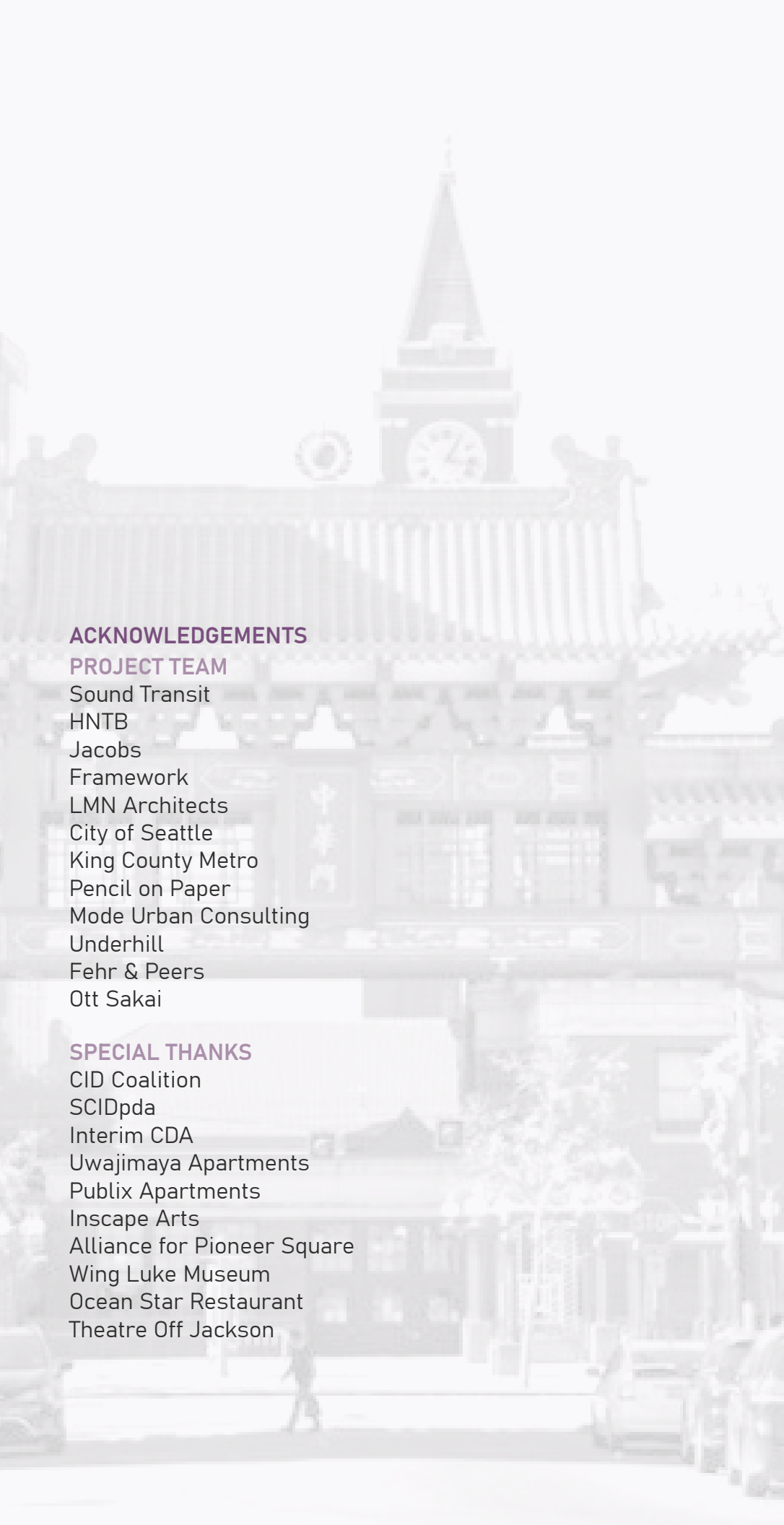


SOUTH DOWNTOWN HUB

Planning for an integrated transportation future for Chinatown-International District and Pioneer Square





ACKNOWLEDGEMENTS

PROJECT TEAM

- Sound Transit
- HNTB
- Jacobs
- Framework
- LMN Architects
- City of Seattle
- King County Metro
- Pencil on Paper
- Mode Urban Consulting
- Underhill
- Fehr & Peers
- Ott Sakai

SPECIAL THANKS

- CID Coalition
- SCIDpda
- Interim CDA
- Uwajimaya Apartments
- Publix Apartments
- Inscape Arts
- Alliance for Pioneer Square
- Wing Luke Museum
- Ocean Star Restaurant
- Theatre Off Jackson

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01

INTRODUCTION



Executive Summary

The South Downtown Hub Plan (SDH), initiated under Sound Transit Board Motion M2023-18, reflects a collaborative effort among multiple public agencies and the community to enhance public spaces, streets, and transit connections across South Downtown. The South Downtown Hub area spans a dense and historic urban fabric at the south end of downtown Seattle, encompassing key streets and linkages between the Chinatown-International District (CID), Pioneer Square, and the Stadium District neighborhoods. Nestled between Interstate 5 and Elliott Bay, anchored by historic King Street and Union Stations and linking existing and planned mass transit hubs, the South Downtown Hub is a central node for mobility, culture, and community life. The convergence of major transit public investments like Sound Transit's Ballard Link Extension and long-standing community priorities presents a unique opportunity to shape a more connected, inclusive, and vibrant public realm in the heart of Seattle.

This plan establishes a shared framework for future investments in streets, public spaces, and multimodal connections, developed through coordination among Sound Transit, the City of Seattle, King County, and community partners. The projects are presented at a conceptual level and will require further analysis, design refinement, and interagency coordination as planning advances. Pending decisions on Ballard Link Extension station locations in the South Downtown Hub may affect project timing and design, making continued collaboration and community engagement essential to carrying forward the plan's vision.

PROJECT GOAL

The South Downtown Hub Plan proposes an integrated 20-year vision for a connected and inclusive public realm that also amplifies community priorities and interagency collaboration. Building on decades of community-led planning, this body of work is not about starting over, it's about reinforcing what has already been heard and what's already here, connecting the dots between transit, culture, and community, and ensuring that investments reflect and benefit the people who have shaped South Downtown for generations.

The resulting plan provides a shared framework that aligns public investments with community priorities and values through deep collaboration across Sound Transit, the City of Seattle, and King County, and with the people who live, work, visit, and have ties to Chinatown-International District (CID), Pioneer Square, the Stadium District, and surrounding neighborhoods.



Figure 1.01. ID/C and Union Stations Plaza Visualization. Rendering of International District/Chinatown Station and Union Station plaza enhancements along S Jackson St.

Study Area

South Downtown is a place where Seattle's history, culture, and mobility intersect. The area stretches from Cherry Street to South Royal Brougham Way, framed by the waterfront and Interstate 5, and includes iconic neighborhoods, civic institutions, and regional transit hubs. Within this larger footprint, three focus hubs create a framework for understanding opportunities and challenges: the Central Hub around Union Station and King Street Station, the North Hub linking Pioneer Square to the King County Civic Campus, and the South Hub extending toward the Stadium District.

South Downtown reflects some of the strongest demographic and socioeconomic diversity in Seattle. More than half of residents identify as belonging to communities of color, and rates of limited English proficiency and foreign-born populations are two to three times higher than citywide averages. Disability prevalence is nearly double, and the area has fewer youth but more seniors, underscoring the need for accessible, age-friendly design.

Economic disparities are also pronounced: household incomes are lower, poverty rates higher, even as educational attainment mirrors city norms. Household characteristics further compound these challenges; many residents do not own a vehicle, and the community is predominantly renter-occupied. These conditions point to a community deeply reliant on transit, walkability, and affordable housing.

Investing here means more than improving infrastructure: it means supporting cultural vibrancy, seamless connections, and creating public spaces that serve those who depend on them most.

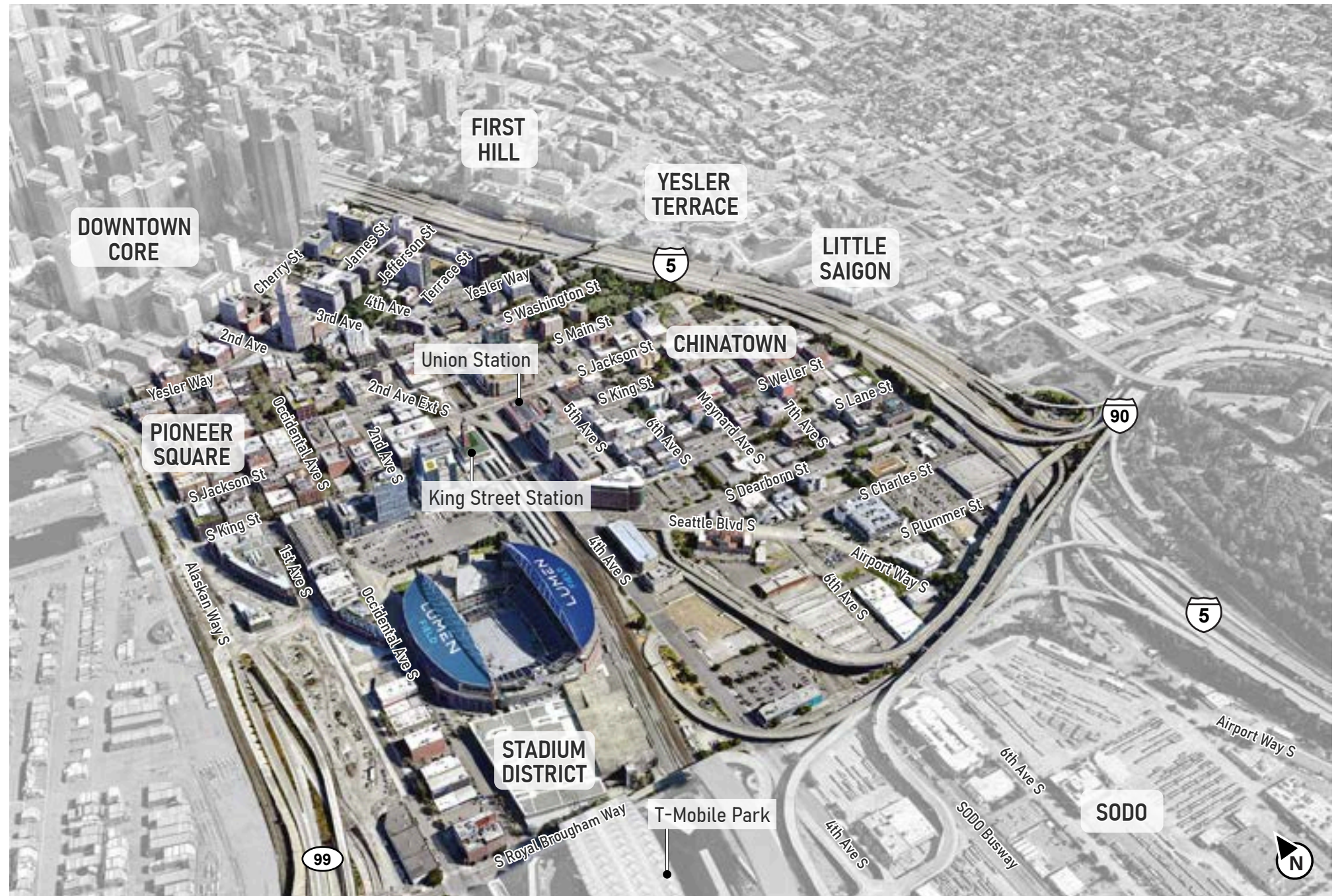


Figure 1.02. South Downtown Hub Study Area. Bird's-eye view of South Downtown Hub. East-west boundary from I-5 to Alaskan Way S; north-south boundary from Cherry St to I-90.

Defining the Hub

South Downtown, Seattle's original hub, has long been a center of activity and connection. Its access to the Salish Sea made it a meeting ground for many generations, giving rise to some of Seattle's most historic and culturally significant neighborhoods including Pioneer Square, Chinatown, Japantown, and most recently the Stadium District.

Originally a tidal marsh along the Duwamish River and Elliott Bay, this area served as a tribal portage and supported up to eight Duwamish longhouses, central to community life for thousands of years. The tidal flats provided abundant resources and were connected by canoe routes that linked villages throughout the region.

Post-colonization, the area was substantially regraded and filled in to support railroad construction, a process that relied heavily on immigrant labor. The Great Seattle Fire of 1889 led to new building practices and rebuilding during the Klondike Gold Rush fueled a boom that reshaped the neighborhood. World's Fairs hosted in 1909 and 1962 marked civic pride, while events like the Great Depression, Japanese-American incarceration during WWII, and major infrastructure projects, including Interstate 5 and stadium construction, displaced communities and fractured cultural continuity.



Figure 1.03. Defining the Hub Context Map. Aerial view of South Downtown with overlaid numbers. See this page for more context regarding areas marked 1-3; see the following page for 4-7.

1 KING STREET STATION AND UNION STATION

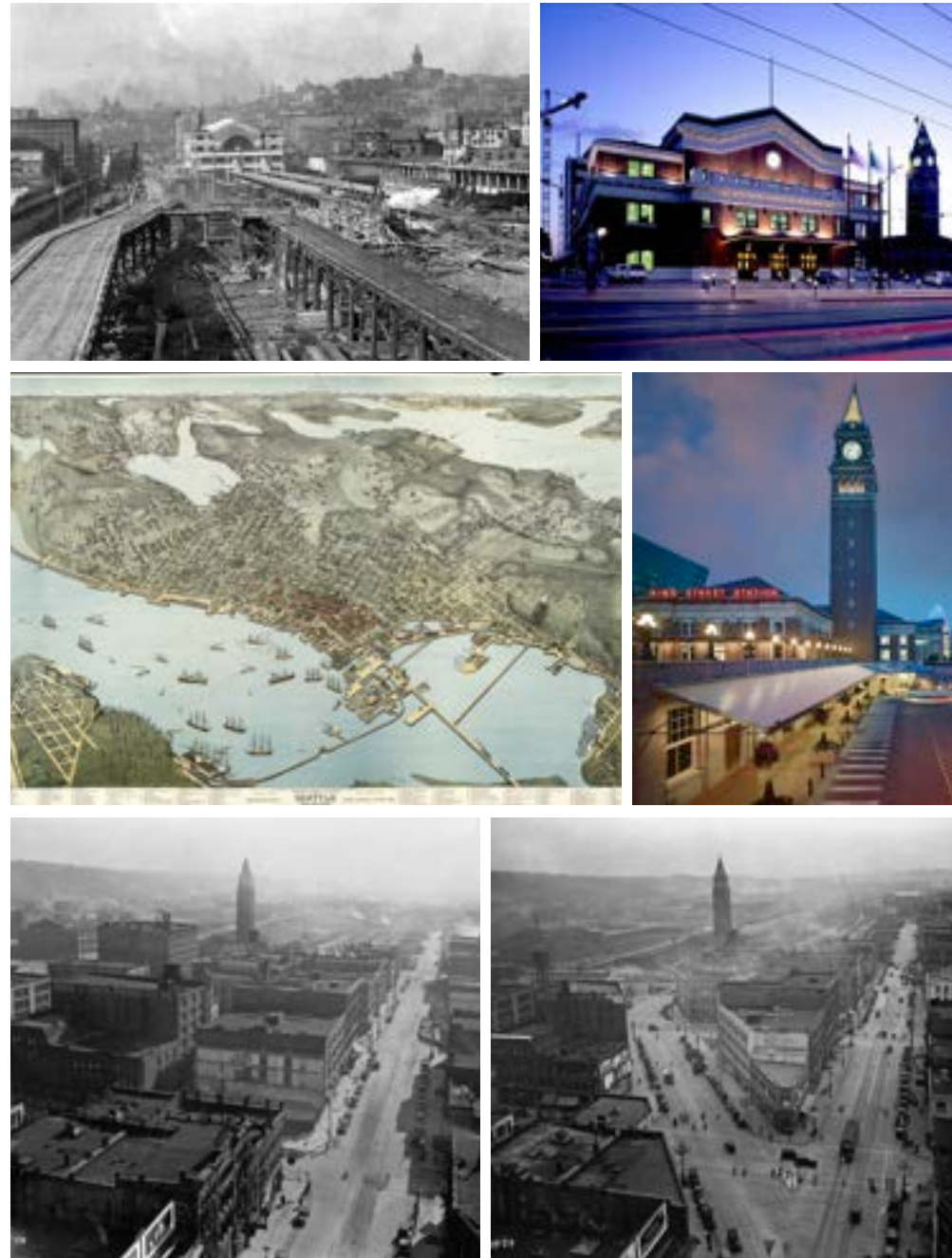


Figure 1.04. King Street Station and Union Station. From left to right. Top: Historic photo facing north toward Union Station; contemporary photo of Union Station facing south. Middle: Historical illustrated bird's-eye view map of Seattle; contemporary photo of King Street Station. Bottom: View from Smith Tower looking south, before 2nd Ave Ext S; same view after 2nd Ave Ext S. Sources: Seattle Municipal Archive; Nitze-Stagen Archive; Daily Journal of Commerce.

2 DOWNTOWN TUNNEL



Figure 1.05. Downtown Tunnel. Top: Two photos showing the construction phase of Chinatown-International District Station plaza and tunnel. Bottom: Two photos of the transit tunnel in use in recent times. Sources: Seattle Municipal Archive; Sound Transit.

3 COLMAN DOCK



Figure 1.06. Colman Dock. Top: Historic photos of the original Colman Dock. Bottom: The recently constructed Colman Dock facility. Sources: Seattle Now & Then; NBBJ Photography.

Defining the Hub

Today, South Downtown hosts important civic functions and serves as a major transportation hub with Amtrak and Sound Transit commuter rail, Link light rail stations, and extensive bus service. Just outside the study area, Colman Dock connects the city to regional ferry routes across Puget Sound. The neighborhoods surrounding these civic and transportation functions, Pioneer Square and Chinatown-International District, remain vibrant. They feature a rich mix of cultural institutions, historic architecture, small businesses, arts venues, and community events that celebrate their diverse heritage while adapting to new growth. As change continues to unfold, this work seeks to learn from this rich history and support the communities that make South Downtown a special place.

4 PIONEER SQUARE

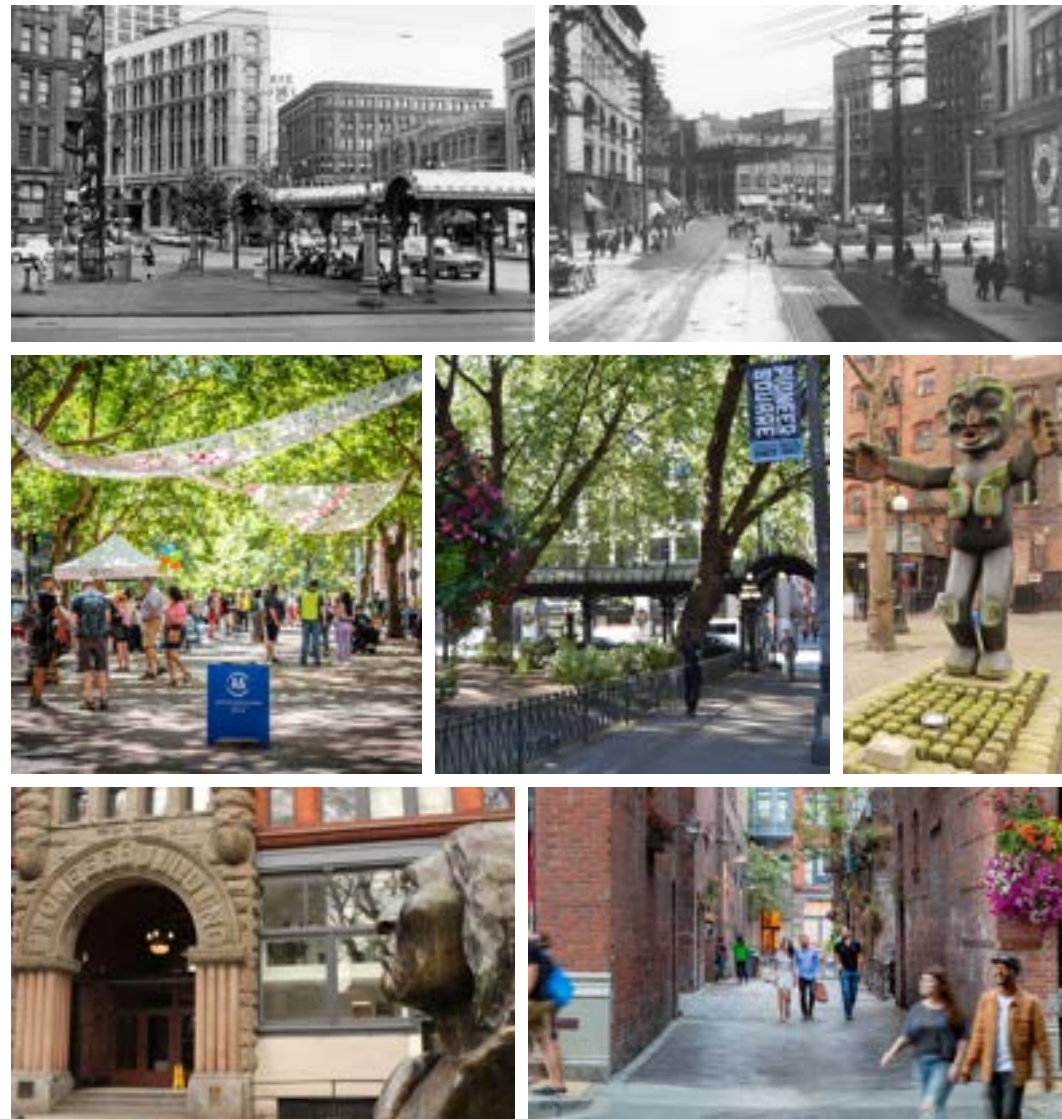


Figure 1.07. Pioneer Square. **Top row:** Historic images of Pioneer Square. **Bottom two rows:** A collection of contemporary photos in Pioneer Square. Sources: UW Special Collections; Seattle Arts Commission; Coasting with Culture.

5 CHINATOWN-INTERNATIONAL DISTRICT



Figure 1.08. Chinatown-International District. **Top row:** Images from Seattle's historic Chinatown. **Bottom two rows:** A collection of contemporary photos in Chinatown-International District and Little Saigon. Sources: UW Special Collections; Seattle Chinatown-International District Business Improvement Area; History Link.

6 CIVIC CAMPUS



Figure 1.09. Civic Campus. **Left:** Two historic images of municipal buildings and City Hall Park. **Right:** Modern-day City Hall and City Hall Park. Sources: Museum of History & Industry; Alliance for Pioneer Square; Bohlin Cywinski Jackson; Bassetti Architects.

7 STADIUM DISTRICT



Figure 1.10. Stadium District. **Top left:** Historic postcard of Kingdome Stadium. **Top right and bottom row:** Contemporary images of the current stadium and event crowds arriving in part by train. Source: Seattle Times; Smith-Western Co.; Lumen Field.

