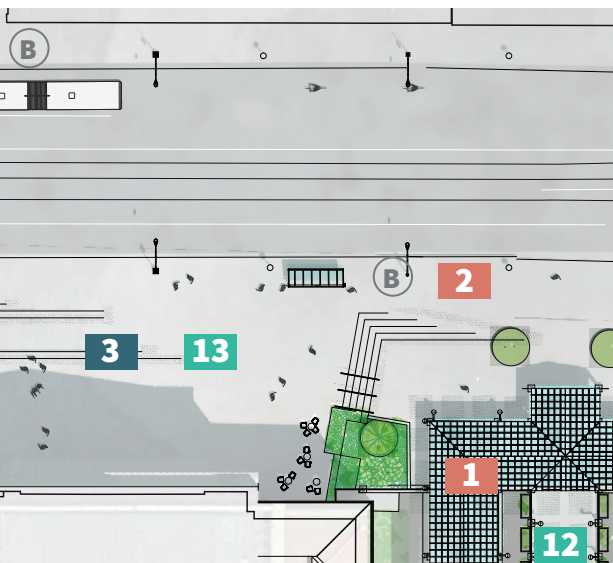
ACTIVATION & LIGHTING

- 15** Install pedestrian lighting





PROPOSED



S. JACKSON STREET AT 4TH AVENUE S. INTERSECTION



EXISTING

CHINATOWN INTERNATIONAL DISTRICT 5TH AVENUE. S. PLAZA

WEATHER PROTECTION

- 1** Repaint & Update Lights
Future Phase: Visionary Glass Planes

GROUND LEVEL

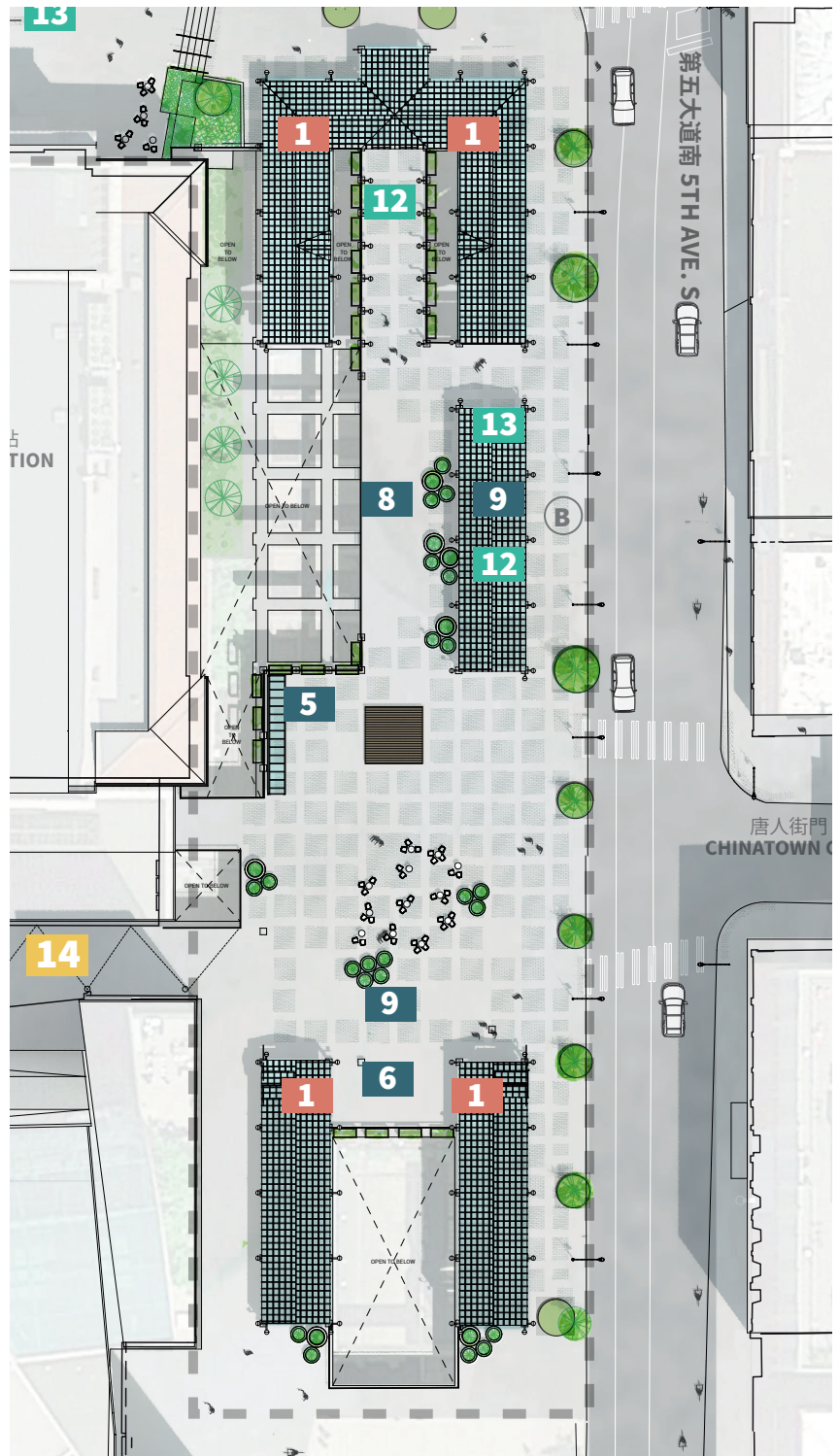
- 5** Grouped bicycle parking
- 6** Rotating art infrastructure over plaza
- 8** Pedestrian lid
- 9** Eliminate all extra structures (pergolas, columns, planters, etc.)

