

WHAT WILL THE FUTURE BRING?

At an uncertain time in our country's and city's history it is hard to imagine how Seattle will look in 50 years. If you can, think back to how Seattle and the International District looked and operated a half century ago, before the construction of Interstate 5. How did the interstate change the International District and the city? Seattle's initiative to build light rail could bring a station to the space under I-5, especially if our city continues to move toward more independence from cars and fossil fuels and expand the existing light rail system. The next half century will almost certainly bring skyrocketing gas prices, requiring localization of food sources and densification of the region into the city of Seattle. Looking to new and innovative ways to grow food locally, such as on the highway, could become a possibility, as more people move to the city to be close to mass transit.

What do you think this area will look like in 2060?



The space below I-5 as light rail station



I-5 with light rail and automobile traffic; tea and rice farm; and public park

KING STREET VISION PROJECT

REINTEGRATING neighborhoods

Connecting the Pedestrian Corridor and Place-making Under I-5

IMPROVING THE PEDESTRIAN EXPERIENCE

South King Street serves as the spine of the International District in Seattle. The two main areas of the ID - Chinatown and Little Saigon - were bisected by the construction of Interstate 5 in the late 1960s. This project seeks to improve the pedestrian experience along King Street and reconnect the two sides of the neighborhood. Specifically, it addresses alternative strategies for transforming the area under I-5 and for restoring vital pedestrian connections between the east and west sides of the neighborhood.



use as a weekend market

PROPOSED PARKING LOT USE - PHASE II

day >	M	T	W	R	F	S	S
time v							
06:00 AM							
08:00 AM							
10:00 AM							
12:00 PM							
02:00 PM							
04:00 PM							
06:00 PM							
08:00 PM							
10:00 PM							
12:00 AM							
02:00 AM							
04:00 AM							

CREATING ACTIVITIES UNDER I-5

The ownership of the space under the highway is mostly public, and currently managed as parking by Inter*Im. Non-peak hours have the potential to be used for activities such as markets, festivals, and outdoor movies. By keeping the space occupied throughout the day and week, it will become a safe and lively destination in the city, promote business in the district and improve the connection between Chinatown and Little Saigon.

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Jordan W Monez
King Street Vision Project

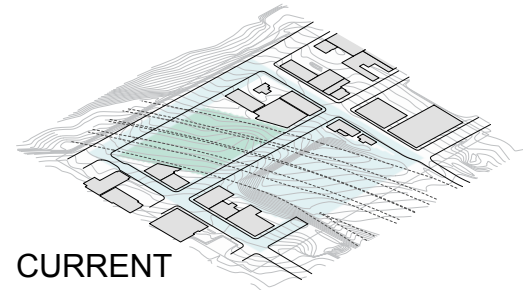
L ARCH 503 Community Design Studio | Winter 2009 | Jeff Hou

For more information and to download this pamphlet, visit: <http://courses.washington.edu/kingst/>

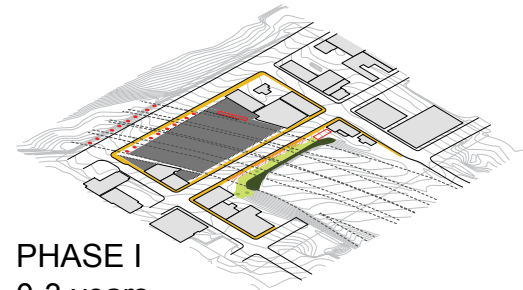
PROJECT PHASES

LAYERS OF INTERVENTION IN SPACE AND TIME

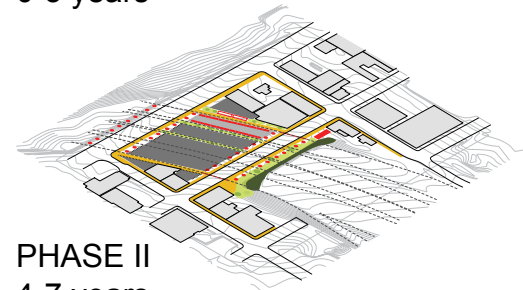
Three proposed phases for the space below I-5 are broken down by three temporal phases, and then further into three categories: **ACTIVITIES + COORDINATION**, **PUBLIC ART + STRUCTURES**, and **GREENING + PEDESTRIANIZATION**. For each phase, different alternatives and activities are identified within each of these categories. An additional phase, Phase IV, offers a possible view of the future of I-5 after another half-century - approximately the amount of time since the highway was constructed that altered Seattle so drastically.