Demographics

The SDH study area boundary (Cherry Street to South Royal Brougham Way, Alaskan Way to I-5) served as the guiding geography for the analysis. To filter the data, the team reviewed census tracts and block groups that overlap with this boundary, recognizing that results are approximations. The analysis drew on neighborhood sub-areas for Pioneer Square and the Chinatown-International District/Japantown and used the City of Seattle as a citywide baseline for comparison.

The South Downtown Hub project area exhibits distinct demographic disparities in comparison to the City as a whole. More than half of its residents are from minority groups, and a sizable portion has limited English proficiency—an occurrence that is two to three times higher than the citywide rate. This pattern is reflected in the percentage of foreign-born residents as well. The prevalence of people identifying as having disabilities is approximately twice that of the City's average.

Other notable distinctions include a lower youth population and a higher concentration of seniors. In terms of socioeconomic status, a great contrast is shown in median household income, aligning with a higher percentage of the population living in poverty. The percentage of residents holding either a college or professional degree is nearly identical to the citywide average.

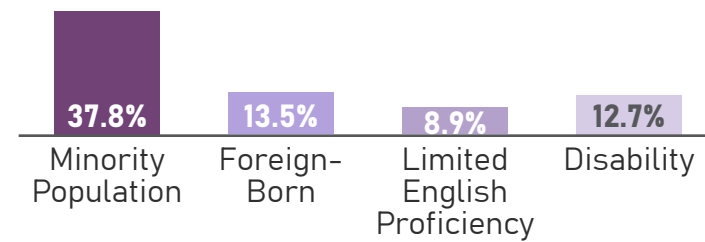
Other key differences are illustrated in household characteristics. Around 60% of the study area's residents do not own a vehicle, a sharp contrast to the citywide rate of 8.4%. Furthermore, this neighborhood is predominantly occupied by renters, constituting approximately 90% of the population.

Figure 1.11. Seattle City and Neighborhood Demographics. **Right:** Side-by-side infographic showing City of Seattle demographics compared to the demographic of the neighborhoods that make up the South Downtown Hub area. This is broken down into population origins, household characteristics, age, and socioeconomic status.

Data sources included the U.S. Census Bureau's Decennial Census (2020) and American Community Survey (ACS) 5-year estimates (circa 2020), accessed via the Climate and Economic Justice Screening Tool (CEJST) and the Disadvantaged Community Index, formerly maintained by the U.S. Government.

CITY OF SEATTLE

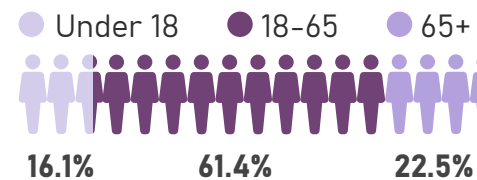
ORIGINS



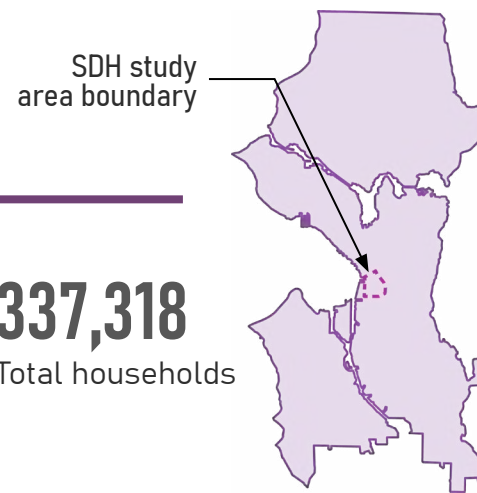
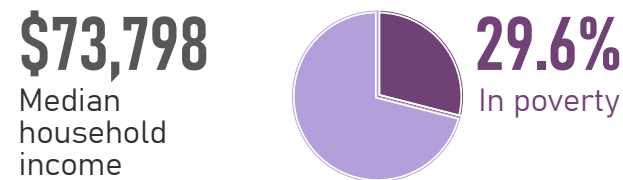
HOUSEHOLD CHARACTERISTICS



AGE

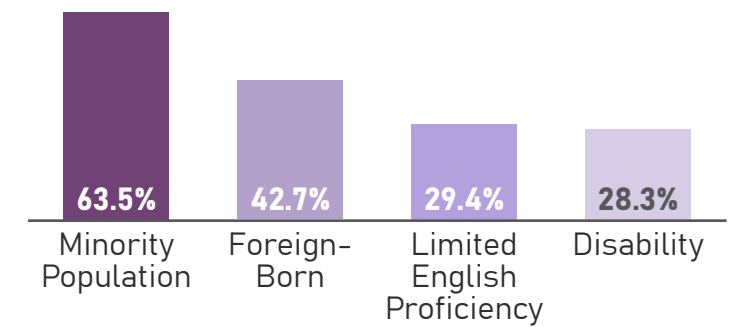


SOCIOECONOMICS



NEIGHBORHOOD

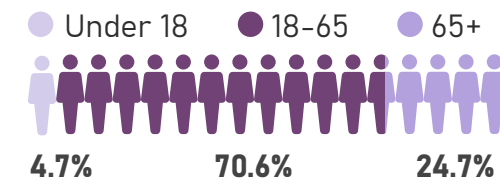
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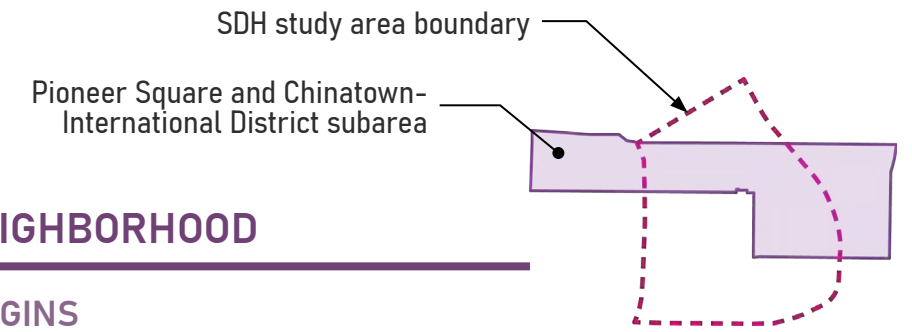
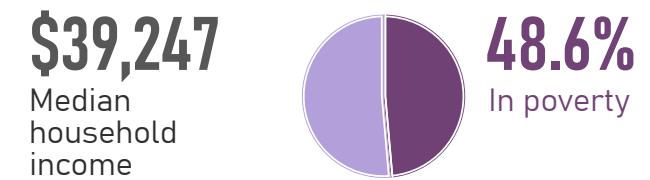
HOUSEHOLD CHARACTERISTICS



AGE



SOCIOECONOMICS



Guiding Community Themes

In 2021, the City of Seattle conducted a survey of planning work done by city departments and community-based organizations to understand the range of vision, goals, and strategies advanced in past plans. The graphic on this page depicts a synthesis of eight community themes that resulted from the community plan review. These themes represent consistent threads throughout most – if not all – of the plans. The work for the analysis reviewed existing community plans and the City’s summary to ensure an understanding of shared priorities and strategies to identify possible projects to move forward. Summaries of the analysis are included in the Appendix. Feedback received during the South Downtown Hub planning process broadly confirmed the accuracy and continued relevance of these community themes, along with ideas for how these can be expressed in meaningful investments and projects.



Figure 1.12. SCIDpda Group Picture. Photo courtesy of Seattle Chinatown International District Preservation and Development Authority (SCIDpda)

PUBLIC SPACE

Enhance public space, streets, alleys, and open spaces, to increase safety, social connections, and physical activity



EQUITABLE DEVELOPMENT

Minimize cumulative harm and/or displacement (small businesses, residents and nonprofits) and encourage equitable development



PUBLIC SAFETY

Improve public safety experience and perceptions



COMMUNITY BENEFIT

Maximize community benefit and ownership of land



HISTORY & CULTURE

Retain historic and cultural character



ADDRESS HISTORIC RACISM

Acknowledge and address historic racism that has and continues to impact neighborhoods



CONNECTIVITY

Improve mobility and connectivity, particularly between neighborhoods and King Street and Union Stations



ECONOMICS

Encourage economic health by supporting existing businesses and fostering new ones



Figure 1.13. Community Themes. Eight community themes synthesized from community-created neighborhood plans.

Comprehensive Collaboration

Building on the foundation of past community planning efforts, the Sound Transit Board of Directors called for the advancement of the South Downtown Hub Plan in its 2023 action to identify a preferred alternative for Ballard Link Extension. Motion M2023-18 stated:

“The Board acknowledges that, regardless of the location of the CID station, south downtown would benefit from Union Station activation and Jackson Hub improvements. Building upon the recent further studies effort and past community and agency planning efforts, the Board directs staff to work with the City of Seattle, King County, and other potential partners, and through engagement with community, to clarify the potential scope and schedule of such improvements as well as funding and partnership opportunities. The scope of Jackson Hub improvements should extend beyond the CID to the abutting stations and transfer points to improve accessibility.” – page 14

This directive provided the scope and resources needed for Sound Transit to engage other public agencies and the community to plan for coordinated improvements across the South Downtown Hub neighborhoods. As depicted on the map at right, there are many projects occurring or planned by various authorities in the South Downtown Hub Planning area. By pooling resources, expertise, and improving coordination and communication, agencies can accelerate implementation of community visions with fewer, serial impacts. The coordinating role of South Downtown Hub is illustrated in Figure 1.14.

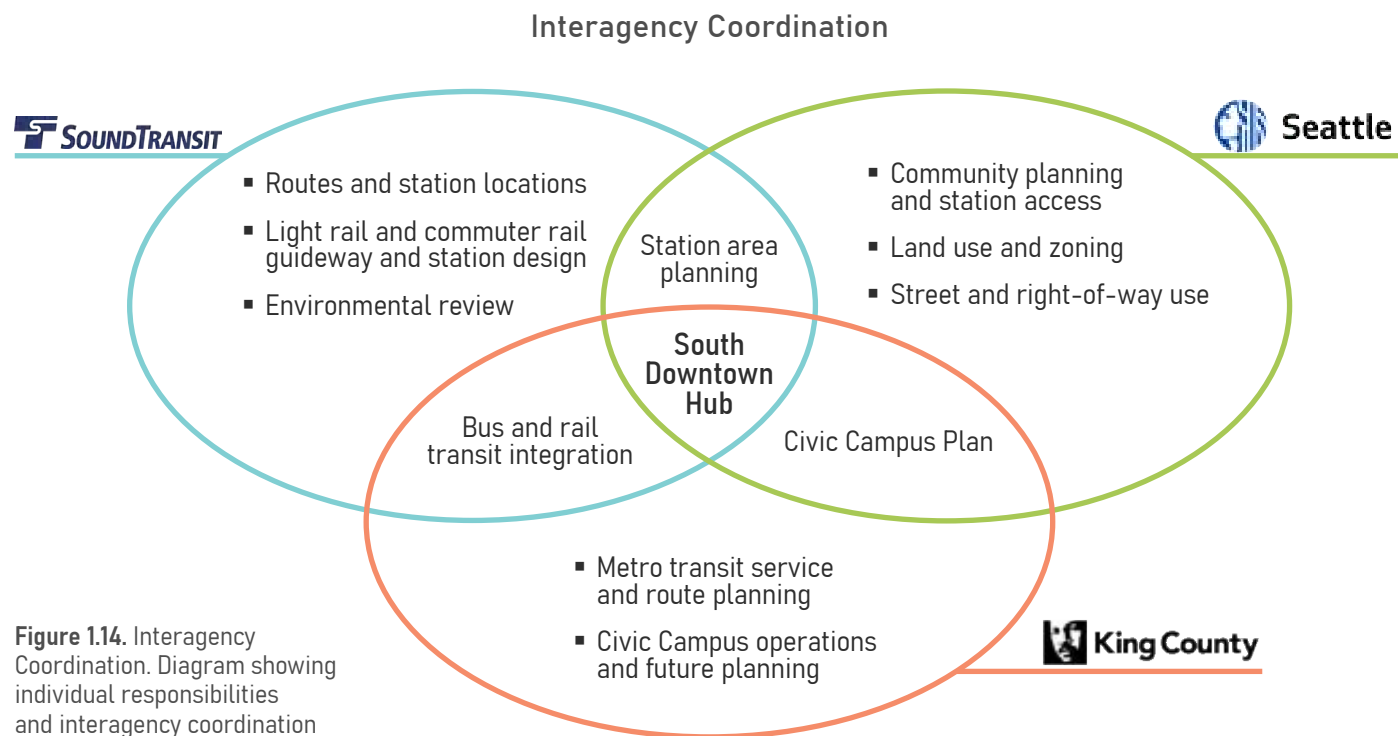


Figure 1.14. Interagency Coordination. Diagram showing individual responsibilities and interagency coordination between Sound Transit, City of Seattle, and King County.

CONCURRENT PROJECTS AND PLANS

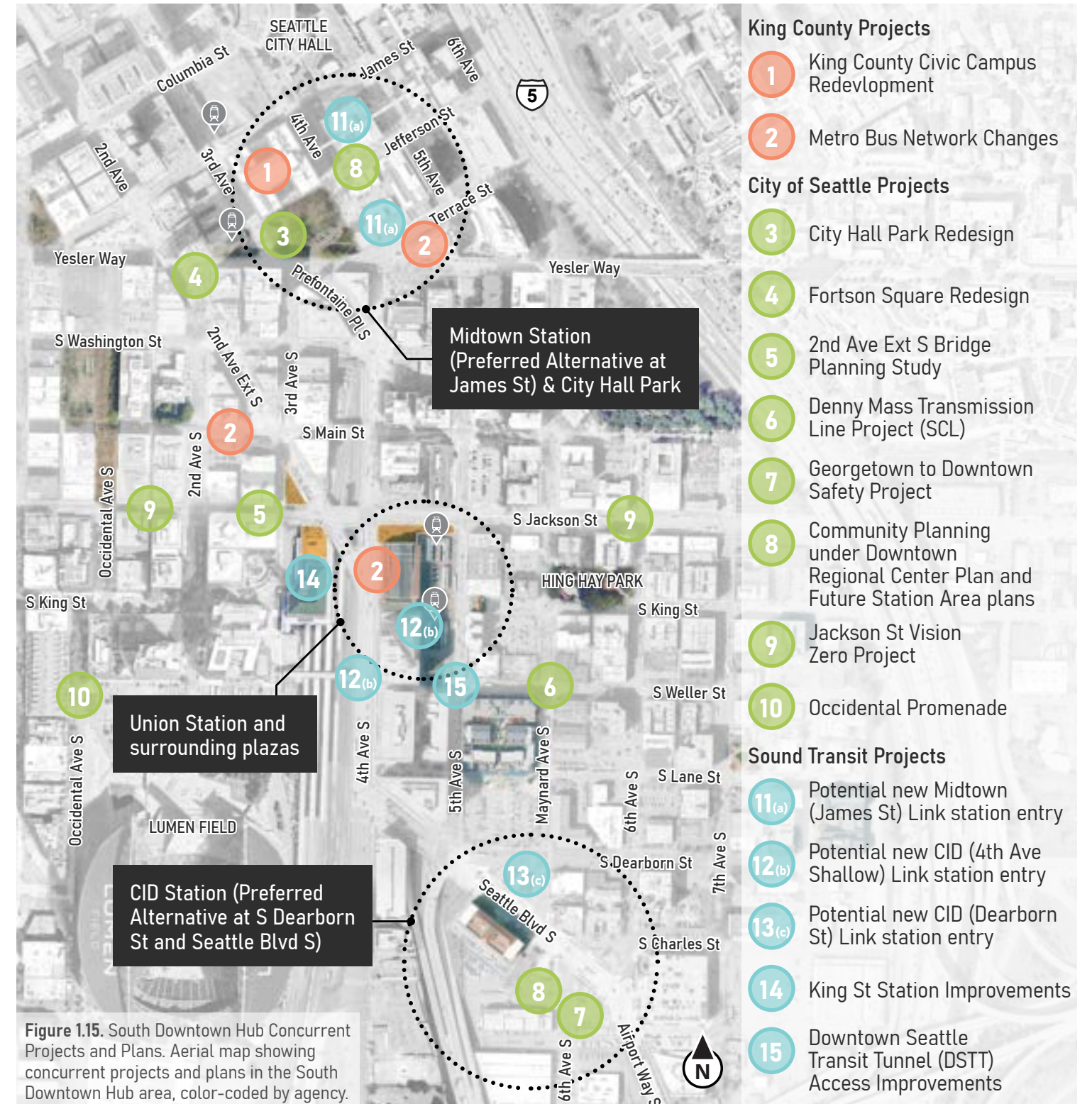


Figure 1.15. South Downtown Hub Concurrent Projects and Plans. Aerial map showing concurrent projects and plans in the South Downtown Hub area, color-coded by agency.

Opportunities from Past Plans

Past plans and Sound Transit's Ballard Link Extension Further Studies phase identified numerous geographic and thematic areas for improvement in the neighborhoods. As part of the preparatory research, key ideas and places where the community sees opportunity were mapped to see how these ideas might work together more systematically and in concert with concurrent projects and plans. Figure 1.16 shows such key connection ideas at the overall scale of the South Downtown Hub planning area, as well as in focused areas around existing and proposed transit stations in the area.

POTENTIAL PLACE-KEEPING AND PLACEMAKING IDEAS (DERIVED FROM FURTHER STUDIES AND PAST PLANNING EFFORTS)

- ① Improve Second Avenue Extension South streetscape, create safer crossings, and strengthen east-west connections
- ② Create a new pedestrian connection across Fourth Avenue South at South King Street, serving potential new King Street regional rail access point and existing and potential new light rail station at International District/Chinatown.
- ③ Explore addition or enhancement of structures over the train tracks that improve pedestrian connections and public space
- ④ Strengthen connections to adjacent neighborhoods for people walking, biking, and taking transit
- ⑤ Implement pedestrian improvements along main neighborhood streets
- ⑥ Establish pedestrian connections to CID and Stadiums from potential new light rail station location at South Dearborn Street.
- ⑦ Extend streetscape character of the CID core (red lanterns and art)
- ⑧ Improve intersection with pedestrian amenities such as plantings, wider sidewalks, benches, lighting, and art
- ⑨ Connect Pioneer Square and Japantown along South Washington Street
- ⑩ Improve intersection efficiency and crossing to connect corner plazas and City Hall Park
- ⑪ Add elements that accommodate comfortable access on steep slopes for a diversity of users and abilities (such as handrails, benches, etc.)
- ⑫ Improve historic alleys as public spaces
- ⑬ Protect and promote a walkable, accessible, pedestrian-first environment

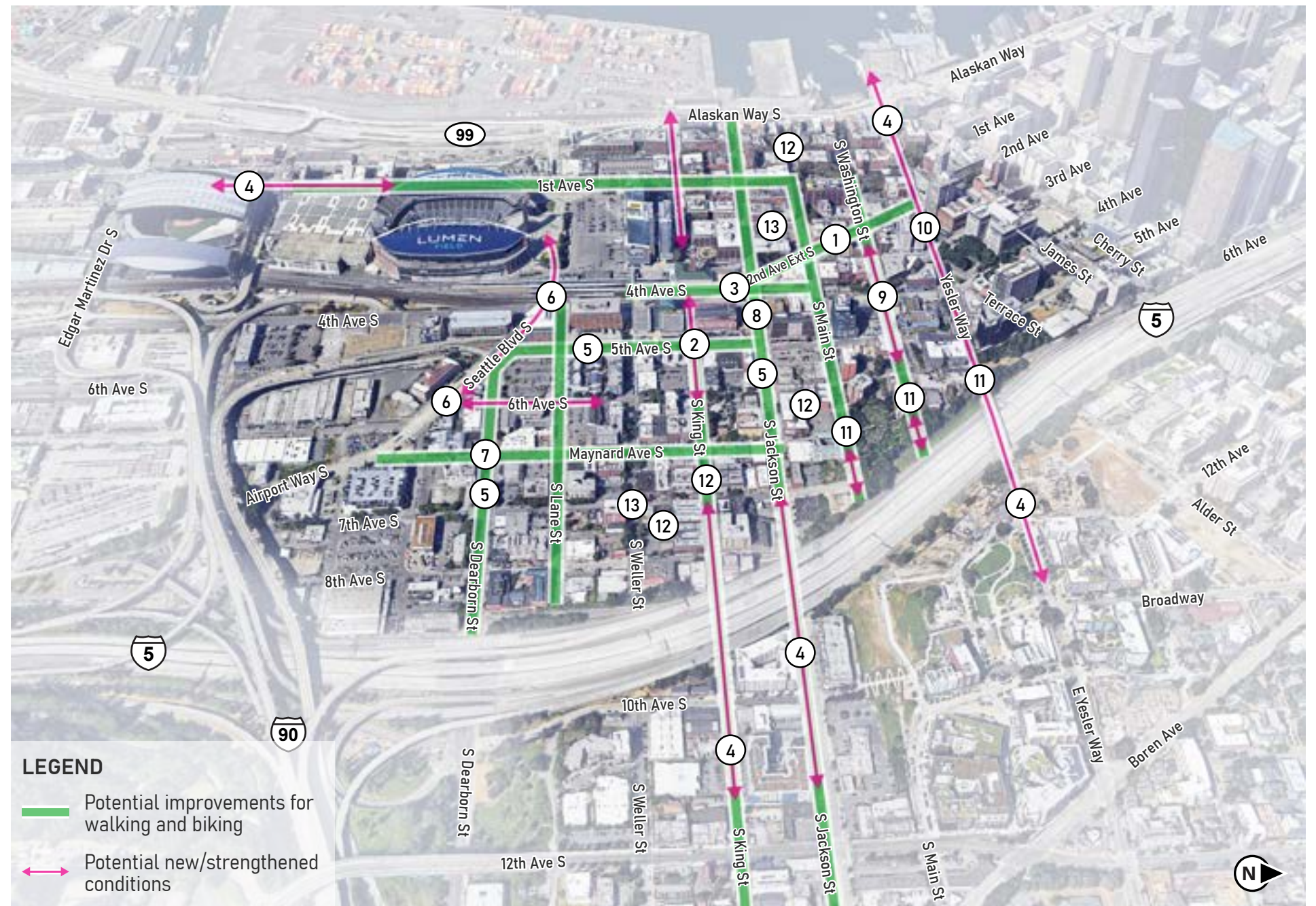


Figure 1.16. South Downtown Hub Opportunities. Aerial map of South Downtown Hub overlaid with circulation and programming enhancement opportunities, represented by numerical callouts with a legend to the left.