PLANTING

- 12** Add benches
- 13** Add moveable planters & seating

ACTIVATION & LIGHTING

- 14** Stair connection with overhead art, catenary lighting & signaled crosswalk



CHINATOWN INTERNATIONAL DISTRICT 5TH AVENUE. S. PLAZA



PROPOSED



EXISTING

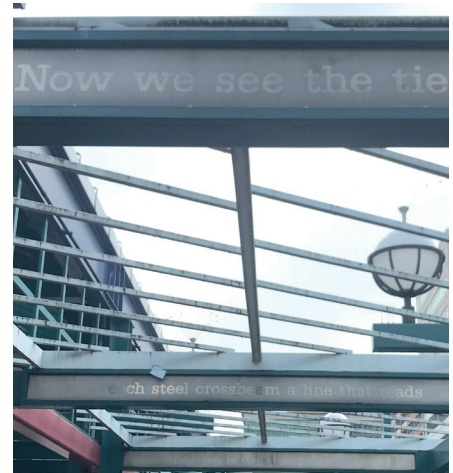
4.1 ELEVATING PUBLIC ART

ELEVATING EXISTING PUBLIC ART

The original station plaza design includes public art that will be retained and re-purposed. These elements include:

1. Stainless steel plate etchings of poetry by Seattle poet Laureen Mar will be removed from trellis walkway beams for use on risers on new stairs on Union Station Plaza.
2. Retain, clean, and repair brick mosaic depicting the Chinese calendar located in the station plaza on 5th Avenue S.
3. Sand and refinish performance/seating platform located in the station plaza on 5th Avenue S. with stain and seal. Stone elements at corners to be removed.
4. Retain silhouettes and quotations of Philippine writer Jose Rizal, Seattle poet Eve Triem, Chinese entrepreneur Chinn Gee Hee, and University of Washington professor Teresa Schmid McMahon that are located on elements slated for demolition for reuse.
5. Addition of tension cables in the corridor south of Union Station to support rotating temporary art elements that reflect local character. *(Image for representation only)*
6. Finish Union Station Plaza with artist collaboration with Native American/First Nations artist *(Image for representation only. Photo: Arena Blvd. Amsterdam)*