CURRENT



PHASE I
0-3 years



PHASE II
4-7 years



PHASE III
8-11 years

- LEGEND**
- state-owned land
 - SDOT right-of-way
 - existing buildings
 - sidewalk/pedestrian area
 - art/structures
 - trees
 - low plants (ferns, grasses)
 - groundcover plants (mosses)
 - parking and activities
 - parking only
 - high-density parking (valet, double-deck)
 - road edge
 - highway
 - contour line
 - fence

ACTIVITIES + COORDINATION

- (1) Engage stakeholders
- (1) Raise funds and apply for grants for short and long-term projects
- (1) Consider creating a local currency for the International District
- (1) Promote the space under I-5 to businesses and other investors
- (1) Begin coordinating markets during non-peak parking hours
- (2) Reach out to different markets, events and opportunities for activities in the space during non-peak hours
- (2) Hold movie nights in lot with radio station tuned to audio of movie
- (2) Create program for homeless housing at night
- (3) As markets and activities become a fixture in the space, add new stakeholders and types of markets and activities; expand the hours

PUBLIC ART + STRUCTURES

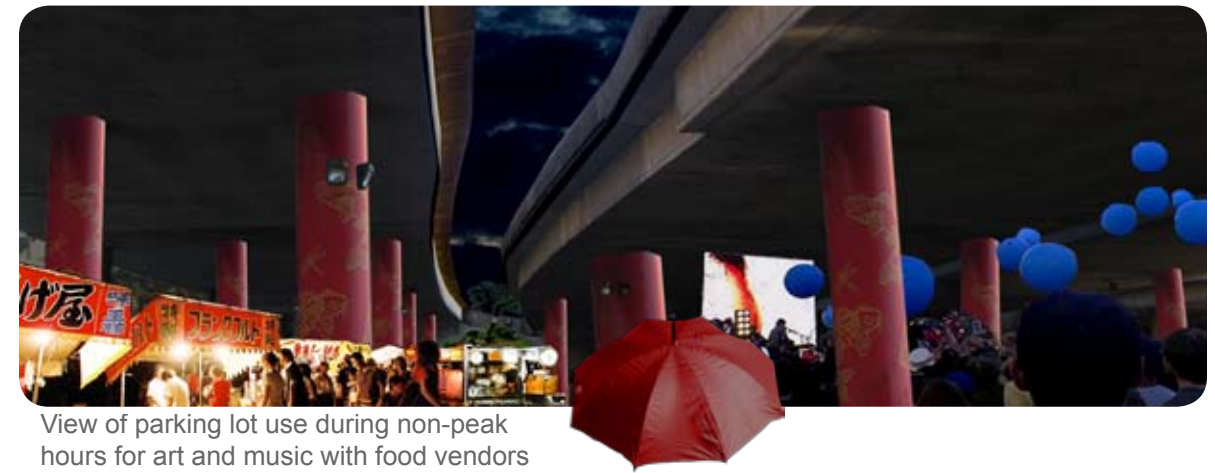
- (1) Temporary public art installations
- (1) Improve lighting under the highway with pedestrian-scale fixtures
- (1) Create temporary storage facilities from shipping containers and provide tents for vendors
- (2) Paint columns along King Street to match Jackson Street, creating equality and connection between the two streets
- (2) Make food bank building a permanent structure
- (2) Create bike vendor program to coordinate with the addition of public gardens in the neighborhood, and encourage local gardeners, grocery businesses, and other local businesses to participate
- (3) Create permanent market structures such as a market administrative building, permanent vendor areas, and a gate
- (3) Build parking garage and create temporary parking and expanded market/activity space next to pedestrian street

GREENING + PEDESTRIANIZATION

- (1) Begin planting strategy along King Street, with mosses, ferns, and small trees supporting current volunteer vegetation
- (2) Create planter beds in parking lot
- (2) Create public space and seating next to the mural at 8th and King
- (2) Connect King and Jackson Streets with sidewalks
- (3) Create pedestrian street connecting King and Jackson Streets
- (3) Acquire land on Jackson Street next to public land for park



View looking west on King Street with potential art installation and improved lighting (PHASE I)



View of parking lot use during non-peak hours for art and music with food vendors (PHASE II-III)

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SECTION OF PHASE III: PEDESTRIAN STREET BETWEEN KING ST AND JACKSON ST