Opportunities from Past Plans: Areas

NORTH FOCUS AREA

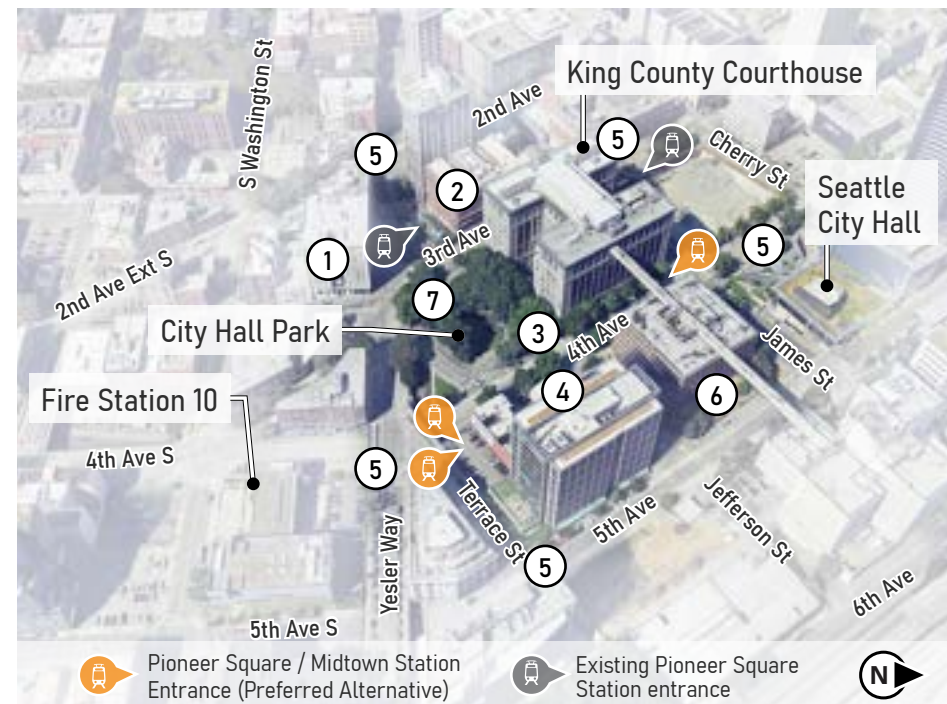


Figure 1.17. North Focus Area. Aerial view of the King County Civic Campus with existing landmarks and proposed enhancements.

- 1 Incorporate neighborhood identity and sense of place
- 2 Improve fountain and plaza at the existing Pioneer Square Station entrance
- 3 Improve park design to provide opportunities for different uses, ensure light, air, and easy visibility to station entries
- 4 Activate buildings at street level around City Hall Park
- 5 Provide clear and easy access to existing Pioneer Square Station and potential new light rail station
- 6 Partner with King County and others to seek opportunities for new development to serve community, including affordable housing and commercial space
- 7 Preserve views to the waterfront

CENTRAL FOCUS AREA



Figure 1.18. Central Focus Area. Aerial view of Chinatown–International District with existing landmarks and proposed enhancements.

- 1 Design and site new streetscape elements that reflect the community and continuity
- 2 Activate Union Station for community use
- 3 Update plaza to simplify overhead structures, provide more gathering space, allow space for vendors and community events, and incorporate public art
- 4 Improve neighborhood pedestrian scale lighting
- 5 Encourage adaptive reuse of historic buildings with street-level amenities that match the character of the historic district
- 6 Improve access to Union Station at the south end
- 7 Construct a lid over train tracks for public space, pedestrian amenities, and landscaping
- 8 Coordinate with King Street improvements for better connections to King Street Station

SOUTH FOCUS AREA



Figure 1.19. South Focus Area. Aerial view of the Dearborn area with existing landmarks and proposed enhancements.

- 1 Encourage thoughtful development that incorporates much-needed housing and ground floor activation while connecting to historic neighborhood form
- 2 Create welcoming public spaces that signify and celebrate the community of Chinatown/International District
- 3 Explore opportunities for community participation at new development sites, incorporating affordable housing and a variety of housing options
- 4 Improve intersection for safety and mobility
- 5 Encourage pedestrian-friendly street frontages on new buildings
- 6 Minimize displacement of residents and legacy businesses
- 7 Enhance lighting for safety and character; incorporate streetlights that reflect cultural identity of CID

02

AREA ANALYSIS



Building on Strengths

The South Downtown Hub Plan offers a coordinated framework that aligns overlapping projects across multiple agencies, streamlining implementation and maximizing impact. Through assessing decades of planning and public feedback across Pioneer Square and the CID, the South Downtown Hub plan strives to build upon what is already envisioned for these neighborhoods.

By weaving together elements from past plans, existing conditions, and lessons learned from major infrastructure projects, the South Downtown Hub Plan creates a flexible, community-centered roadmap for future development as South Downtown continues to evolve. This approach adapts to new realities, including potential light rail station locations for Sound Transit’s Ballard Link Extension, post-COVID shifts in land use and mobility, and evolving needs of residents, workers, and businesses. It also leverages emerging opportunities such as the King County Civic Campus Master Plan, Sound Transit’s King Street Station platform improvements, and ongoing community feedback.

KEY QUESTIONS AND DATA VALIDATION

While past plans provided a strong foundation for the South Downtown Hub, there were key knowledge gaps and inconsistencies that needed resolution. For example, technical inventories captured most infrastructure but did not fully reflect recent improvements, updated data, or new capital projects authorized in recent years. In addition, shifts caused by COVID-19, changes in business activity, and evolving agency priorities introduced new

dynamics to community sentiments that required deeper understanding. The planning team responded to this context by enacting an iterative approach of validating questions through community engagement and scenario planning, conducting technical analysis, and reporting back findings to community to confirm direction.

In open houses and workshops, participants annotated maps and evaluated street and open space scenarios informed by existing conditions. Because much feedback had been heard in previous efforts, the process emphasized capturing community priorities to understand which improvements still resonated. This helped to align and contextualize lived experience and technical analysis. Community input revealed nuances, such as crossings that feel unsafe or envisioned community activations, that data alone could not show. These exercises highlighted corridors like South Dearborn Street, Seattle Boulevard South, and Second Avenue Extension South as priority areas for investment. Community insights, such as the need for pedestrian lighting, new public plazas, and improved connections across barriers, were cross-checked with technical data to confirm priorities and guide design concepts.



Figure 2.01. Walking Audit Photos. Four photos taken during a walking audit on December 8th, 2023. From top left, clockwise: Vacated building at the intersection of S Dearborn St and Maynard Ave S; 6th Ave S at Airport Way S; Maynard Ave S looking east between S Dearborn and Charles Streets; Inscape Arts building driveway on Seattle Blvd S.

Engagement Summary

OUTREACH ENGAGEMENT OVERVIEW

The South Downtown Hub planning process has implemented a variety of strategies to foster broad participation across neighborhoods in the study area, community organizations, and local stakeholders.

Large public workshops gathered diverse perspectives and encouraged open conversations about community vision, interests, and priorities through interactive materials.

COMMUNITY MEETINGS

Smaller meetings with neighborhood organizations and partners engaged local perspectives in greater depth, and tailored discussions to specific community needs. Online surveys provided an accessible way for residents, workers, and visitors to share their thoughts, while informational materials—available in Traditional Chinese, Simplified Chinese, Vietnamese, and English—helped broaden participation both online and in person.

ADDITIONAL OUTREACH

Finally, the team staged two large-scale exhibitions in Union Station's reopened Great Hall at key junctures in the planning process, allowing community members and visitors to stop by and share feedback at their convenience.

This ongoing engagement reflects a continued commitment to building a stronger, more connected South Downtown, informed by the voices and experiences of the community.



Over **1600** instances of participation through workshops and surveys to date, not including informal viewing of the exhibitions



2 exhibitions launched in Union Station Great Hall: July 2024 & April 2025, including in-language (Cantonese) tours for nearby residents and seniors



15 in-person events held: 3 large public events, 12 community meetings



Figure 2.02. Public Outreach and Engagement. Six images from public outreach and engagement. 1) Attendees looking at Open House materials in Union Station. Presented project ideas, answered questions, and reviewed community themes with 150 attendees.



Figure 2.02. 2) Proposed concept for potential Midtown-Pioneer Square Station Hub with concurrent projects and plans in Vietnamese and English for the online survey. 463 participants recorded.



Figure 2.02. 3) Visitors looking at light rail station location options at the Workshop 1 exhibit.

Engagement Summary

The South Downtown Hub planning process was structured as a series of engagement events that built upon one another to help clarify community priorities and shape project concepts.

ENGAGEMENT PROCESS OVERVIEW



OPEN HOUSE, NOV 2023 AND WORKSHOP 1 (FEBRUARY 2024)

The Open House introduced the South Downtown Hub study and invited participants to review and prioritize themes from past plans and determine focus areas for Workshop 1. Workshop 1 explored design options with participants creating vision boards of priorities for safety, mobility, public space, and elements missing from initial concepts. Follow-up community meetings used the same vision board materials to gather additional input.

Figure 2.02. Public Outreach and Engagement (continued).

4) A group of participants at an activity table for Workshop 1. Used big picture visioning to develop overall concepts for community and station connections. 210 attendees.



WORKSHOP 2 AND EXHIBITION (JULY 2024)

Built on prior input with more detailed scenarios. Participants ranked features, discussed trade-offs, and produced 28 vision boards shaping SDH concepts. Follow-up community meetings used the same vision board process. A public exhibition opening with the workshop and remaining up through December 2024 extended engagement and prompted reopening of Union Station's Great Hall to the public. The exhibition summarized existing conditions, past plans, and Workshop 1 outcomes, inviting feedback via comment boards and QR surveys.

Figure 2.02. 5) Six table groups participating in the Workshop 2 activity.



EXHIBITION AND OPEN HOUSE (APRIL 2025)

Presented draft concepts with interactive maps and boards. Attendees confirmed priorities and explored implementation strategies alongside City agency booths showcasing concurrent efforts. Exhibition remained open for two months and included a resident-focused tour with interactive OPCD session.

Figure 2.02. 6) Workshop 2 exhibition boards displayed in Union Station's Great Hall. The boards focused on area-specific opportunities and issues and evaluated concepts for connections and places. Recorded 170 workshop and community meeting attendees.

What We Heard: Overall Themes

Community input revealed several priorities from the established community themes. Together, these key themes, detailed below, establish a foundation for the Existing Conditions analysis, which examines how the physical and social environment of South Downtown aligns with community priorities and where additional investment may be needed. The findings from that analysis inform the South Downtown Hub Concepts and overall recommendations presented in the following sections.

PUBLIC SAFETY

Safety emerged as a top priority, with many participants emphasizing the need for improved lighting, active monitoring, and consistent maintenance to make public spaces feel secure and welcoming. These concerns informed the analysis of pedestrian conditions, lighting coverage, and design elements that support visibility and comfort in South Downtown’s public realm. Community members recommended that any additional public spaces consider programming and maintenance needs.

GREEN PUBLIC SPACE

A recurring theme was the desire for more green and open spaces throughout South Downtown. Participants envisioned a neighborhood with more trees, landscaping, and opportunities to experience nature within the urban environment. These aspirations guided the study’s review of tree canopy coverage, park accessibility, and potential street corridors where new planting and public space enhancements could occur.

BALANCING CONTINUITY AND TRANSFORMATION

Participants expressed a need to balance neighborhood stability with ongoing change. Many small businesses and residents continue to experience disruptions from the COVID-19 pandemic and from construction associated with major infrastructure projects. At the same time, there is optimism about transitioning from car-oriented streets to more people-centered spaces. This feedback helped frame analysis of development patterns, mobility networks, and zoning conditions to better understand where continuity can be reinforced and where transformation may create new opportunities for the community.

WORKSHOP FEATURE CARDS

公共廣場/公園 PUBLIC PLAZA/PARK
例子 / Example: Moore Square, Raleigh, NC

- 促進社區聯繫，同時推動本地經濟
Connects community while boosting local economy
- 透過非營利機構活化公園
Non-profits activate park with services
- 社區運動服務
Community exercise services

公平發展 EQUITABLE DEVELOPMENT | 公共場所 PUBLIC SPACE | 社區效益 COMMUNITY BENEFIT

步行街 PEDESTRIANIZED STREET
例子 / Example: Ximen Pedestrian District, Taipei, Taiwan

- 推動店舖人流
Promotes walking and activity at shops
- 提供小販空間和景觀空間
Space for small vendors and plantings
- 提供行人照明和指示
Lighting and signs for pedestrians

安全 SAFETY | 連接性 CONNECTIVITY | 社區經濟 ECONOMICS

公園/綠地 PARK/GREEN SPACE
例子 / Example: Klyde Warren Park, Dallas, TX

- 大片草坪空間和步行小徑
Large lawn spaces and walking trails
- 公共藝術裝置
Public art installations
- 橋上設置景觀/公共空間
Bridge with landscape/public space on top

公共場所 PUBLIC SPACE

行人照明 PEDESTRIAN LIGHTING
例子 / Example: Chinatown, San Francisco, CA

- 燈光提供人行道的可見度以確保安全
Light provides visibility of faces and sidewalk for safety
- 提供一個愉快、安全的環境
Provide pleasant, safe environment

安全 SAFETY | 連接性 CONNECTIVITY

高樓與開放空間 TALL BUILDINGS WITH OPEN SPACE
例子 / Example: Salesforce Transit Center, San Francisco, CA

- 交通連接中心
Transit connection hub
- 通過一站式零售和辦公空間促進公共交通使用
Promotes transit use with one-stop retail and office space
- 把綠色空間整合為目的地或休憩場所
Integrated green space as a destination or respite

公共場所 PUBLIC SPACE | 連接性 CONNECTIVITY | 社區經濟 ECONOMICS

以行人為主的十字路口 PEOPLE FIRST INTERSECTION
例子 / Example: Pike Place, 1st and Pike, Seattle, WA

- 提高行人安全性
Improved pedestrian safety
- 輕鬆穿越
Ease of crossing

安全 SAFETY | 連接性 CONNECTIVITY

Figure 2.03. Workshop Feature Cards. A sample of the feature cards used in tabletop activities for workshops 1 and 2.

Public Safety

ANALYSIS

The following analyses helped identify locations where safety-focused streetscape improvements will have the greatest impact. This is achieved by overlaying three key datasets:

- Traffic volumes and pedestrian collision records
- Ground-floor land use and activation patterns
- Crime incident concentrations

This integrated approach highlights corridors and nodes where mobility challenges, inactive frontages, and public safety concerns converge and areas where targeted interventions can deliver the most substantial improvements in both safety and street vitality.

It is important to note that future transit access alone will not create street activation. To foster a vibrant and welcoming South Downtown Hub, improvements must pair mobility safety measures with public realm enhancements and active ground-floor uses, ensuring that station-area planning supports both connectivity and liveliness.

The images to the right show some examples of inactive areas in need of improvement along busy streets in the South Downtown Hub.



Figure 2.04. Public Safety: Inactive Areas. Above: Key map indicating six currently inactive spots within the South Downtown area. Right: Images of these places.

1 KING COUNTY COURTHOUSE



The historic main entrance of the King County Courthouse currently functions as the back-of-house service entrance, loading dock, and point of access for prisoner escort. The 2024 Civic Campus Initiative Strategic Plan proposes inserting a new glass-enclosed welcome center and main entrance to the Courthouse, facing City Hall Park. The plan also proposes converting the Jefferson Street right-of-way and Dilling Way from a service drive and emergency vehicle parking to park grounds and pathways under Parks ownership. Connecting this area to Yesler Way would more than double green space.

4 SOUTH JACKSON STREET AND FOURTH AVENUE SOUTH



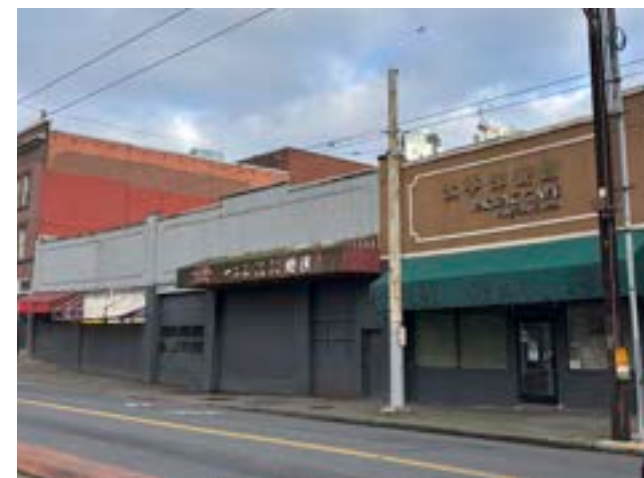
Retail and commercial vacancies remain a concern in Pioneer Square and Chinatown-International District, reflecting the lasting impacts of COVID-19 and a gradual recovery. While foot traffic and activity have improved, some storefronts remain vacant, particularly along corridors affected by reduced demand and ongoing safety concerns.

2 PREFONTAINE PLACE



Prefontaine Place faces issues such as low visibility, limited seating, inactive edges, and traffic proximity, resulting in little reason for people to stay. The 2020 Public Life Action Plan recommends adding pedestrian infrastructure, removing the Third Avenue slip lane, widening the Yesler Way sidewalk, re-orienting the Sound Transit tunnel entrance, and applying CPTED principles to improve safety and visibility. This work is a concurrent project that is underway.

5 FIFTH AVENUE SOUTH



Like the downtown core of Seattle, Chinatown-International District and Pioneer Square experienced growing vacancies during the COVID-19 pandemic. Once bustling businesses and restaurants were impacted by fewer visitors and patrons visiting the neighborhood.

3 SECOND AVENUE EXTENSION SOUTH AND THIRD AVENUE SOUTH



While in close proximity to several galleries, this stretch of Second Avenue Extension South between Third Avenue South and South Washington Street has little activation. Parking lots, vacant buildings, and buildings with covered windows detract from street life. Activating ground floors will improve overall street-level activity and add to the perception of informal/community surveillance.

6 FIFTH AVENUE SOUTH AND SOUTH LANE STREET



Primarily office buildings, the stretch on Fifth Avenue South by South Lane Street suffers from a lack of active frontages. Windows are either covered or show visible vacancies.

Public Safety

TRAFFIC AND COLLISIONS

This map shows existing traffic volumes, highlighting Second Avenue Extension South and Fourth Avenue South as busy, auto-oriented streets that can make walking and rolling between the CID and Pioneer Square challenging.

The circles represent a simplified heat map of vehicle-pedestrian collision incidents recorded between 2019 and 2024 within the South Downtown Hub study area. Each circle corresponds to reported crashes from the Washington State Collision Database; larger circles indicate a higher number of collisions. The map shows that the highest concentrations of pedestrian collisions occur along South Jackson Street near Union Station and King Street Station, as well as at several intersections along Fourth Avenue South. Additional clusters appear near South Royal Brougham Way and around freeway ramps east of Fifth Avenue South.

These locations coincide with areas of high pedestrian activity and complex traffic patterns. The data suggests a need for safer crossings, better lighting, and improved signal timing to create a more comfortable and accessible walking environment along these key corridors.

TRAFFIC VOLUMES AND COLLISIONS WITH PEDESTRIAN HOT SPOTS

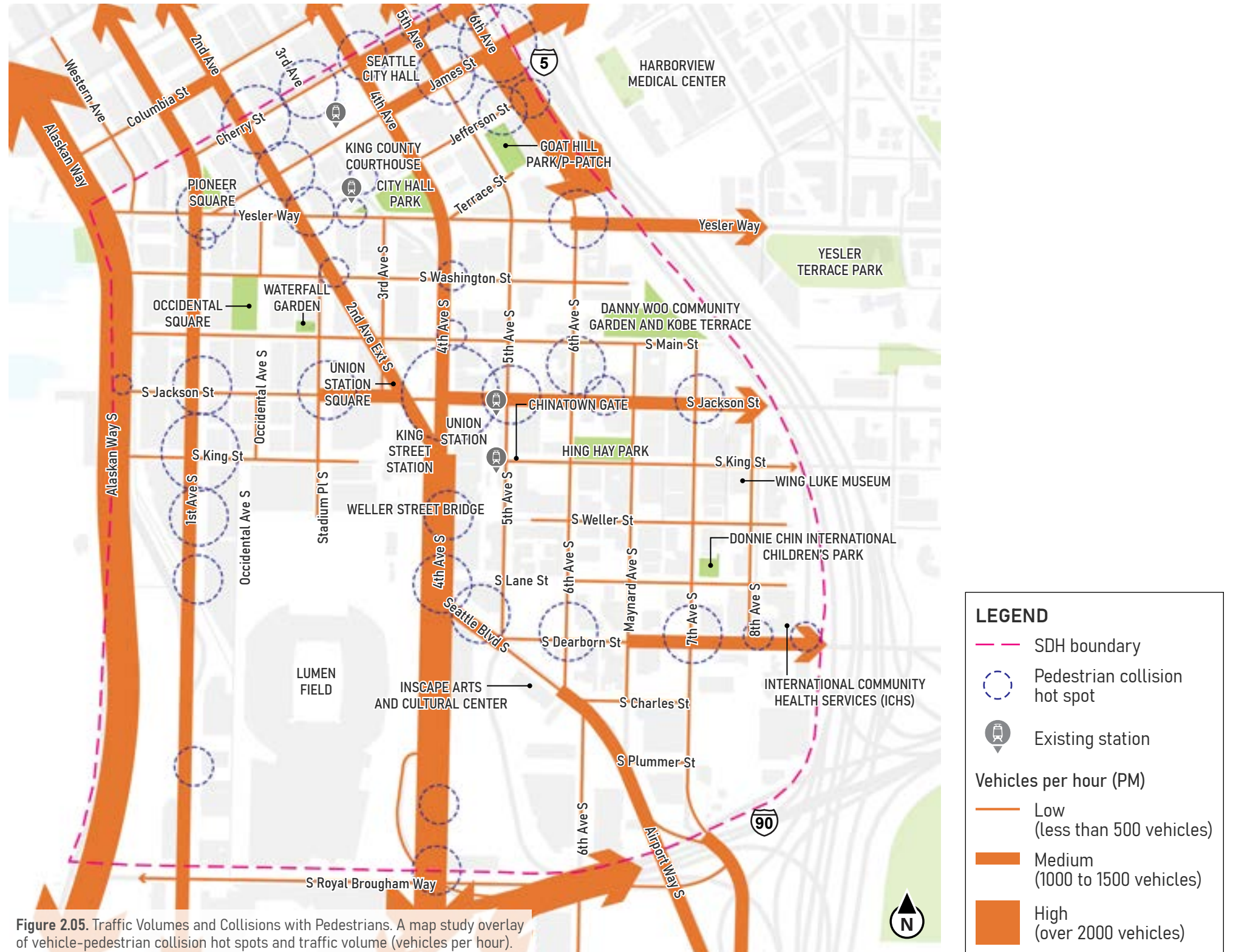


Figure 2.05. Traffic Volumes and Collisions with Pedestrians. A map study overlay of vehicle-pedestrian collision hot spots and traffic volume (vehicles per hour).

Public Safety

UNDERSTANDING BARRIERS

Acknowledging the disruptions and shifts in patterns imposed by the COVID-19 pandemic and the subsequent recovery, we also sought to update our understanding of existing conditions in the neighborhood and regional uses of space in South Downtown. The following data indicate how major streets and public and private building uses can form lasting boundaries and barriers to safety, access, and vibrancy.