1



2



3



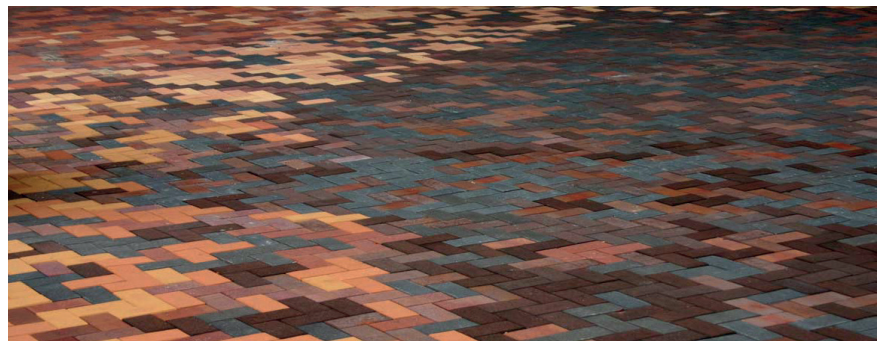
4



5



6



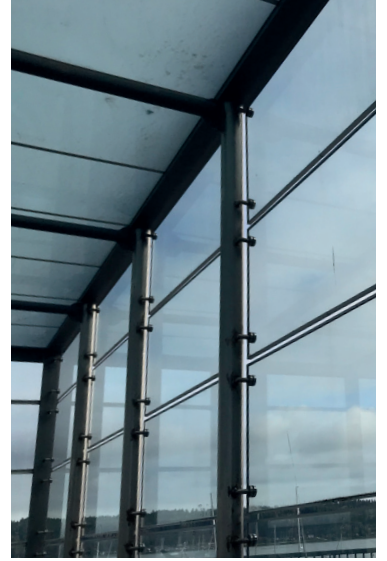
4.2 MATERIALS & FURNISHINGS

MATERIALS & FURNISHINGS

The following images are representative of the types of furnishings and materials recommended for the Jackson Hub area. They are durable with high quality finishes. Overall, they are contemporary and compliment with historic architecture in the area.

Final selection of materials and furnishings will be further developed in future schematic design stages. Featured materials in this report are preliminary recommendations and representational only. Final elements will be selected in later design phases.

GLASS PANELS FOR ROOF STRUCTURES



PLANTERS



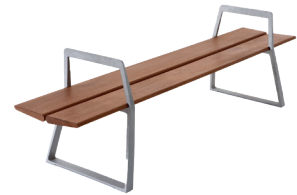
Oliver van Hergt: The 3D Printed Blue and White Collection in Porcelain & Translated Vase Artist: Sookyung Yee



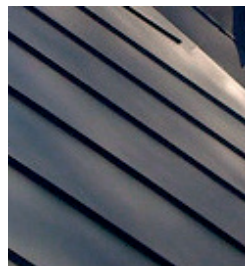
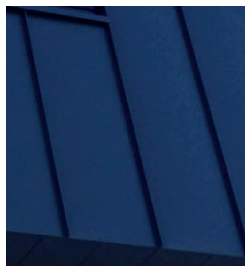
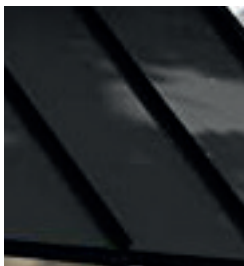
MOVEABLE CHAIRS



FIXED BENCHES



PAINT COLOR OPTIONS FOR STRUCTURES



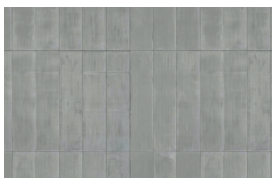
BOLLARDS



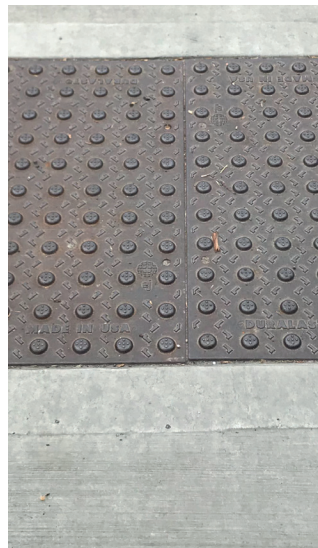
DIGITAL WAYFINDING KIOSK



PAVING MATERIALS



CAST IRON TRUNCATED DOMES



RAILINGS



BUS SHELTERS



4.3 LONG TERM VISION: MAKING JACKSON HUB A PLACE TO BE.

LONG TERM VISION

The long-term vision for Jackson Hub is still in its preliminary stages. There are multiple factors that make this planning effort urgent. These include the need for an expanded transit capacity for additional Light Rail lines within Jackson Hub, as well as the inevitability of a bridge rebuild for seismic safety.

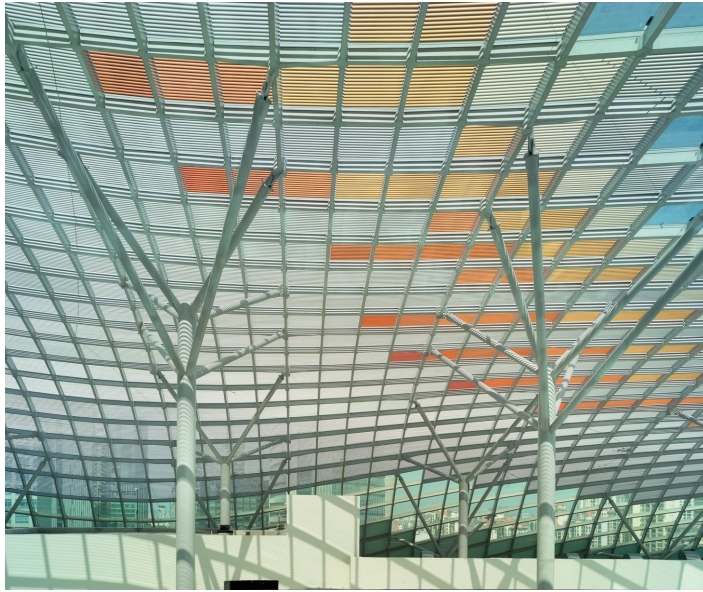
With these larger infrastructure efforts on the horizon, there is a huge opportunity to restructure Jackson Hub to better address the community consensus around goals and priorities as documented in this report. In order to avoid near-term investments that were shortsighted or limiting to future opportunities, some preliminary design visioning exercises were conducted at public engagement events. There was clear community consensus for an expanded public realm that lids the BNSF Rail, as well as a desire for a elegant, contemporary roof for new station entries.