CURRENT LAND USES

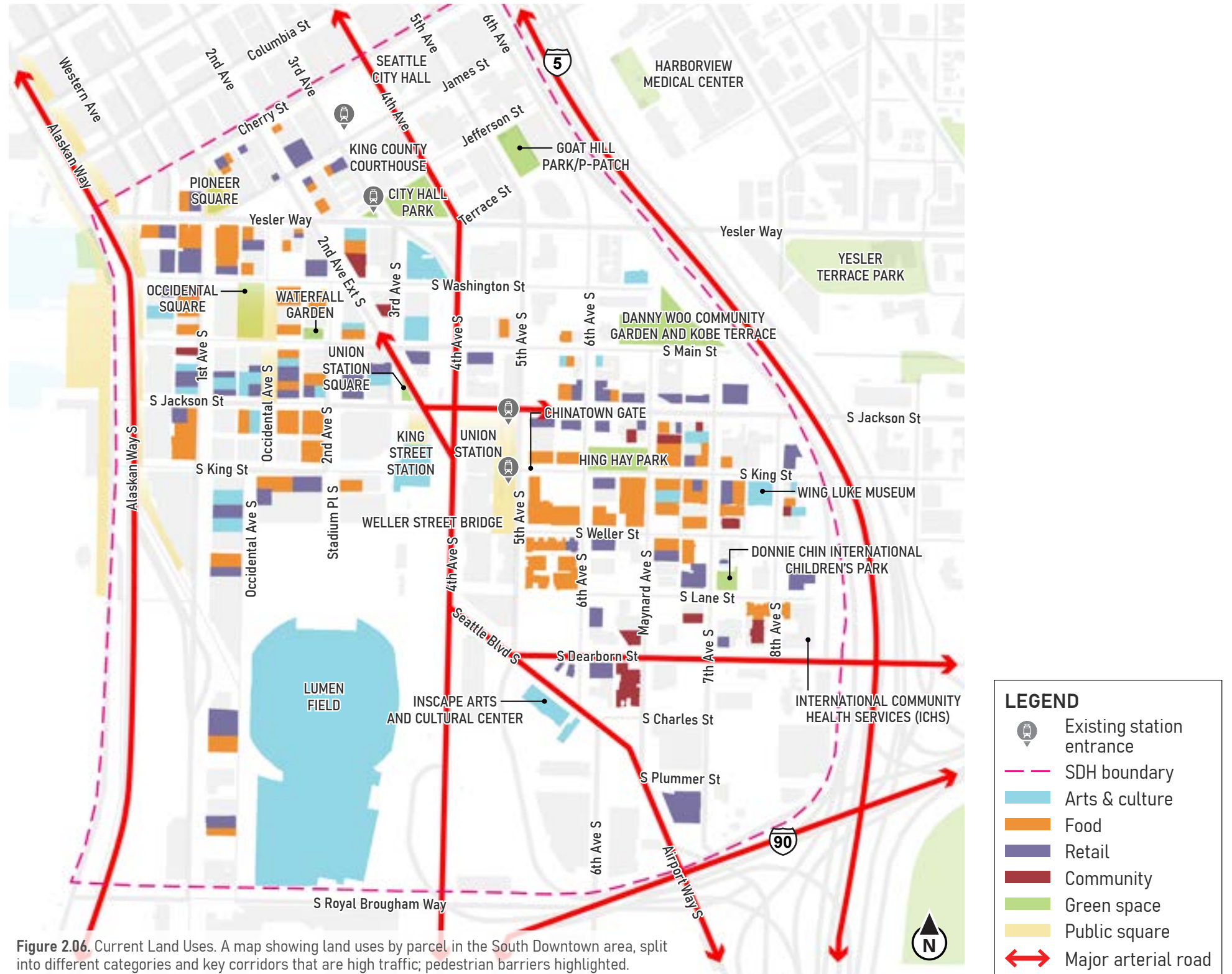


Figure 2.06. Current Land Uses. A map showing land uses by parcel in the South Downtown area, split into different categories and key corridors that are high traffic; pedestrian barriers highlighted.

Public Safety

CRIME DATA

This graphic summarizes reported crimes within the South Downtown Hub study area from March 2019 through March 2024, using publicly available data from the Seattle Police Department Crime Data Portal. To focus on personal safety and public-realm conditions, non-violent and non-person crimes such as counterfeiting, fraud, and other property-only offenses were excluded, highlighting patterns related primarily to violent and person-related incidents, including assault, robbery, weapons violations, and other offenses that more directly influence perceptions of safety in public spaces.

The composite map illustrates a consistent pattern of reported offenses concentrated near City Hall Park, Second Avenue Extension South between South Main Street and South Washington Street, Sixth Avenue and Yesler Way, Jackson Street near Fourth and Fifth avenues south, Fifth Avenue South near the Uwajimaya parking lot and a few spots to the west of the stadium. These concentrations indicate areas where public safety concerns are most pronounced and where environmental conditions may contribute to vulnerability.

REPORTED CRIMES MARCH 2019-2024

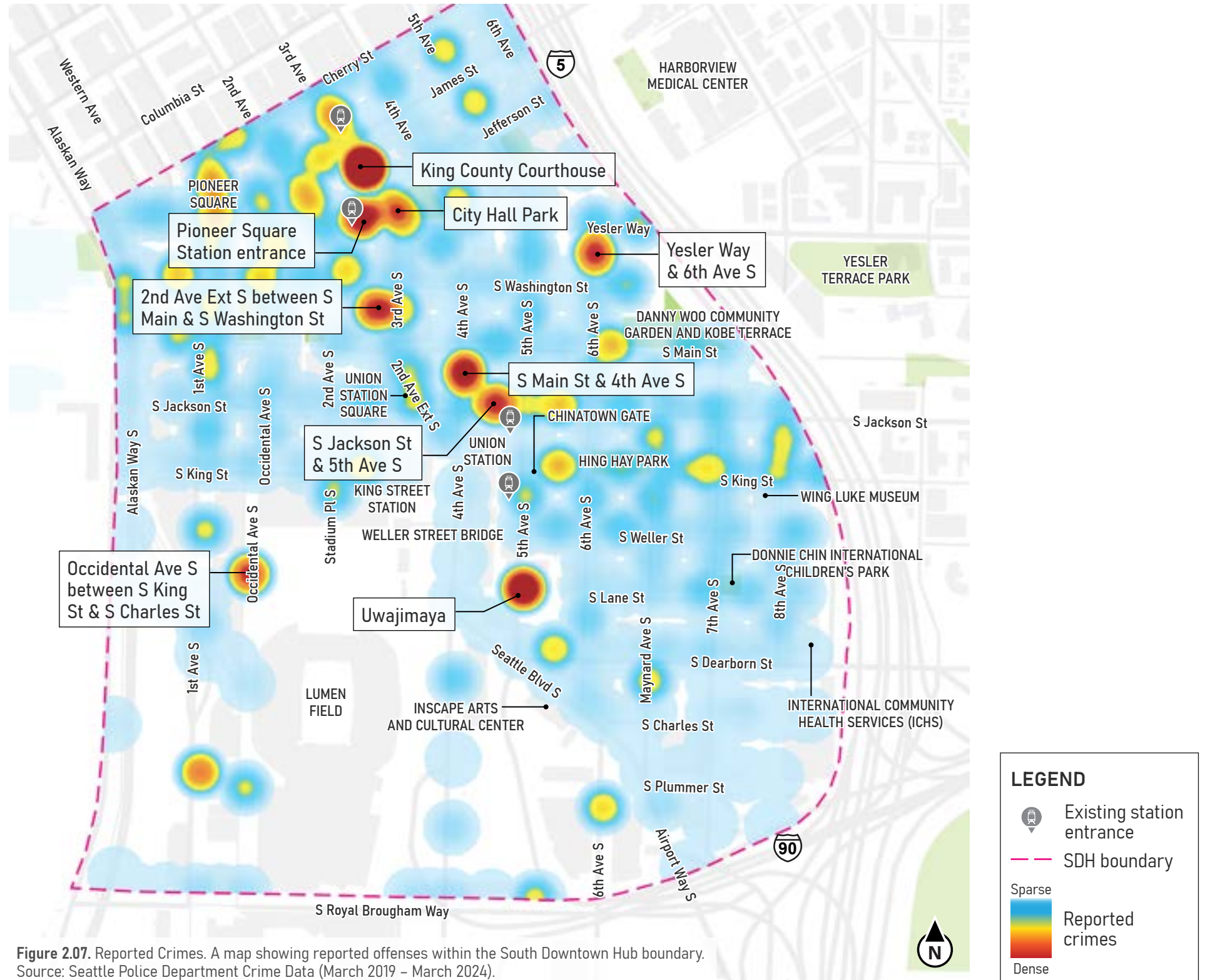


Figure 2.07. Reported Crimes. A map showing reported offenses within the South Downtown Hub boundary. Source: Seattle Police Department Crime Data (March 2019 – March 2024).

Public Safety

ACTIVE STOREFRONTS

Understanding these crime patterns is critical when considering the role of street activation in shaping perceptions of safety and vibrancy. Areas with active ground-floor uses, such as retail, dining, and community spaces, tend to support more consistent pedestrian activity and informal surveillance, which can deter crime and improve comfort in public spaces.

These neighborhoods are rich with cultural attractions, active retail, and dining streets, yet stronger activated connections between them are needed. Figure 2.08 illustrates where ground-floor activation is most prevalent, measured by the density of street-facing windows and publicly accessible entry doors, an analysis informed by field observations conducted in 2024. Blue shading marks active ground-floor uses such as businesses and community spaces, the darker the gradient, the greater the activation. Blue lines indicate concentrations of public entrances. The blue areas reveal existing vibrancy and highlight gaps where activation can be strengthened.

When compared to the crime map, there is a clear overlap between low-activation segments and repeated incidents. These are locations where streetscape improvements and activation strategies can most effectively enhance safety.

STREET ACTIVATION AND PUBLIC USE

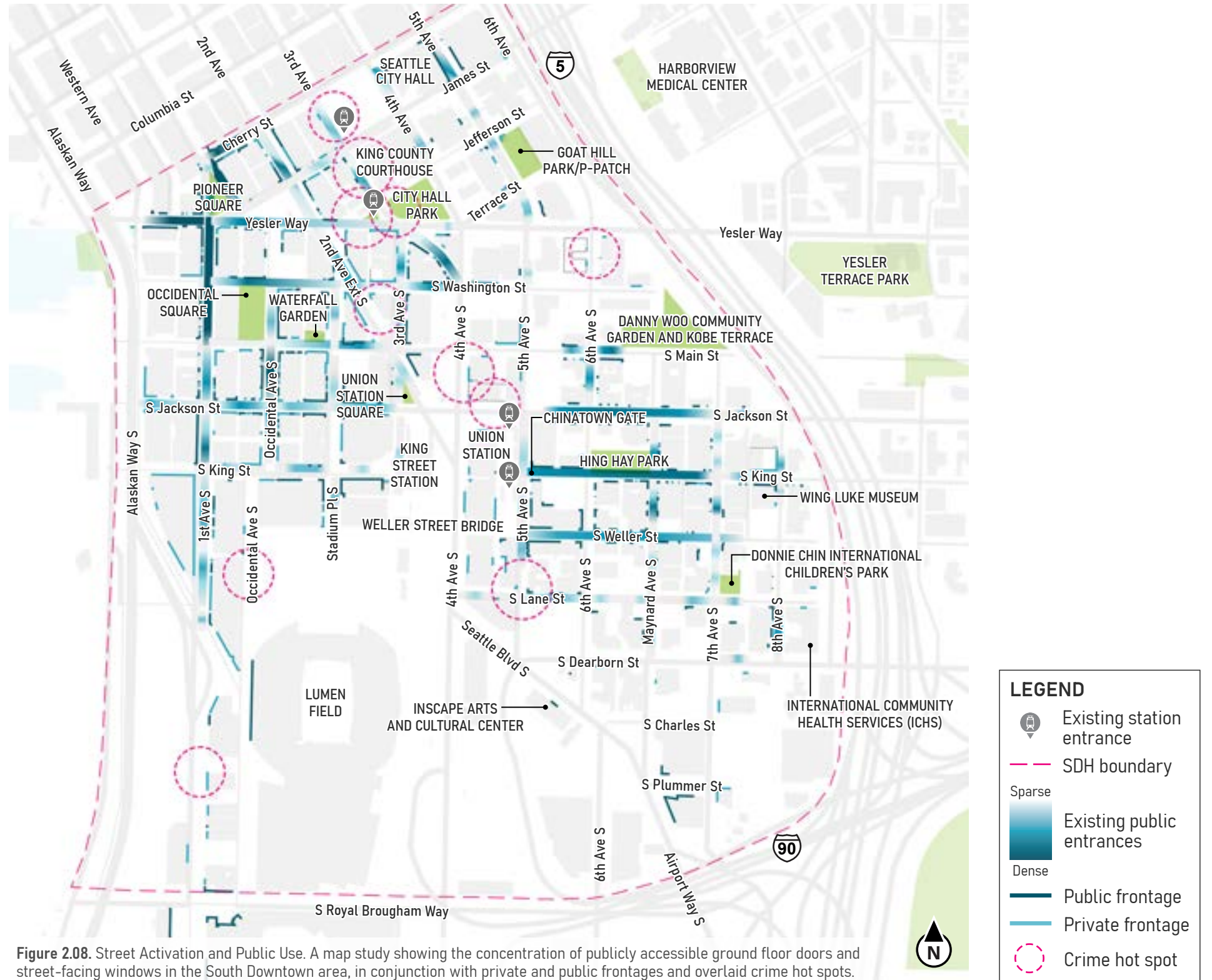


Figure 2.08. Street Activation and Public Use. A map study showing the concentration of publicly accessible ground floor doors and street-facing windows in the South Downtown area, in conjunction with private and public frontages and overlaid crime hot spots.

Public Safety

POSSIBLE STRATEGIES

The combined analysis of traffic volumes and pedestrian collisions, land use, crime patterns, and ground-floor activation gaps reveals critical intersections of mobility risk, public safety concerns, and inactive frontages within the South Downtown Hub. These overlays highlight where environmental conditions most undermine safety and vibrancy and where targeted interventions will have the greatest impact.

Four locations consistently emerged as priority areas for streetscape improvements and activation strategies:

- The North Hub – the streets and spaces surrounding Pioneer Square Station and City Hall Park.
- The Stitch – the junction of Second Avenue Extension South, Fourth Avenue South, and South Jackson Street.
- The Central Hub – IDS and Union Station buildings and surrounding connections.
- The South Hub – Seattle Boulevard South, Fifth Avenue South, and South Dearborn Street near the Uwajimaya parking lot.

These corridors exhibit overlapping challenges: high traffic volumes and collision rates, concentrations of violent or person-related crime, and gaps in active ground-floor uses. Addressing these conditions requires a dual approach of mobility safety measures such as improved crossings, lighting, and signal timing paired with public realm and activation strategies including transparent frontages, active uses, and pedestrian-oriented design.

Future light rail stations will enhance connectivity, but access alone does not create activation. To foster a safe and vibrant South Downtown Hub, improvements must integrate mobility, activation, and public space enhancements as proposed in this plan.

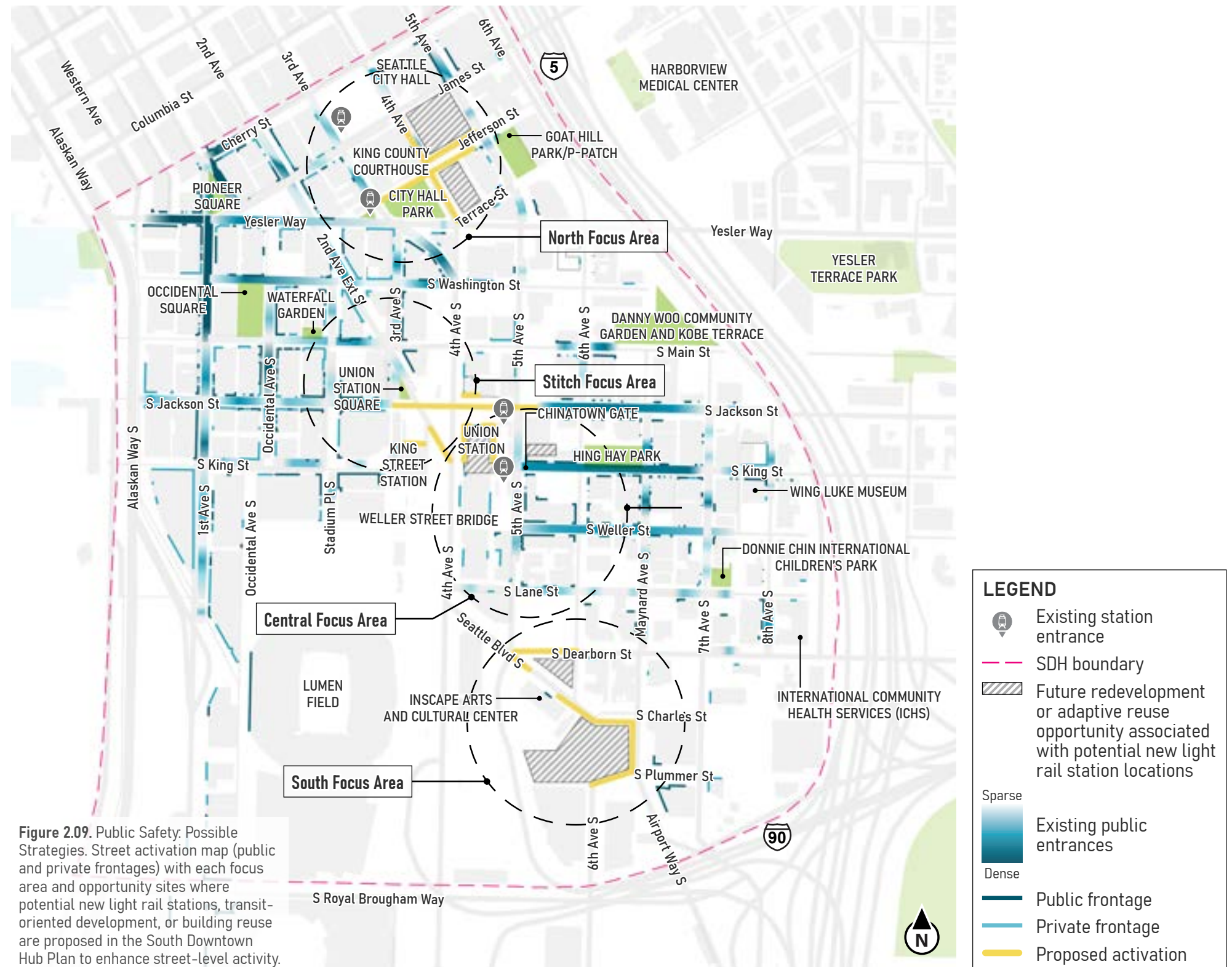


Figure 2.09. Public Safety: Possible Strategies. Street activation map (public and private frontages) with each focus area and opportunity sites where potential new light rail stations, transit-oriented development, or building reuse are proposed in the South Downtown Hub Plan to enhance street-level activity.

Green Public Space

ACCESS

Building on the safety and activation strategies outlined in the previous section, the South Downtown Hub Plan also addresses the community priority for green public space. Trees and parks not only provide environmental benefits, they improve comfort, visibility, and perceived safety in the public realm. The following analysis examines existing canopy coverage and park access, identifies gaps, and outlines strategies to create a greener, more livable South Downtown.

The City of Seattle has a goal for all residentially zoned parcels to be within a 5-minute walk of a park space. The 2024 Parks and Open Space Plan identifies this neighborhood as one of the highest-priority areas for open space for equity and access. Figure 2.10 depicts in purple current 5-minute walkshed to green park spaces within the study area, revealing where gaps in access to green space exist. Yellow stars indicate proposed South Downtown Hub enhancements that would enhance existing park spaces in high demand walkshed areas and, in some cases, expand the walkshed area, shown in yellow, to cover existing residentially zoned parcels. Dashed stars represent potential additional green spaces that would require coordination with stakeholders outside the South Downtown Hub effort, such as WSDOT and private property owners outside of station areas, to further improve five-minute walkshed coverage.

ACCESS TO OPEN SPACE

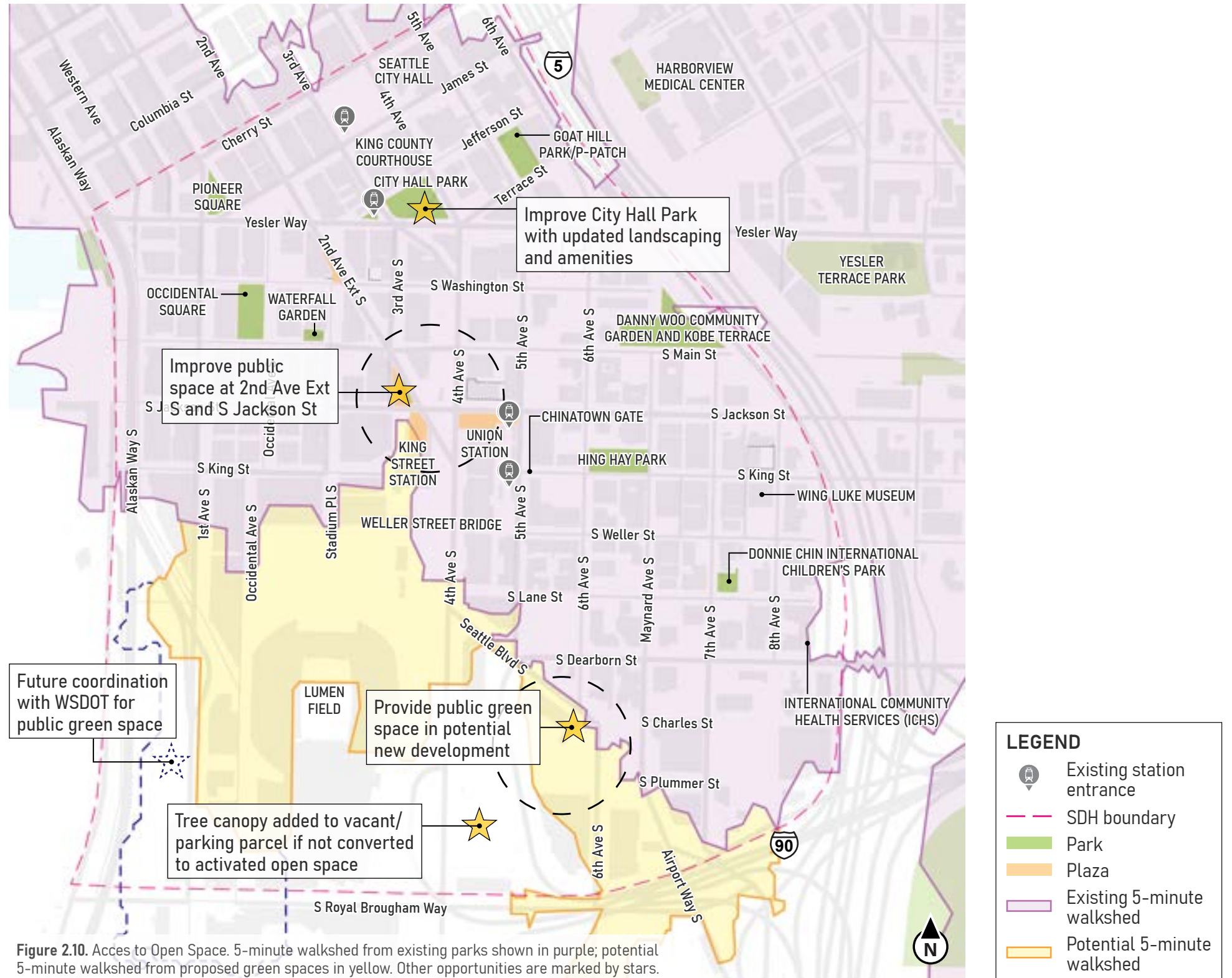


Figure 2.10. Access to Open Space. 5-minute walkshed from existing parks shown in purple; potential 5-minute walkshed from proposed green spaces in yellow. Other opportunities are marked by stars.

Green Public Space

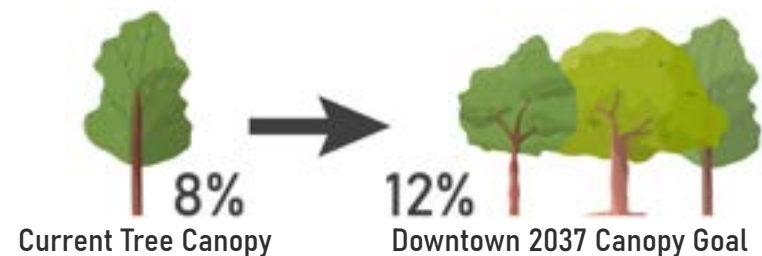
TREE CANOPY

In addition to improving access to parks, the South Downtown Hub Plan advances Seattle’s goal of increasing tree canopy coverage in the Downtown Urban Center to 12%, as outlined in the 2020 Urban Forest Management Plan. Today, the study area has only 8% canopy coverage, well below the target. The 2021 Tree Canopy Assessment identified the Chinatown–International District as a neighborhood with low canopy coverage and high vulnerability to heat island effects, designating it as part of Seattle’s Environmental Justice Priority Areas.

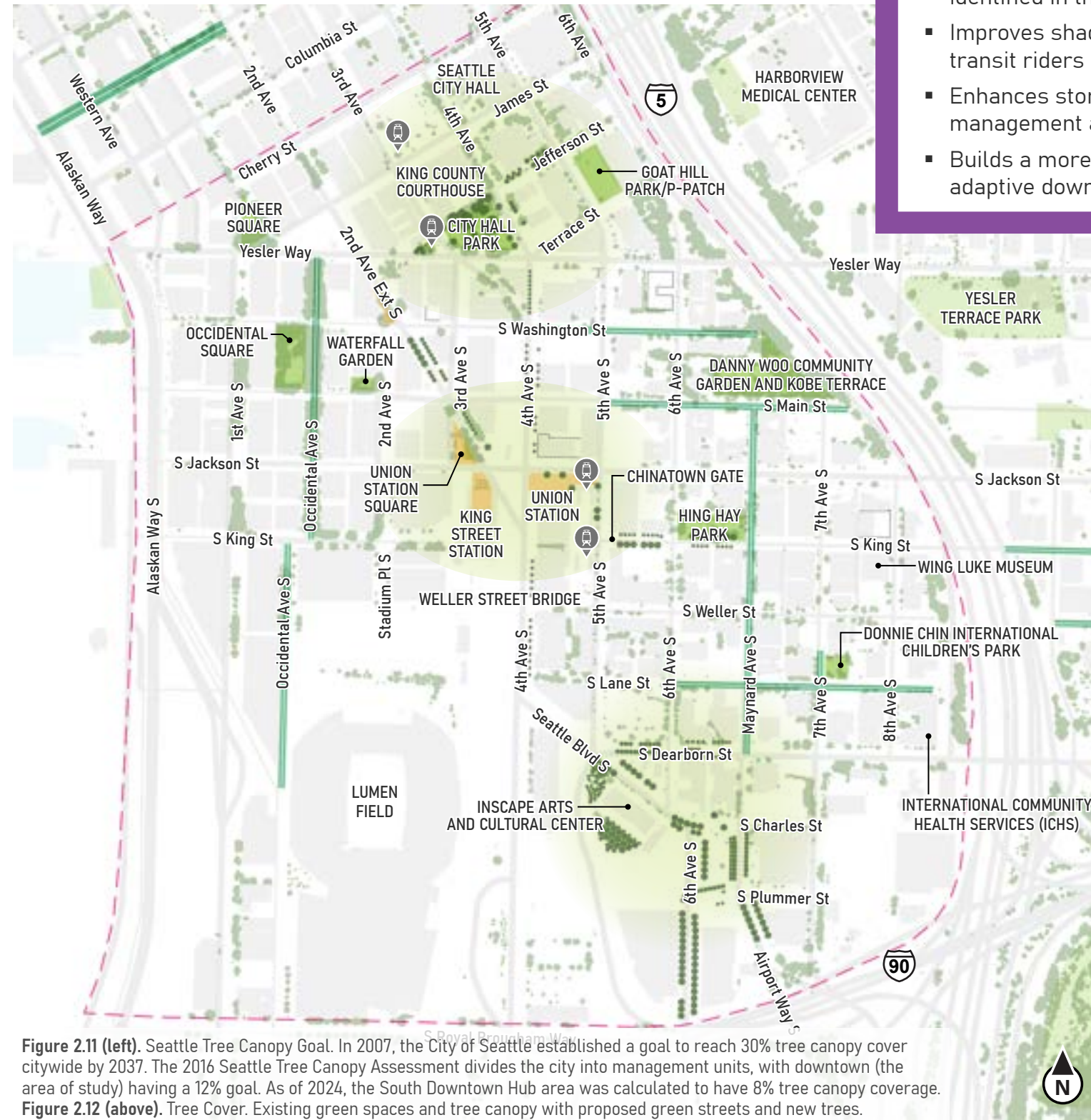
KEY CANOPY STRATEGIES IN THE HUB

- **Street Tree Expansion:** Planting along key pedestrian and transit corridors like Fourth Avenue South and South Dearborn Street enhances walkability and comfort.
- **Green Infrastructure Zones:** Transforming underutilized right-of-way and curbside areas into tree planting hubs, especially near transit nodes and pedestrian pathways.
- **Elevated Planters on Areaways and Bridges:** Strategic use of elevated planters above historic areaways and bridge structures adds greenery where in-ground planting is not feasible, creating visual continuity and shade in hardscape-dominated zones.
- **Development Incentives:** Leveraging zoning and design guidelines to encourage tree retention and rooftop greening in new mixed-use developments.

Figure 2.12 shows, in light green, existing public green spaces and green streets in the neighborhoods with an overlay of tree canopy coverage. Areas of focus for SDH green streetscapes are highlighted with green circles, and potential locations for new trees are shown in darker green, illustrating where improvements would enhance shade, connectivity, and environmental equity.



TREE COVER



- HIGHLIGHTS:**
- 370 potential new tree locations identified in the SDH area.
 - Improves shade coverage for transit riders and pedestrians.
 - Enhances stormwater management and air quality.
 - Builds a more livable, climate-adaptive downtown core.

Figure 2.11 (left). Seattle Tree Canopy Goal. In 2007, the City of Seattle established a goal to reach 30% tree canopy cover citywide by 2037. The 2016 Seattle Tree Canopy Assessment divides the city into management units, with downtown (the area of study) having a 12% goal. As of 2024, the South Downtown Hub area was calculated to have 8% tree canopy coverage. **Figure 2.12 (above).** Tree Cover. Existing green spaces and tree canopy with proposed green streets and new trees.

LEGEND

- SDH boundary
- Park
- Plaza
- Potential new tree locations
- Potential green street
- Existing tree canopy
- SDH green focus area

Balancing Continuity and Transformation

PRESERVING BUSINESS

As the South Downtown Hub evolves, community priorities extend beyond safety and green space to emphasize the importance of honoring cultural heritage while supporting positive change. The Chinatown–International District and Pioneer Square are historic neighborhoods with deep cultural roots and unique character. Both districts face challenges amplified by the COVID-19 pandemic, economic shifts, and changing development pressures. The following analysis explores these dynamics and outlines strategies to maintain cultural continuity while fostering resilience and growth.

KEY HISTORIC CULTURAL DISTRICTS

The CID is home to more than 125 restaurants, full-service grocery stores, and diverse retail and professional services, attracting residents and tourists alike. Its cultural vibrancy is a defining asset, yet pandemic-related losses threaten long-standing businesses and community anchors. Preserving this identity while supporting economic recovery is a central priority.

Pioneer Square retains a vibrant arts and creative identity, with numerous galleries and studios that contribute to its cultural character. The historic architecture in the area is distinctive and adds to the walkable feel of the neighborhood. Supporting these spaces is essential to maintaining the neighborhood's unique character and fostering creative economic opportunities.

Both neighborhoods are designated Business Improvement Areas (BIAs), where local stakeholders collaborate to fund and manage improvements, marketing, and business support.

These BIAs can play a critical role in revitalization efforts, providing a platform for addressing economic recovery, cultural continuity, and public realm enhancements. Both neighborhoods have a density of businesses and cultural assets. The community has asked to preserve this character and maintain lower traffic streets.

SHARED BARRIERS

Both neighborhoods experienced severe economic impacts during the pandemic, including business closures, reduced foot traffic, and rising vacancy rates. The Pioneer Square District Market Study found that office visits in Pioneer Square dropped to 26% of January 2019 levels by 2022, significantly affecting retailers and restaurants reliant on office workers. In CID, businesses operating on thin margins were hit hard, with several closing or relocating due to economic strain and concerns about public safety in nearby public spaces. Additional challenges are high land values and redevelopment constraints. In the last real estate cycle that ended with COVID, market forces favored office and luxury housing development over workforce housing, a condition likely to re-emerge in the future. High expectations of property valuation, encouraged by Seattle's historically strong real estate market and upzoning actions taken by the City are primary factors. Strict historic preservation regulations, combined with sustainability, affordable housing, and seismic requirements, also add complexity and cost to redevelopment, particularly for older, under-maintained buildings. While these measures protect cultural and architectural integrity, they also create financial hurdles for adaptive reuse and rehabilitation.



Figure 2.13. Occidental Square and Jade Garden. **Right, top:** Occidental Square, photo by Olivia Brent. **Right, bottom:** Jade Garden restaurant in Chinatown, by Keoke Silvano.

Balancing Continuity and Transformation

PRESERVING HISTORY

Most of the South Downtown Hub project area lies within historic districts that embody Seattle's earliest development and cultural diversity. Preserving these neighborhoods means more than protecting individual landmarks, it requires maintaining the historic and cultural fabric that gives Pioneer Square and the Chinatown-International District their unique identities.

Seattle's first historic district, Pioneer Square Preservation District, established in May 1970, is in the city's oldest neighborhood. The Board for the district reviews and recommends applications for Certificates of Approval, required for any changes to structures or public spaces. Additionally, the Board advises on land use to the Mayor, City Council, and other agencies in the Pioneer Square Preservation District. Similarly, the International Special Review District, established in 1973, preserves the distinctive Asian-American heritage of the neighborhood. The Board reviews proposed changes and advises on land use and social issues, aiming to encourage rehabilitation while maintaining the district's cultural identity.

While designated landmarks like Smith Tower, Flatiron Building, Panama Hotel, Eastern Hotel, and Chinese Community Bulletin Board are critical anchors, the character of Pioneer Square and Chinatown-International District are equally defined by their streetscapes, small businesses, art studios, and community spaces. Protecting this broader cultural context is essential to sustaining the vibrancy and authenticity that make these districts irreplaceable.

To ensure alignment with preservation goals, the South Downtown Hub team briefed both the Pioneer Square Preservation Board and the International Special Review District Board at key milestones. These briefings provided updates on plan progress, gathered feedback on design concepts, and confirmed that strategies for mobility, activation, and green space respect the cultural and architectural integrity of each district. This approach ensures that revitalization efforts strengthen, not dilute, the identity of these historic neighborhoods.

HISTORIC DISTRICTS AND LANDMARKS

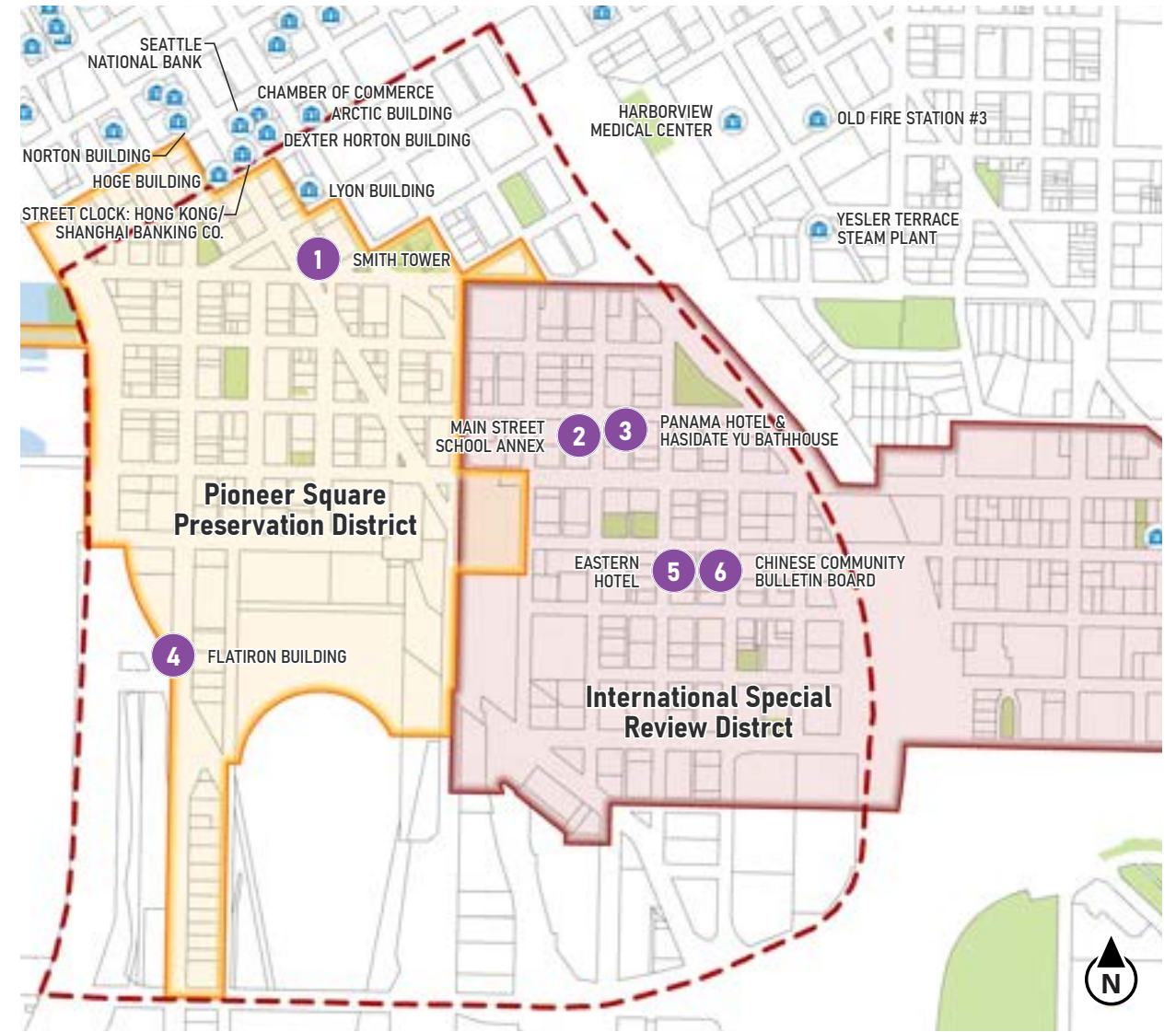


Figure 2.14. Historic Districts and Landmarks. Above: A map showing the Pioneer Square Preservation District and the International Special Review District (which extends to the east for several more blocks). Landmarks within these two districts and the South Downtown Hub boundary are called out; corresponding images to the side.

Side: 1) Smith Tower. Source: Christopher S. Malloney, Wikimedia. 2) Main Street School Annex. Source: Joe Mabel, HistoryLink. 3) Panama Hotel and Hashidate Yu Bathhouse. Source: Seattle Times. 4) Flatiron Building. Source: Michael Ostrogorsky Photography. 5) Eastern Hotel Apartments. Source: David Koch, HistoryLink. 6) Chinese Community Bulletin Board. Source: Atlas Obscura.



Balancing Continuity and Transformation

PRESERVING CULTURE

Greater connectivity will bring more foot traffic and through-movement that can revitalize historic retail, activate alleys, and support cultural institutions, but it also risks diluting character, creating curb conflicts, and heightening construction fatigue if not carefully managed. Feedback emphasized reducing construction impacts, maintaining access to cultural destinations, and improving safety without compromising historic character.

Existing conditions, such as narrow streets, active ground-floor uses, and high pedestrian activity, shaped the plan's traffic analysis and guided strategies to balance preservation with transformation, ensuring that connectivity strengthens rather than erodes neighborhood character. The adjacent images reflect this vision by showcasing the vibrancy of these communities and imagining how they might grow together through the strategies explored in this plan while honoring their cultural uniqueness.

KEY SUGGESTED STRATEGIES

- **Protect historic streetscapes and landmarks** while upgrading infrastructure to meet modern needs.
- **Coordinate construction** timelines and bundle projects to minimize disruption and avoid prolonged impacts.
- **Design with sensitivity**, ensuring improvements like tree planting, lighting, and utility upgrades enhance rather than overshadow historic character.
- **Activate thresholds and connectors** near stations with culturally led art, lighting, and bilingual wayfinding to create identity-rich gateways.
- **Traffic and transportation management** that implements corridor-specific strategies to keep through-traffic on designated connectors and prevent diversion onto heritage streets.
- **Monitor and adapt**, tracking pedestrian volumes, curb use, and business vitality to adjust operations and maintain balance between movement and place.



Figure 2.15 (right). Preserving Culture. A collection of contemporary photos showing the vibrancy of the neighborhoods, and elements to protect and minimize disruptions. The middle image is a concept showing the potential for transformation of the area as access and connections grow. Sources: Seattle-Chinatown-International District Business Improvement Area, History Link, Seattle Arts Commission, and Coasting with Culture.

03

03
OUTREACH &
ANALYSIS



Stitch Focus Area: Summary of Feedback

The intersection of Fourth Avenue South, Second Avenue Extension South, and South Jackson Street is the historic point of entry to downtown Seattle by train. Built over the tide flats that sustained generations of the Coast Salish people, King Street Station still hosts active regional and intercity rail service, while Union Station sits next to light rail service at the International District/Chinatown Station. Despite the adjacency and grandeur of these beautiful historic buildings, the area is difficult to navigate due to a combination of roadway design, vehicle operation patterns, and aging infrastructure. Numerous past community plans point out the need for safety improvements and better urban design in this area, but none have ventured deeply into the implications and interdependencies of making change.

Through the community engagement effort, a shared name of “the Stitch” emerged for this focus area, reflecting its historic and enduring role as a place of connection across a seam in the physical and social fabric of the city.

Widespread interest in transformative changes to streets and public spaces in the Central Hub area was revealed through community conversations in 2024 and 2025. The centerpieces of this transformative change include a plaza conversion of Second Avenue Extension South.

SELECTED CONCEPTS FROM ACTIVITY (RESULTS)

COMMUNITY THEMES

PUBLIC SAFETY

By improving lighting, visibility, and enhanced street crossings, these projects foster safer streets and crossings.

CONNECTIVITY

Widened sidewalks, protected bike lanes, and more open and clear entries to transit stations strengthen connections to and between Chinatown-International District, Pioneer Square, and adjacent areas.

PUBLIC SPACE

New spaces for plantings, expanded areas focused on cultural placemaking, and improved walkability contribute to a vibrant and resilient neighborhood.

HISTORY AND CULTURE

Design elements and art opportunities will reflect local history and culture, reinforcing a sense of place and belonging.

SOUTH JACKSON STREET IMPROVEMENTS 100%

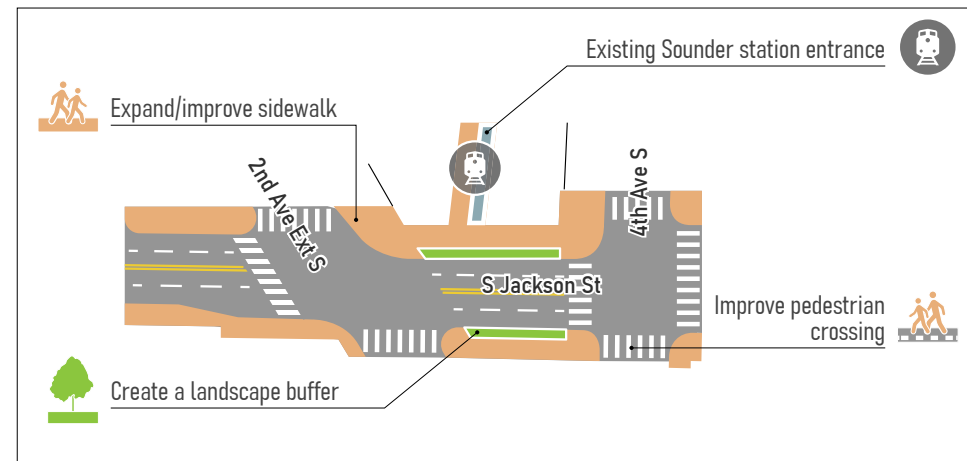


Figure 3.01. Stitch Street Option Overlays. Two transparency overlays were presented to each workshop activity group. The graphic above shows less disruptive improvements to S Jackson St. The graphic to the right presents a transformative option, closing down 2nd Ave Ext S to vehicular traffic and converting 4th Ave S to two-way traffic. All participants favored exploring improvements to intersection crossings and street cross section in this area; many shared a desire to see signal adjustments favoring pedestrians added to the definition of these improvements.

KEY FEATURES



Pedestrian-scale lighting



Fully separated or protected bike lanes and improved connections

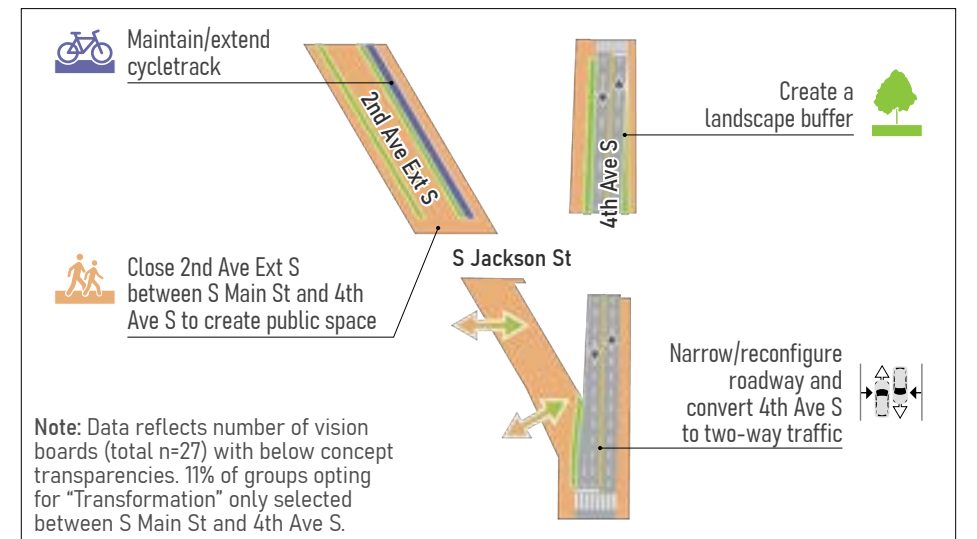


Pedestrian-first street crossings and reduction of crossing distances



Improved sidewalks with space for plantings, art and activation

TRANSFORMATION 71%



Central Focus Area: Summary of Feedback

Union Station and the existing International District/Chinatown light rail station defines the east edge of Seattle's Chinatown neighborhood. A beloved Chinatown gate, erected in 2005, spans the main neighborhood street, South King Street, which links many of the neighborhood's cherished restaurants, cafes, and gathering places for Seattle's pan-Asian communities. Like neighboring Pioneer Square, Chinatown and the broader International District experienced disruptive impacts to business and community life during the COVID-19 pandemic. Emerging from this time of crisis, we heard universal interest in reinvestment and positive transformative changes to streets and public spaces in the Central Hub focus area during 2024 community conversations. This was tempered by concern with major impacts from extensive construction, one of the reasons a proposed new light rail station in the core of Chinatown is not a preferred alternative for Sound Transit's Ballard Link Extension.