RAISED CROSSWALKS

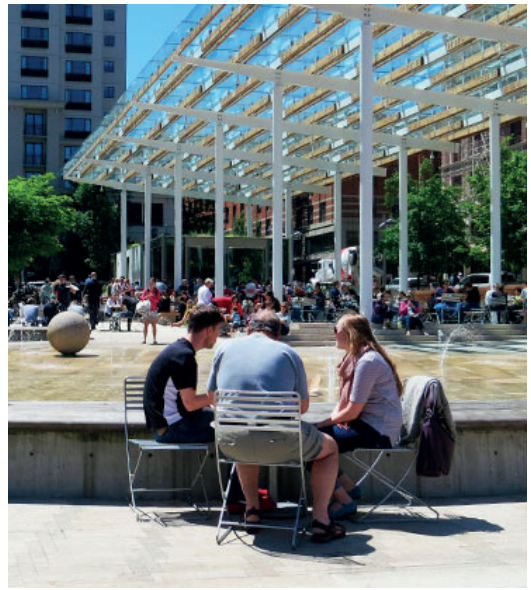


RAISED CROSSWALK IN SYDNEY (PHOTO DAVID LEVINSON)

ICONIC TRANSIT ENTRY



SOUND TRANSIT ENTRY



DIRECTORS PARK [OLIN]

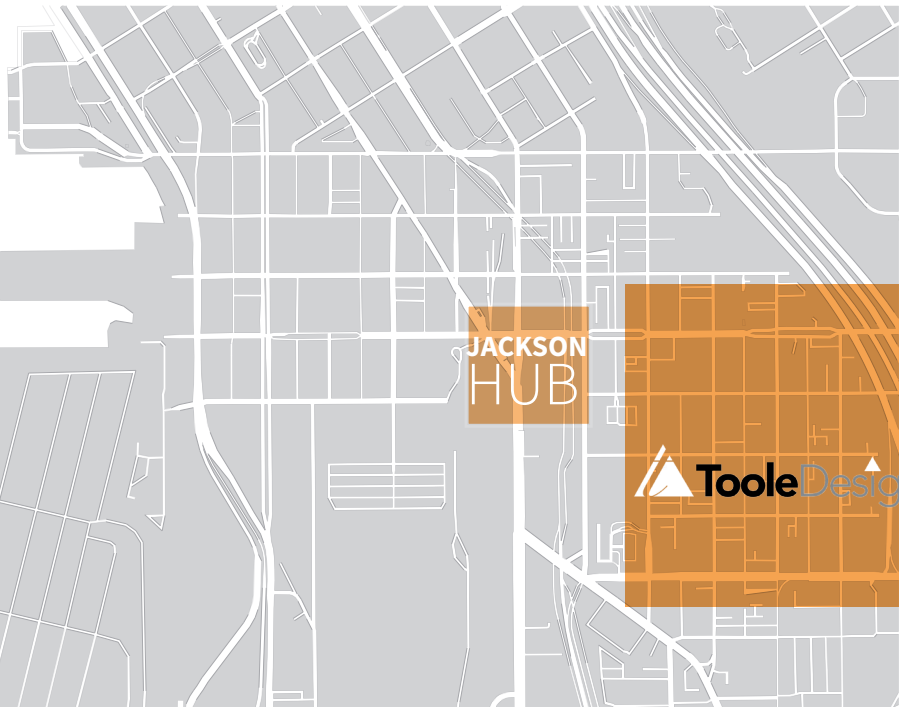


PRELIMINARY TRANSIT ENTRY DESIGN OPTION THAT DEMONSTRATES A LEVEL OF EFFORT AND CONTEMPORARY STYLE THAT WAS SELECTED AS MOST DESIREABLE OF THE CONCEPTS PRESENTED IN COMMUNITY OUTREACH EFFORTS

JACKSON HUB
CONCEPT PLAN



ALLIANCE
FOR PIONEER
SQUARE



JACKSON
HUB



framework

MARCH 2019