Popular ideas for area improvements included:

- Renovating the Union Station and Chinatown-International District station plazas, including updating station canopies, paving, landscaping, and public art.
- Expanding the reopening of Union Station into a community-serving space with areas for indoor gatherings, exhibitions, and performances, as well as a café.
- Upgrading South King Street as a community festival street between Union Station to Hing Hay Park.

The content on the right summarizes the results from the activity (selected concepts, features, and themes).

SELECTED CONCEPTS FROM ACTIVITY (RESULTS)

COMMUNITY THEMES

PUBLIC SAFETY

Activation as well as bike lanes increase area safety.

HISTORY AND CULTURE

Integrate local art and design elements to reflect culture

CONNECTIVITY

Protected bike lanes and more clear entries to transit stations strengthen connections between Chinatown-International District, King Street Station, and adjacent areas.

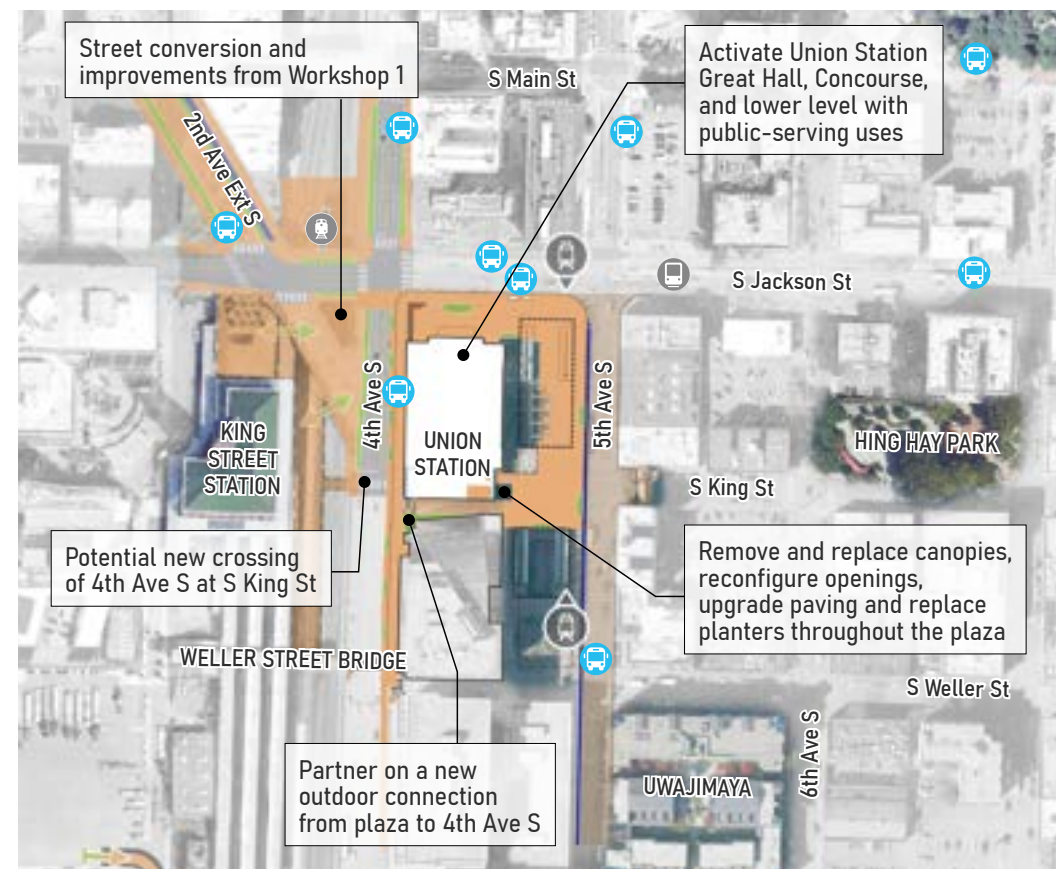
PUBLIC SPACE

New spaces for plantings, expanded areas focused on cultural placemaking, and improved walkability contribute to a vibrant and resilient neighborhood.

ECONOMICS

Improved access to businesses, continuous ground floor activation on South King Street, and opportunities for small-scale vendor spaces with the planned Festival Street improvements and development.

PLAN CONCEPT



MAJORITY: TRANSFORMATION

Feedback on the South Downtown Hub concepts indicated a strong preference for more transformative options, tempered by concerns about avoiding additional traffic on neighborhood streets and minimizing the impacts of prolonged construction.

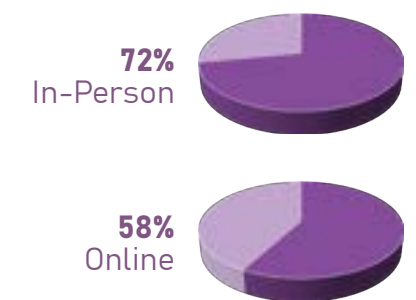


Figure 3.02. Central Focus Area Transformation. Overlay of the 2nd Ave Ext S and 4th Ave S transformation option on top of an aerial base, also showing Union Station plaza modifications. Ideas are from the Jackson Hub Plan (2019) and Ballard Link Extension Further Studies (2023).

KEY FEATURES



Festival Street



People-first intersection



Active and open public plaza with plantings, places to gather, and easy-to-find station entries



Large-scale art to center culture

South Focus Area: Summary of Feedback

The centerpieces of this transformative change include realignment of the street grid at Seattle Boulevard South and South Maynard Street, people-first design treatments to South Dearborn Street, and redevelopment including affordable housing around a potential new light rail station proposed for Sound Transit's Ballard Link Extension. Additional priorities included building a new pedestrian connection across BNSF to the Stadium District, expanding neighborhood-approved pedestrian lighting along and across South Dearborn Street, and providing public open space accessible to the neighborhood.

SELECTED CONCEPTS FROM ACTIVITY (RESULTS)

COMMUNITY THEMES

PUBLIC SAFETY

Improving lighting, enhanced street crossings, and protected bike lanes enhance safety.

CONNECTIVITY

Widened sidewalks, protected bike lanes, and more open and a new bridge strengthen connections to and between Chinatown-International District, Pioneer Square, and adjacent areas.

PUBLIC SPACE

Publicly accessible courtyards and plazas integrated into future development create opportunities for community gardens and gathering spaces.

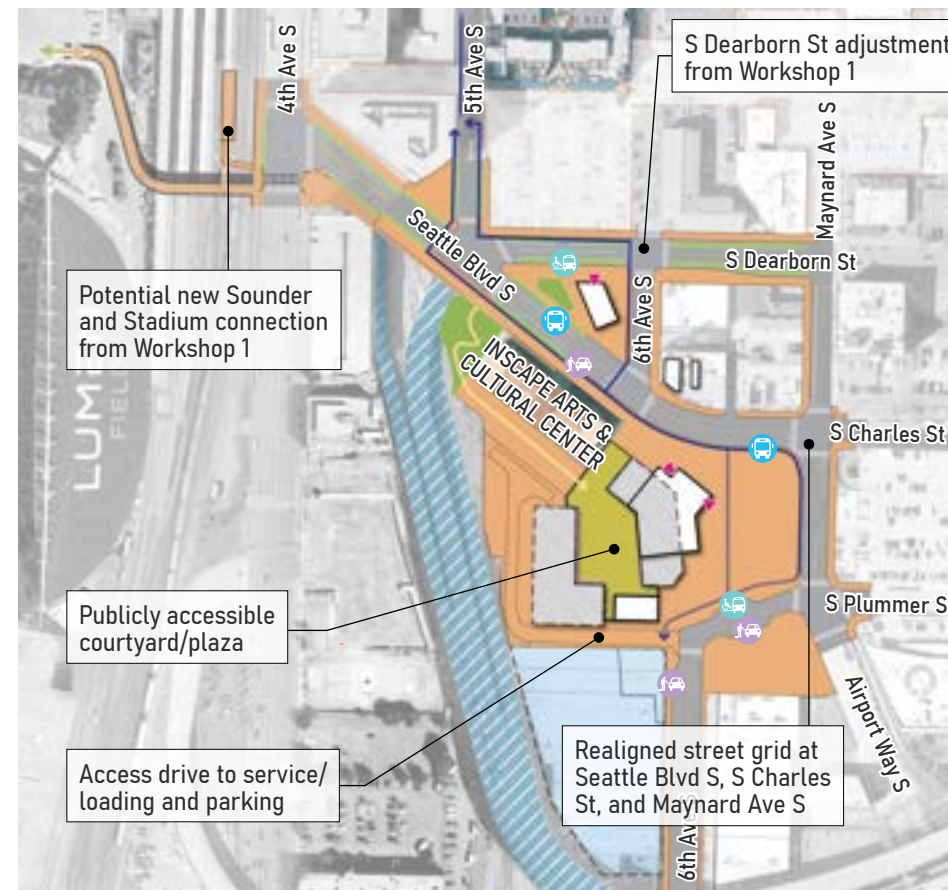
EQUITABLE DEVELOPMENT

Publicly owned or underutilized parcels near the future station open the door for cooperative ownership models to acquire and manage land for long-term affordability and ownership.

ECONOMICS

Increased foot traffic supports both new and legacy businesses.

PLAN CONCEPT



KEY FEATURES



Pedestrian and bike-friendly streets



Public plazas with green space



Equitable development that could include affordability and community ownership models



Pedestrian bridge connection over railway

MAJORITY: TRANSFORMATION

Feedback on the South Downtown Hub concepts indicated a strong preference for more transformative options, tempered by concerns about avoiding additional traffic on neighborhood streets and minimizing the impacts of prolonged construction.



Figure 3.03. South Focus Area Transformation. Transformation option for the Dearborn Station area, which includes more green space, a realigned street grid, and better connection to the stadiums. Ideas are from Ballard Link Extension Further Studies (2023).

North Focus Area: Summary of Feedback

With continued disruption of the daily rhythm of office life following the COVID-19 pandemic, and given new approaches to delivering services, many of the buildings that make up the King County Civic Campus are underutilized, functionally obsolete, or are facing costly maintenance and repairs that may be financially unsustainable. The King County Civic Campus Master Plan proposes new development and land uses in this area that add housing, employment, and other services, and complement a potential new light rail station proposed for Sound Transit's Ballard Link Extension.

Community feedback highlighted the need for redevelopment to integrate affordable housing, activate ground-floor spaces with retail and community uses, and reimagine City Hall Park and Prefontaine Place as safe, welcoming, and lively public spaces. Participants expressed support for a redevelopment approach that balances civic functions with housing and amenities that serve both residents and visitors.

SELECTED CONCEPT FROM ACTIVITY (RESULTS)

COMMUNITY THEMES

PUBLIC SAFETY

By improving lighting, activation, and enhanced street crossings, these projects foster safer streets and public spaces.

CONNECTIVITY

Widened sidewalks, protected bike lanes, and a multitude of transfer options, the projects in this area enhance local and regional connectivity.

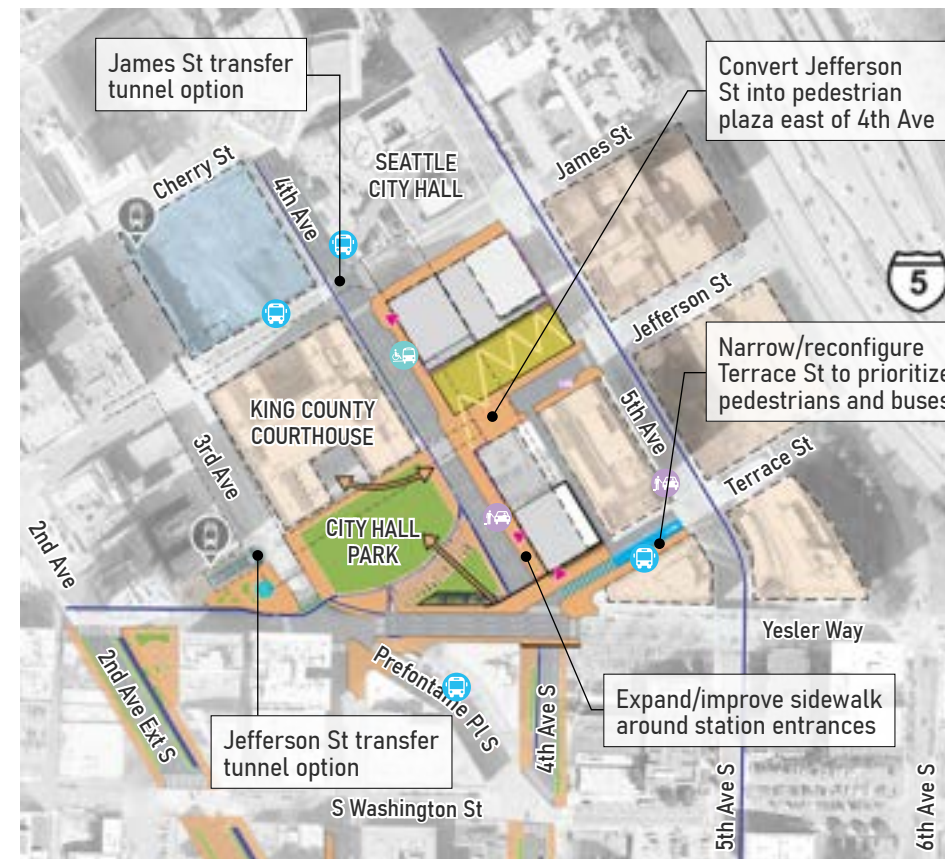
PUBLIC SPACE

Improvements to the existing public spaces paired with easier access and hill climbs to navigate the steep grades to the east support goals around enhanced public spaces.

EQUITABLE DEVELOPMENT

The plan supports high-density mixed-use development with an emphasis on affordable and family-sized housing, and opportunities for community-serving retail at street level.

PLAN CONCEPT



MAJORITY: TRANSFORMATION

Feedback on the South Downtown Hub concepts indicated a strong preference for more transformative options, tempered by concerns about avoiding additional traffic on neighborhood streets and minimizing the impacts of prolonged construction.



Figure 3.04. North Focus Area Transformation. Transformation option for the proposed Midtown Station area, taking King County Civic Campus into consideration. Ideas are from City Hall Park Redesign (City of Seattle) and Civic Campus Plan (King County).

KEY FEATURES



Pedestrian-first street crossings



Protected bike lanes and improved connections



High density, mixed-use development adjacent to park and transit hub



Hill climb incorporated into mixed-use development with lighting and planting

Considerations for Transformation

The community-generated vision boards revealed broad interest in transformational moves, although many participants articulated concerns about changes in traffic patterns, the effects of construction, and questioned whether additional public spaces could be successfully programmed and managed. These themes mirrored the existing challenges shown in the adjacent graphics: a complex street network, pressure on transit operations, gaps in pedestrian and bike connectivity, and a public realm that often feels fragmented.

These issues underscored the importance of evaluating how changes to street design and transit access might influence broader traffic patterns and operational reliability. The first concern, traffic, was identified as a threshold for advancing an overall vision scenario for further study. Many also expressed concern about construction impacts and how new and existing public space would be managed as vision moves toward implementation.

GOALS & METHODOLOGY

To respond to these community-identified challenges, the team conducted transportation analysis to understand how proposed projects could affect auto traffic and bus circulation. Using a traffic analysis model with varied assumptions on future operating parameters, the team tested the performance of two scenarios: Transformation and Adjustment.

- **Transformation Scenario** - a bold reconfiguration of streets and public spaces to improve pedestrian safety, transit reliability, and multimodal connectivity,
- **Adjustment Scenario** - targeted, incremental changes that improve safety and connectivity while maintaining existing traffic patterns.

For each scenario, project concepts from past plans were stitched together based on feedback given during Sound Transit's 2022-2023 Further Studies phase of the Ballard Link Extension, the assessment of concurrent projects and upcoming plans, and the analysis of existing conditions. These scenarios provided a framework for testing concepts and understanding trade-offs between ambitious change and incremental improvements.



Figure 3.05. Traffic Constraints. Aerial map of South Downtown with numbers calling out specific areas found to be challenging for traffic. Corresponding maps below detail traffic constraints.



2nd Ave Ext S and 4th Ave S
Primarily carrying traffic in and out of downtown, these two streets form a barrier of fast-moving traffic between the Chinatown-International District and Pioneer Square.



I-5 and SR 99/Alaskan Way
I-5 is an immense division between neighborhoods with frequent accidents under the highway structure, while State Route 99, until its removal in 2019, historically cut off the city from the waterfront.



BNSF Railway and Stadiums
The main rail line provides critical north-south freight and passenger connections but also acts as a barrier while the large stadiums further impact the neighborhood by clogging streets during events and leaving the area inactive at other times.



Civic and Industrial Landuse
Large single-purpose districts limit activation and adaptability as major employers leave and the King County Civic Campus changes, constraining opportunities to add housing, jobs, and services.

Initial Scenarios Comparison

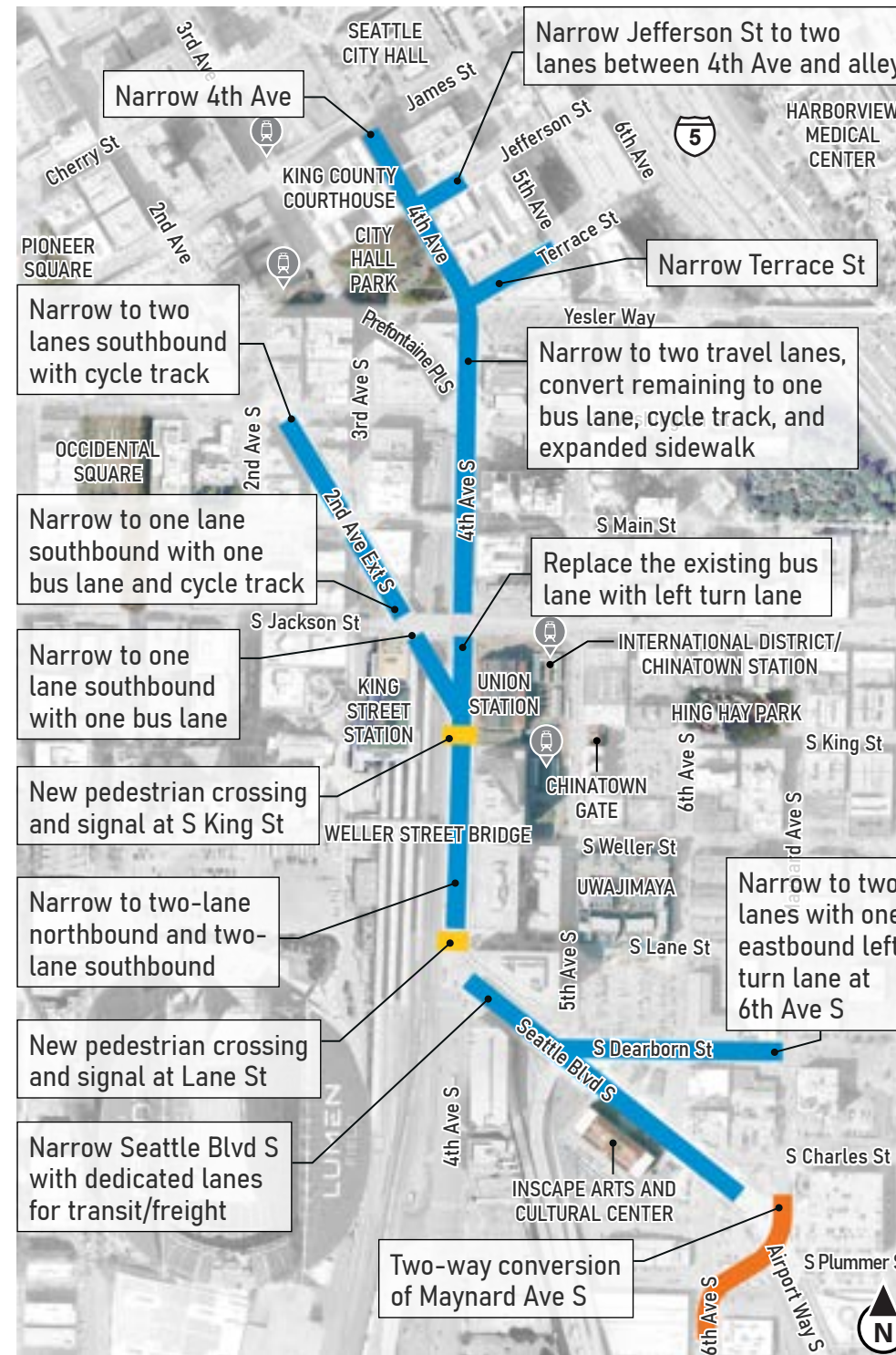
ADJUSTMENT SCENARIO

- Maintains overall traffic flow while introducing targeted safety and accessibility upgrades in the district.
- Refines Second Avenue Extension South in alignment with the Pioneer Square Streetscape Concept Plan and Yesler Crescent Plan.
- Rebalances street space with selective lane reductions to support safer walking, biking, and transit movements.
- Improves key intersections with new crossings and signals to strengthen east-west pedestrian access.
- Enhances multimodal corridors by adding dedicated bus, bike, or freight facilities to reduce conflicts and improve system reliability.

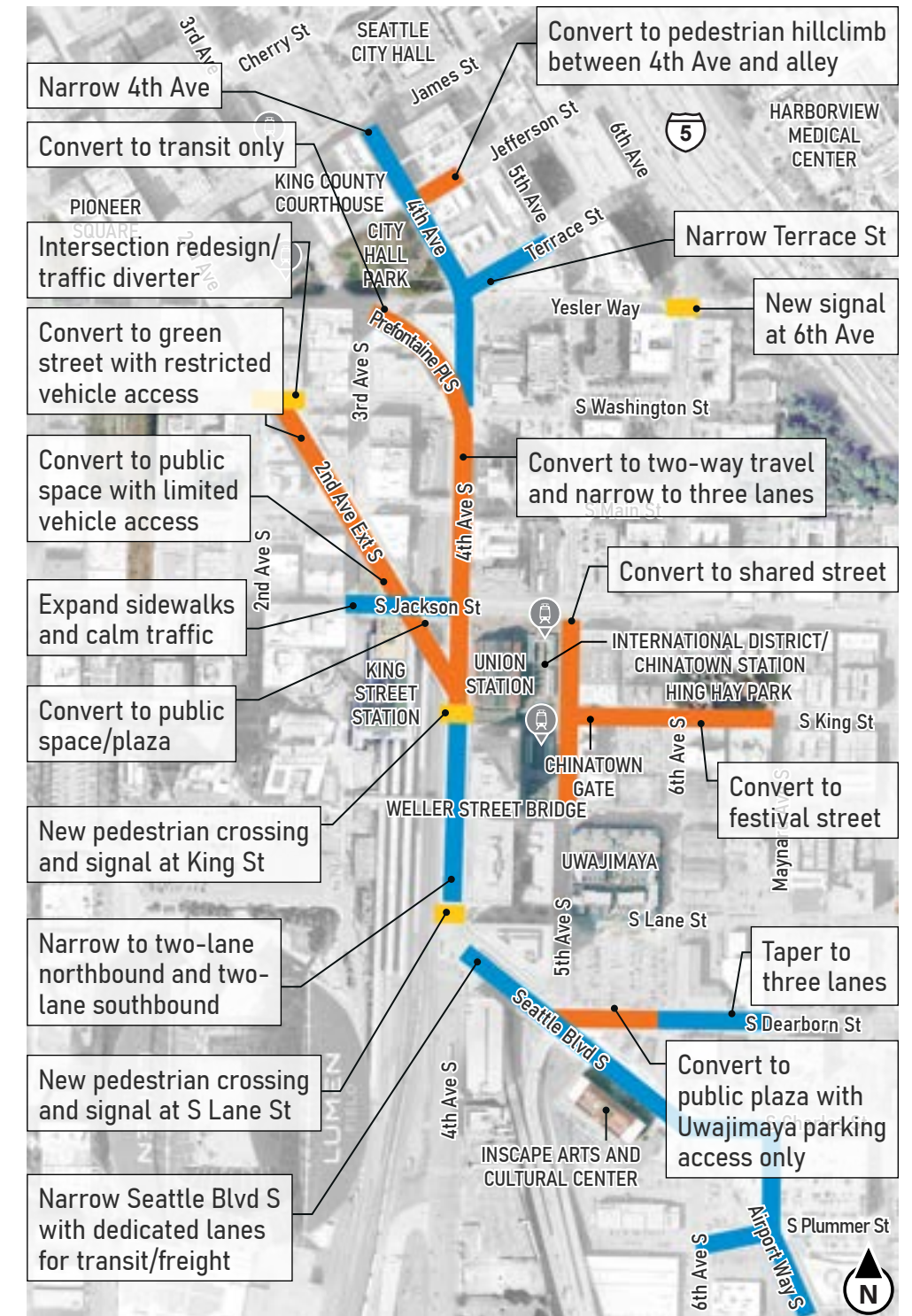
TRANSFORMATION SCENARIO

- Reallocates street space for people with pedestrian zones, shared streets, plazas, and green corridors.
- Delivers major pedestrian upgrades on Second Avenue Extension South, South Dearborn Street, and South King Street per Livable South Downtown Plan.
- Strengthens east-west links via Jackson Hub and South Jackson Connections plans.
- Calms traffic and improves safety with redesigned intersections, wider sidewalks, and lane reductions.
- Advances multimodal travel with transit lanes, two-way conversions, and new crossings/signals.

ADJUSTMENT SCENARIO



TRANSFORMATION SCENARIO



LEGEND

- █ Traffic calming
- █ Conversion to public space or shared street
- █ Intersection and crossing improvement

Figure 3.06. Traffic Scenario Comparison. Side-by-side traffic scenarios showing the adjustment option on the left and transformative option on the right.

Traffic Analysis Findings

Traffic analysis was performed to understand how proposed street changes defined in the Adjustment and Transformation Scenarios might reshape movement across South Downtown. Overall, the findings show that transformative interventions would shift how vehicles and buses move through the district.

The couplet of Fourth Avenue South and Second Avenue Extension South are high traffic arterial roads designed to move vehicles into and out of downtown Seattle, including many of King County Metro's bus routes. It is precisely this function that makes the street so difficult for pedestrians to traverse. To accomplish changes to this couplet of streets:

- Fourth Avenue South would need to be converted to two-way traffic between South Washington Street and South Jackson Street.
- Approximately two-thirds of vehicles traveling south would need to move to Fourth Avenue South at South Washington Street, potentially increasing travel times to up to 11 minutes in all directions of travel.
- Some conflicts between people walking and biking would be eliminated, but would likely result in heavier vehicle turning movements across crosswalks, particularly at Fourth Avenue South and South Jackson Street.

These potential changes could occur alongside broader shifts in transit service pathways as regional bus routes restructure with the build-out of Link light rail extensions, but revisions would need to be sequenced carefully to avoid gridlock and major bus service delays.

On South Dearborn Street, traffic analysis indicated a potential for diversion of through traffic into the CID, which was one of the key concerns voiced in community engagement. At the same time, realigning Seattle Boulevard South did not yield a major impact in capacity or movement of freight, buses, and general purpose traffic. Changes on both street segments are not as interdependent as with Fourth Avenue South and Second Avenue Extension South, and can be phased, though revisions to Seattle Boulevard South geometry will be complicated by the need to relocate trolley wire.

NETWORK TRANSFORMATIONS WE STUDIED

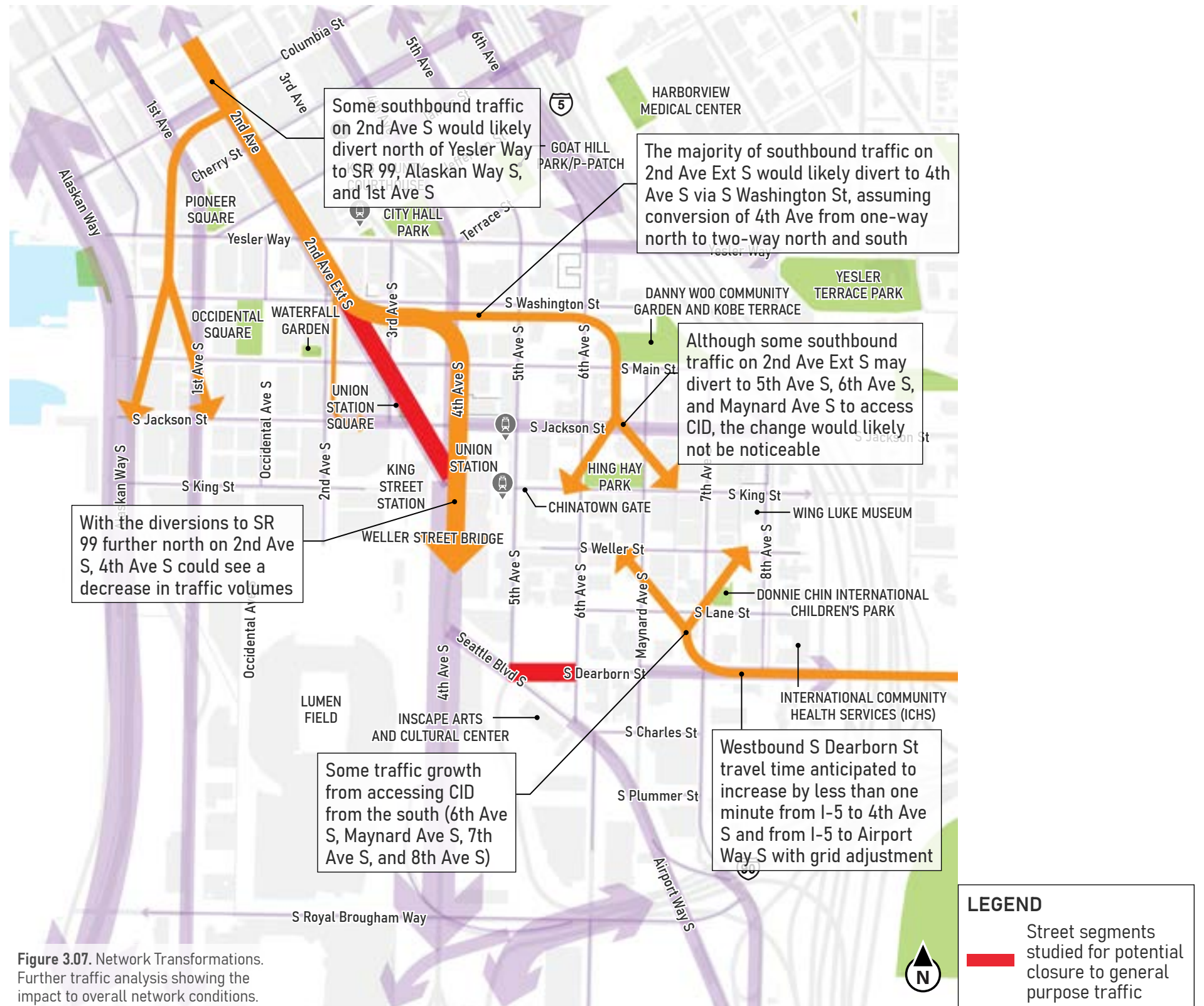


Figure 3.07. Network Transformations. Further traffic analysis showing the impact to overall network conditions.

Proposed Synthesis of Adjustment and Transformation

After further design and traffic studies, and in response to community feedback, the planning team recommended focusing on a synthesis of adjustment and transformation scenarios to reflect the complicated environment, phasing conditions, and funding needs.

- 1 Focus on adjustments to the Fourth Avenue South and South Jackson Street “Stitch” area before the opening of the Ballard Link Extension and the accompanying changes to the local bus network - which may reduce driving into downtown.
- 2 Consider pursuit of more transformative improvements to the “Stitch” area after the Ballard Link Extension and the citywide bus network changes.
- 3 Explore street grid changes around Seattle Boulevard South, Airport Way South, Sixth Avenue South, South Plummer Street and South Charles Street aligned with construction of a potential new light rail station, and focus on rechannelization and streetscape improvements on South Dearborn Street.

RECOMMENDED SOUTH DOWNTOWN HUB NETWORK CHANGES

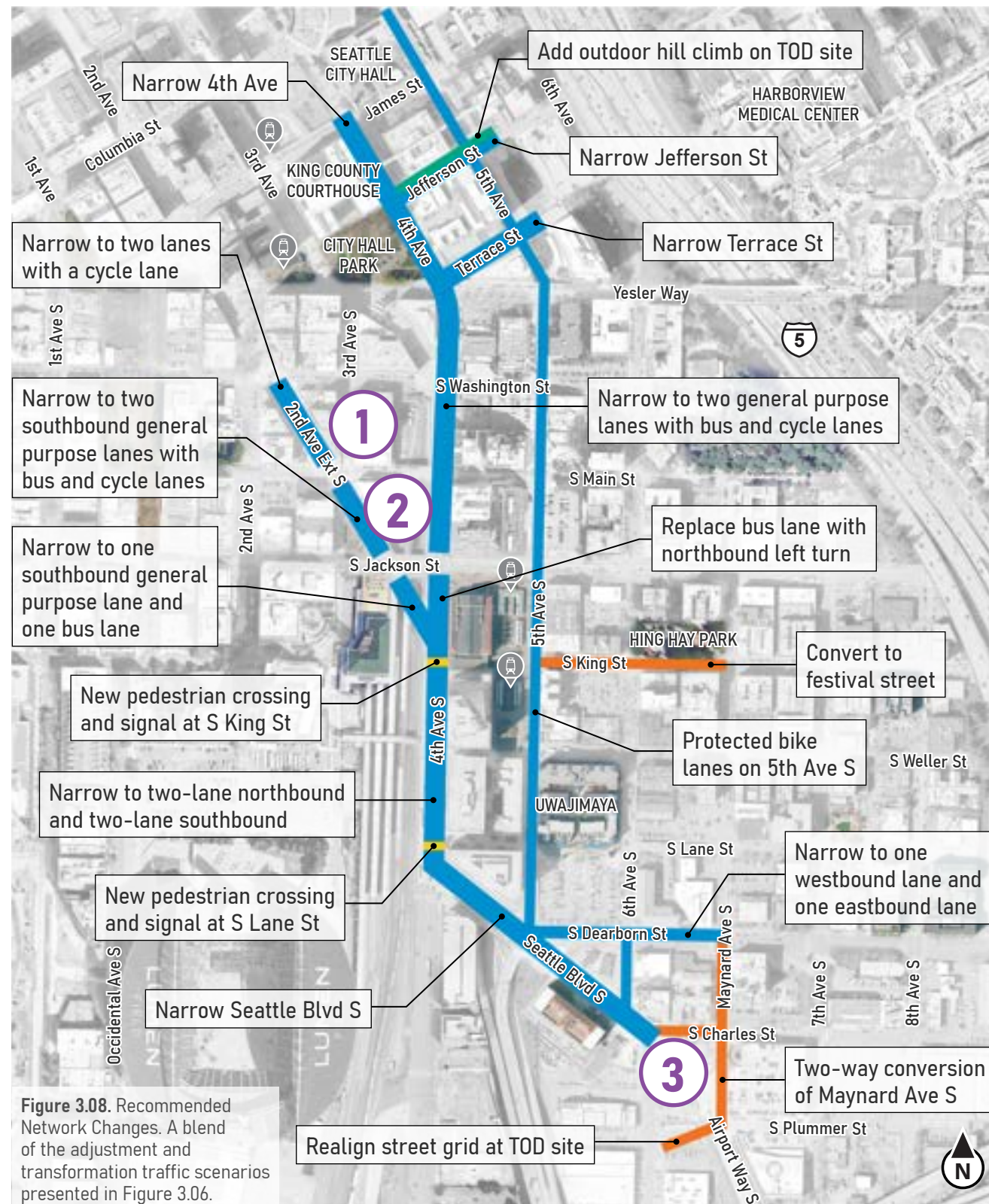


Figure 3.08. Recommended Network Changes. A blend of the adjustment and transformation traffic scenarios presented in Figure 3.06.

LEGEND

- Traffic calming
- Conversion to public space or shared street
- Intersection and crossing improvement
- Outdoor hill climb

04

FRAMEWORK PLAN



SDH Plan and Planned Projects

The South Downtown Hub study area was originally organized into three focus areas for the open house. Following further analysis, the central area was refined into two distinct focus areas to better address its unique issues, resulting in four total focus areas. These areas are shown using color-coded sections throughout the document, with additional detail on the Stitch Area provided on the following spread.

The **North Focus Area** centers on the King County Civic Campus and surrounding blocks near Jefferson Street. This area plays a key role in linking Pioneer Square with existing and potential new regional transit facilities and presents opportunities to improve access, safety, and public spaces around government and institutional uses.

The **Stitch Focus Area** represents the heart of the plan, connecting Pioneer Square and the Chinatown–International District through Union Station and King Street Station. It is envisioned as a more walkable and people-centered environment that unites the two neighborhoods through upgraded plazas, improved crossings, and activated street edges.

The **Central Focus Area** includes the blocks surrounding South King Street and South Jackson Street. It emphasizes improvements that strengthen existing and potential new regional transit connections, create new gathering spaces, and enhance the overall pedestrian experience between station entries and nearby destinations.

The **South Focus Area** extends toward South Dearborn Street and the edges of the Stadium District. This area includes opportunities to enhance multimodal access, improve streetscapes, and support potential redevelopment around existing and potential new regional transit facilities.

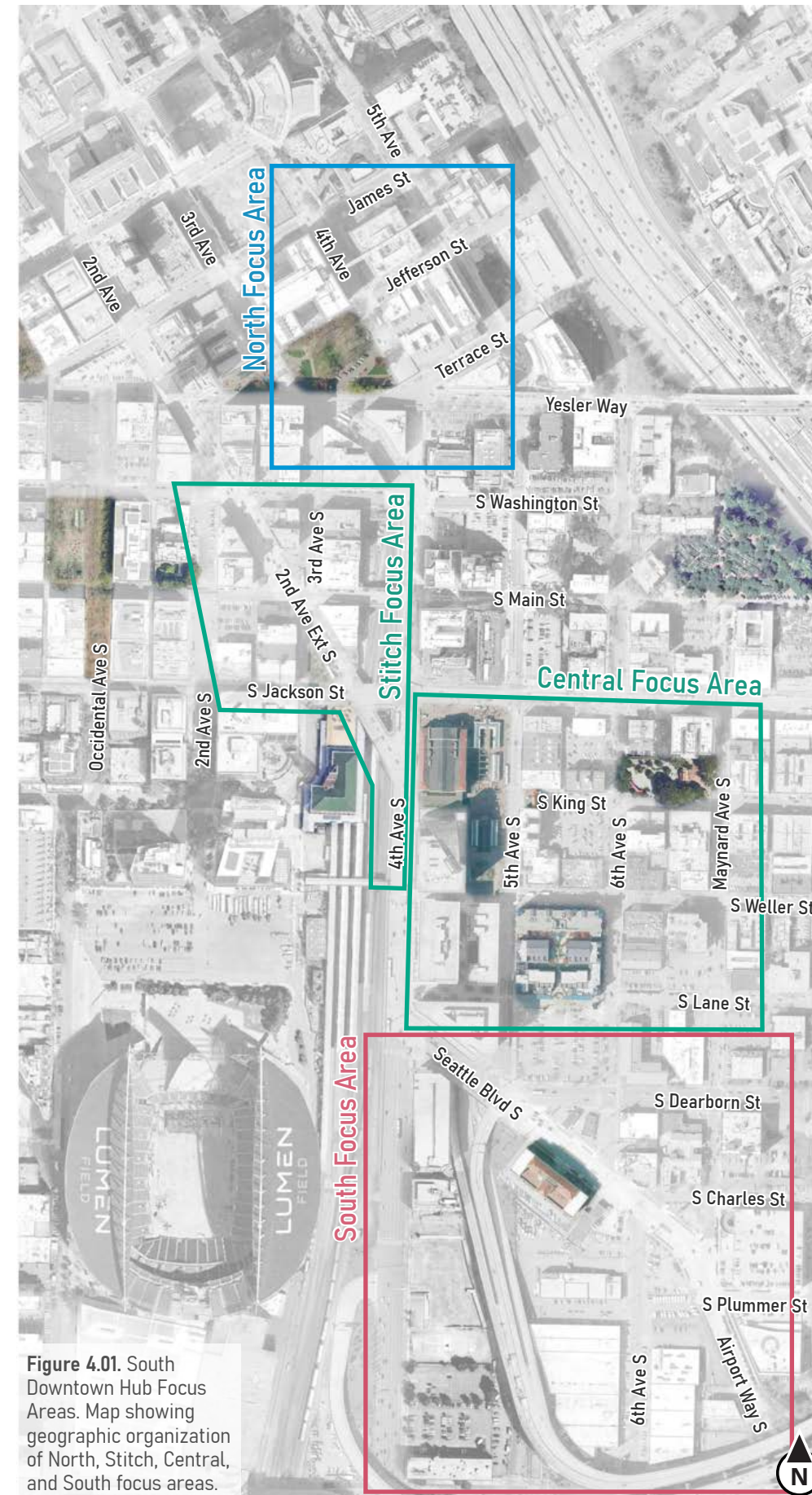


Figure 4.01. South Downtown Hub Focus Areas. Map showing geographic organization of North, Stitch, Central, and South focus areas.

Defining the Stitch

Just like a stitch joins pieces of fabric, the concept for the area around Second Avenue Extension South, Fourth Avenue South, and South Jackson Street aims to strengthen connections between neighborhoods throughout South Downtown, which is why we are calling it the “Stitch”.

South Downtown has the potential to serve as the entry to a walkable city with access to a multitude of mobility options, but this requires engaging with the current transportation system and being open to modifying how that system operates. This must be done with the utmost care and with the guidance of community. By focusing on community-centered and community-driven solutions, we can improve access to and around South Downtown neighborhoods and preserve what makes them important and unique places in the city and the region.

Figure 4.02 depicts how the improved connections and public spaces we explored in last year’s community workshops could help stitch together South Downtown neighborhoods and improve access to regional transit service.

IMPROVEMENTS AND ELEMENTS

The Stitch includes a set of improvements that knit together South Downtown’s historic train stations, transit facilities, and surrounding neighborhoods. Lighting, trees, furnishings, and public art will serve as both functional enhancements and a welcoming gateway. Together, these elements create a distinct character that will guide people into and through the the neighborhoods.

By combining memorable design features with everyday amenities, the Stitch can welcome visitors arriving by rail, light rail, or bus, and then distribute them seamlessly into the surrounding streets and plazas. The result is a civic space that bridges neighborhoods, improves wayfinding, and establishes a first impression that is reflective of the community.

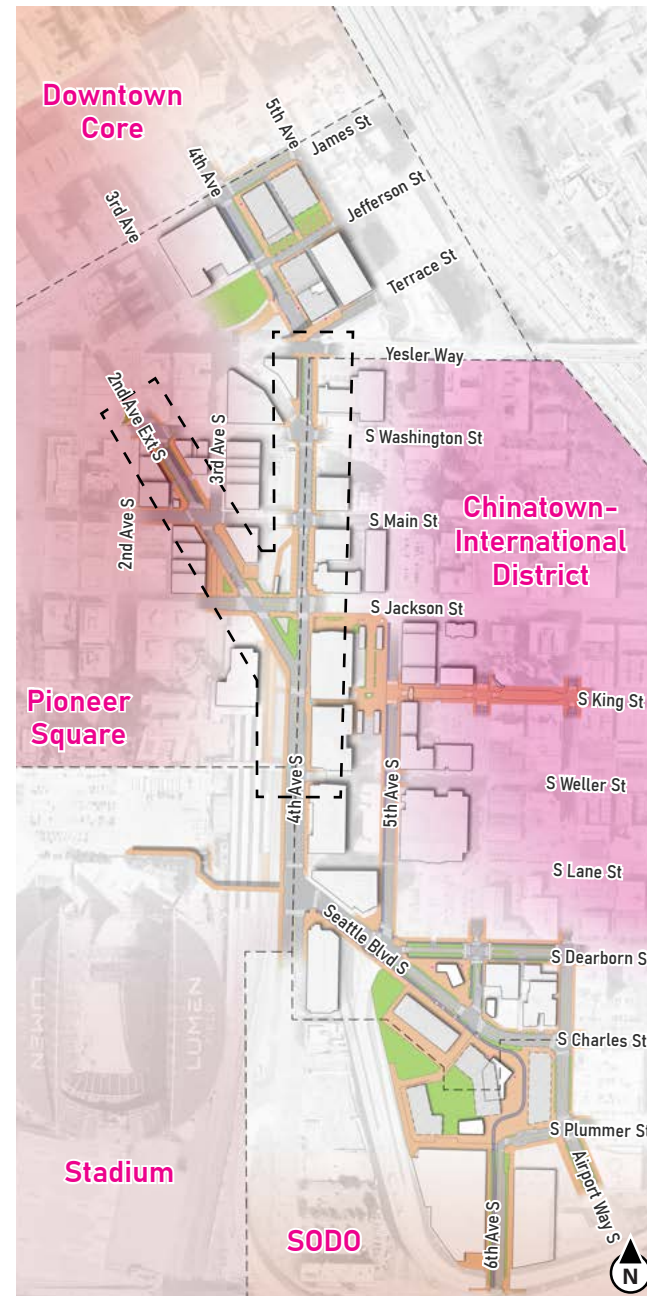
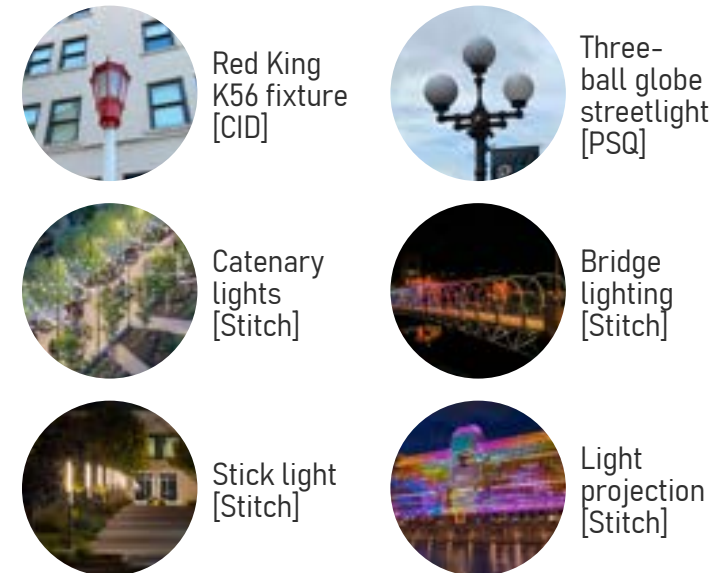


Figure 4.02. Stitch Neighborhood Definition. Map shows the neighborhoods that surround and make up the area.

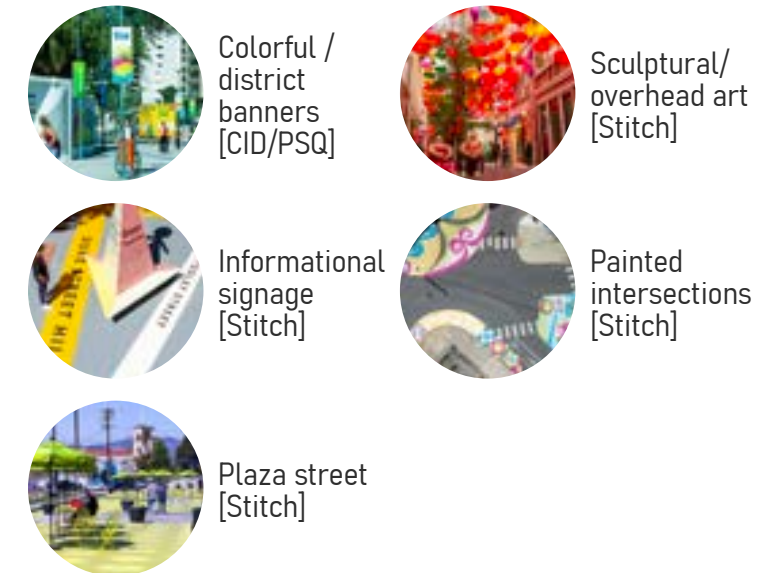
LIGHTING



TREES AND PLANTINGS



ART AND WAYFINDING



FURNITURE

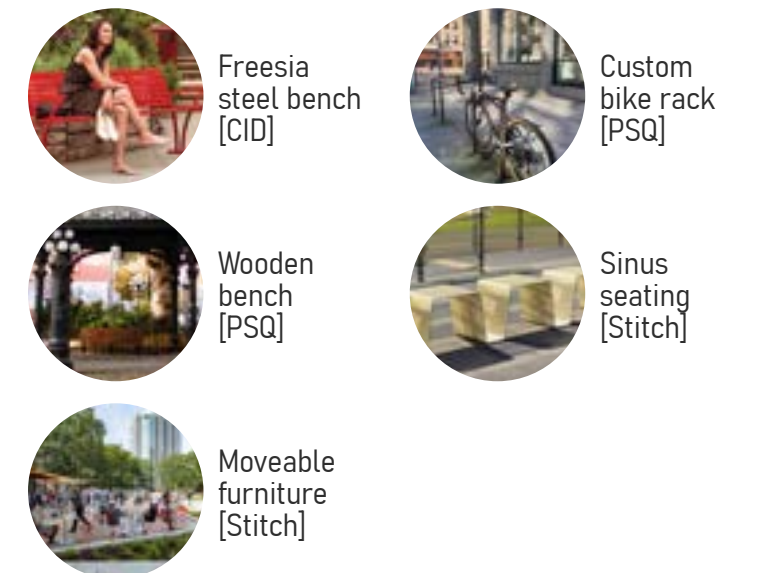


Figure 4.03. Urban Design Street Elements. Examples of potential urban design street elements for the Stitch Focus Area, as well as elements found in Chinatown-International District (CID) and Pioneer Square (PSQ).

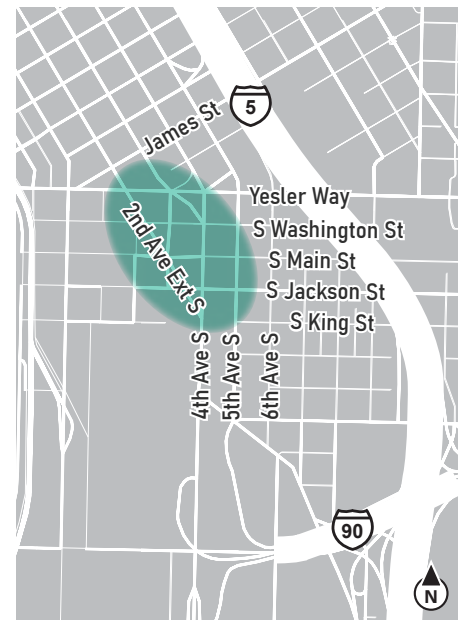


Figure 4.04. Re-Imagined ID/C Station and Plaza. Conceptual view showing redesigned entry pavilions to the existing International District/Chinatown Station, streetscape improvements on 5th Ave S and S Jackson St, and entry to the renovated 5th Ave S Plaza.

Stitch Focus Area Improvements

The arrival and subsequent rapid growth of automobiles reshaped the city of Seattle, with the early city's dense street grid and hilly terrain yielding to the forces of economic development and expansion. One such project was the development of Second Avenue Extension South, a project designed to connect car traffic more directly to the intercity rail services at King Street Station and Union Station. This project sliced through the street grid and a number of buildings in south downtown's second Chinatown neighborhood location in 1928. The shift to car-dominance accelerated with the introduction of I-5 and I-90, which reduced the role of South Downtown as the grand civic entry via the historic train stations and further divided the neighborhoods.

Today's experience of walking between neighborhoods and accessing regional transit is diminished by a street configuration and design that prioritizes vehicular throughput. Proposed project concepts in the Stitch area seek to rectify this condition with street rechannelization, streetscape improvements, green infrastructure, and public space activation. The goal is improved safety, enhanced access to transit, and a better experience to support community and economic vitality.



Study area highlighted in green

REFERENCED PLANS

- SCIDpda Neighborhood Lighting Study; Jackson Hub Concept Plan
- Jackson Hub Concept Plan; ST Phase II Ballard Link Extension Station Planning Progress Report; Pioneer Square Streetscape Concept Plan; Seattle Ped Master Plan-2017
- Pioneer Square Streetscape Concept Plan, Yesler Crescent Public Life Action Plan, Livable South Downtown (2009)
- Jackson Hub Concept Plan (2019)



Figure 4.05. Stitch Focus Area Community Input. Aerial image looking southeast toward the intersection of 4th Ave S and 2nd Ave Ext S. Green callouts are quotes from feedback shared during workshops. Workshop table pictured in circle at the top left of the image.

Stitch Focus Area: Vision

COMMUNITY THEMES

PUBLIC SAFETY

Proposed projects should foster safer streets and crossings with improved lighting, visibility, and enhanced street crossings.

CONNECTIVITY

Widened sidewalks, protected bike lanes, and more open and clear entries to transit stations should strengthen connections to and between Chinatown-International District, Pioneer Square, and adjacent areas.

HISTORY & CULTURE

Design elements and art opportunities should reflect local history and culture, reinforcing a sense of place and belonging.

PUBLIC SPACE

New spaces for plantings, expanded areas focused on cultural placemaking, and improved walkability should contribute to a vibrant and resilient neighborhood.

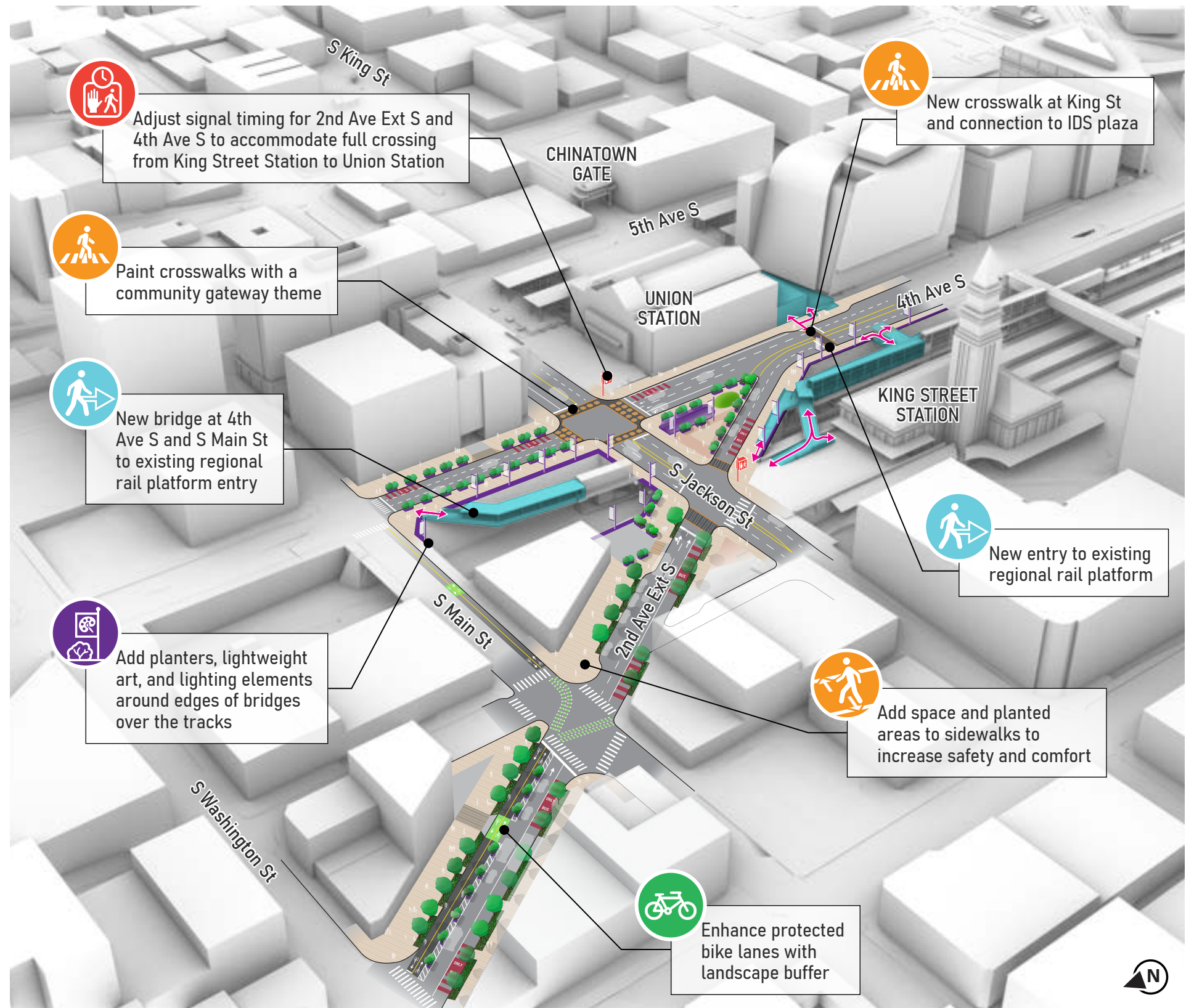


Figure 4.06. Stitch Focus Area Improvements Overview. Illustration looking southeast toward the intersection of 4th Ave S and 2nd Ave Ext S showing potential improvements. **Note:** Details of design and implementation subject to ongoing coordination with 2nd Ave Ext S and S Jackson St Bridge Study.

Stitch Focus Area: Blueprint Plan

KEY IMPROVEMENTS

- 1 Reduce Second Avenue Extension South to two lanes between South Washington Street and South Main Street for expanded curbside landscape area and protected space for pedestrians and cyclists.
- 2 Reduce Second Avenue Extension South to three lanes between South Main Street and South Jackson Street for expanded and protected space for pedestrians and cyclists.
- 3 Convert Third Avenue South between Second Avenue Extension South and South Jackson Street to local access only to better connect and encourage activation of Union Station Square and adjacent store fronts.
- 4 Reduce Second Avenue Extension South to two lanes south bound and one lane north bound between South Jackson Street and Fourth Avenue South for more pedestrian space to be coordinated with future expanded Sounder access.
- 5 Reduce Fourth Avenue South to three lanes between Second Avenue Extension South and Yesler for added pedestrian space, reduced crossings, and protected bike lanes north of South Main Street, coordinated with future bus network and service changes.
- 6 Improve east-west walking connections on South Jackson Street with crosswalk treatments, signal timing, plantings, and art.

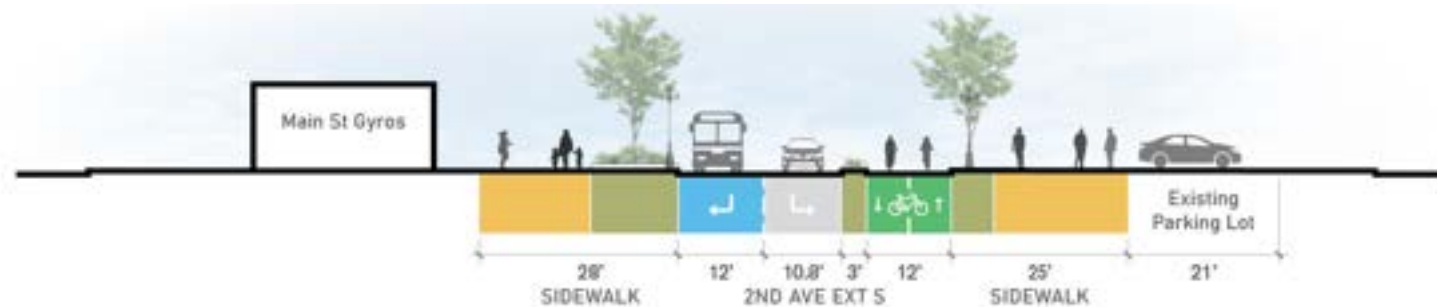


Figure 4.07. Stitch Focus Area: Section AA'. Illustrative street section at 2nd Ave Ext S showing proposed multimodal improvements including separated bike facilities, expanded sidewalks, street trees, and stormwater features.

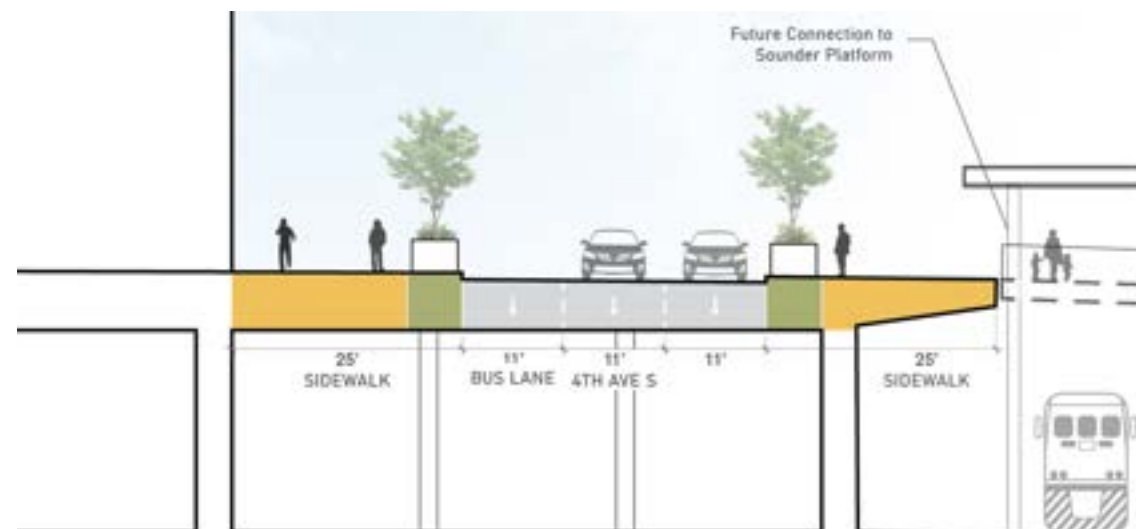


Figure 4.08. Stitch Focus Area: Section BB'. Illustrative street section at 4th Ave S where a new pedestrian connection to the existing Sounder Platform is proposed, including expanded sidewalks and planting buffers.

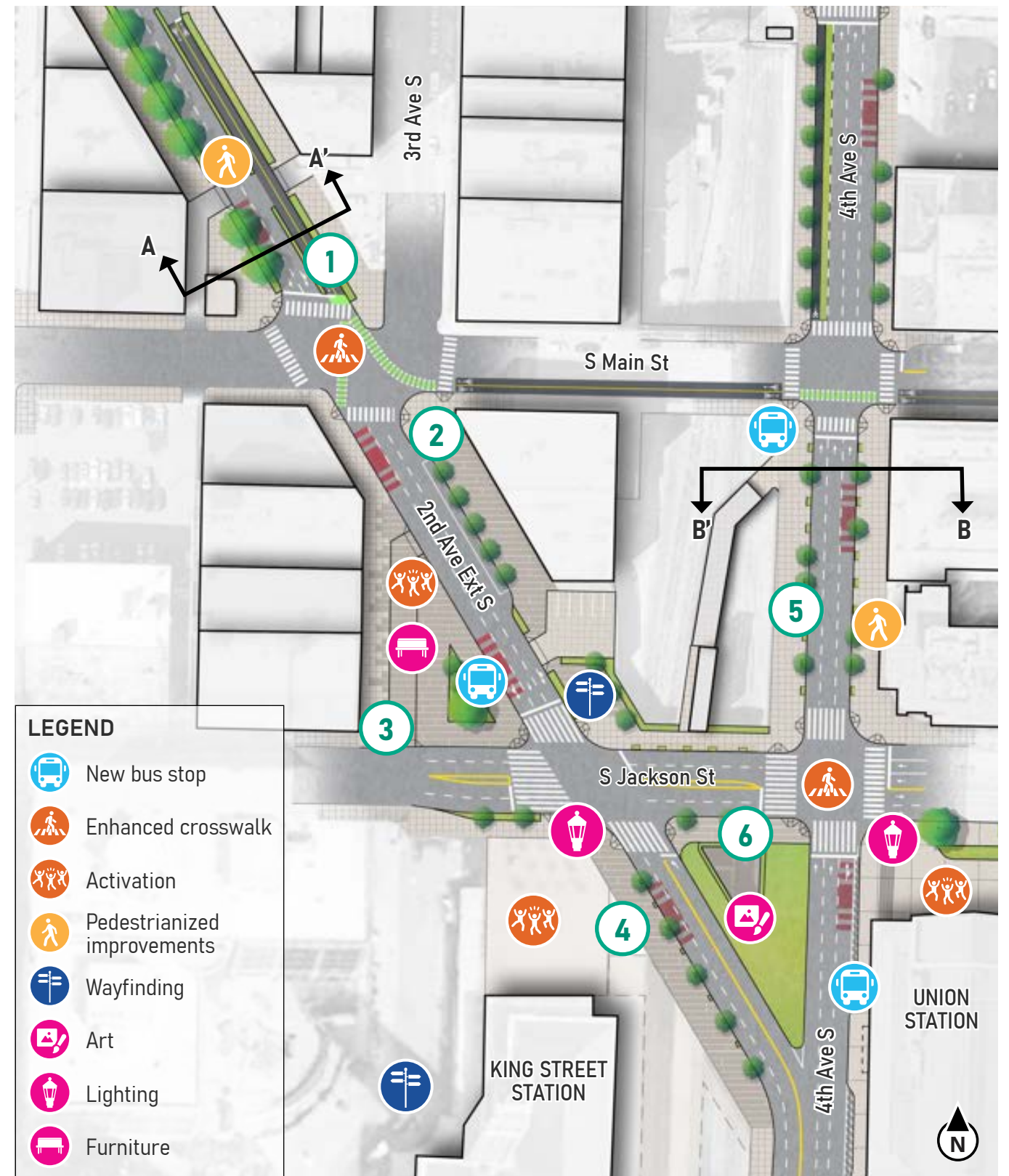


Figure 4.09. Stitch Focus Area Enlarged Plan. Plan view showing potential improvements. Note: Details of design and implementation subject to ongoing coordination with 2nd Ave Ext S and S Jackson St Bridge Study and King Street Access Improvements.



Figure 4.10. 2nd Ave Ext S Toward Union Station. Conceptual view showing 2nd Ave Ext S narrowed with enhanced public space with local access only. Curbless 3rd Ave S adjacent to existing park on the west side of the street.



Figure 4.11. Union Station North Plaza Improvements. Conceptual view showing improved plaza, bus stop and canopy along S Jackson St at International District Station (IDS) and Union Station.

Additional Considerations: Further Transformation

The community expressed substantial interest in making transformative changes to streets and public spaces in the South Downtown Hub Stitch focus area during the 2024 and 2025 engagement. Figure 4.12 depicts an aspirational future vision of these transformative changes.

However, after thorough analysis, the planning team has concluded that numerous physical and operational challenges likely make the most transformative changes here impractical until there is an observed and sustained shift in traffic and transit service patterns. The proposed plan for the Stitch focus area presented in previous pages takes care to implement many of the same benefits and goals, such as more connected neighborhoods with safer and more people-friendly crossings. Agency partners remain committed to these goals and are exploring ideas that can achieve great outcomes for the community.

The Opportunities

1 Further Traffic Calming

If vehicle traffic patterns and surface bus routes shift or reduce, explore conversion of current one-way streets like Fourth Avenue Street to two-way traffic.

2 Street Grid Repair

If vehicle traffic patterns and surface bus routes shift or reduce, explore realignment of Second Avenue Extension South to help create longer blocks along South Jackson Street with fewer crossings.

3 New Public Space

If structures like Second Avenue Extension South bridge need to be rebuilt in the future, consider lidding over the railway to create new public space for the neighborhoods.

Key Challenges

4 Street Operations

Closing Second Avenue Extension South to vehicles would have significant negative impacts for all modes. It would impact people walking and rolling, biking, taking transit, and driving, and create transportation challenges such as traffic diversion and more cars turning at intersections for many blocks beyond this street.

5 Bridge Structures

Bridge structures in this area may need to be replaced or retrofitted in the future to continue to serve the traveling public; the precise nature of these improvements will dictate the timing of broader changes to street geometry.

6 Balancing Change and Disruption

The community would like to see current conditions improved, but worries about major disruption from construction remain front and center.

7 Railway Concurrence

Making changes to structures over and around the main rail line requires negotiating with the complicated ownership and oversight of this facility, including private and public entities. This drives complexity and costs of the vision depicted on this page.

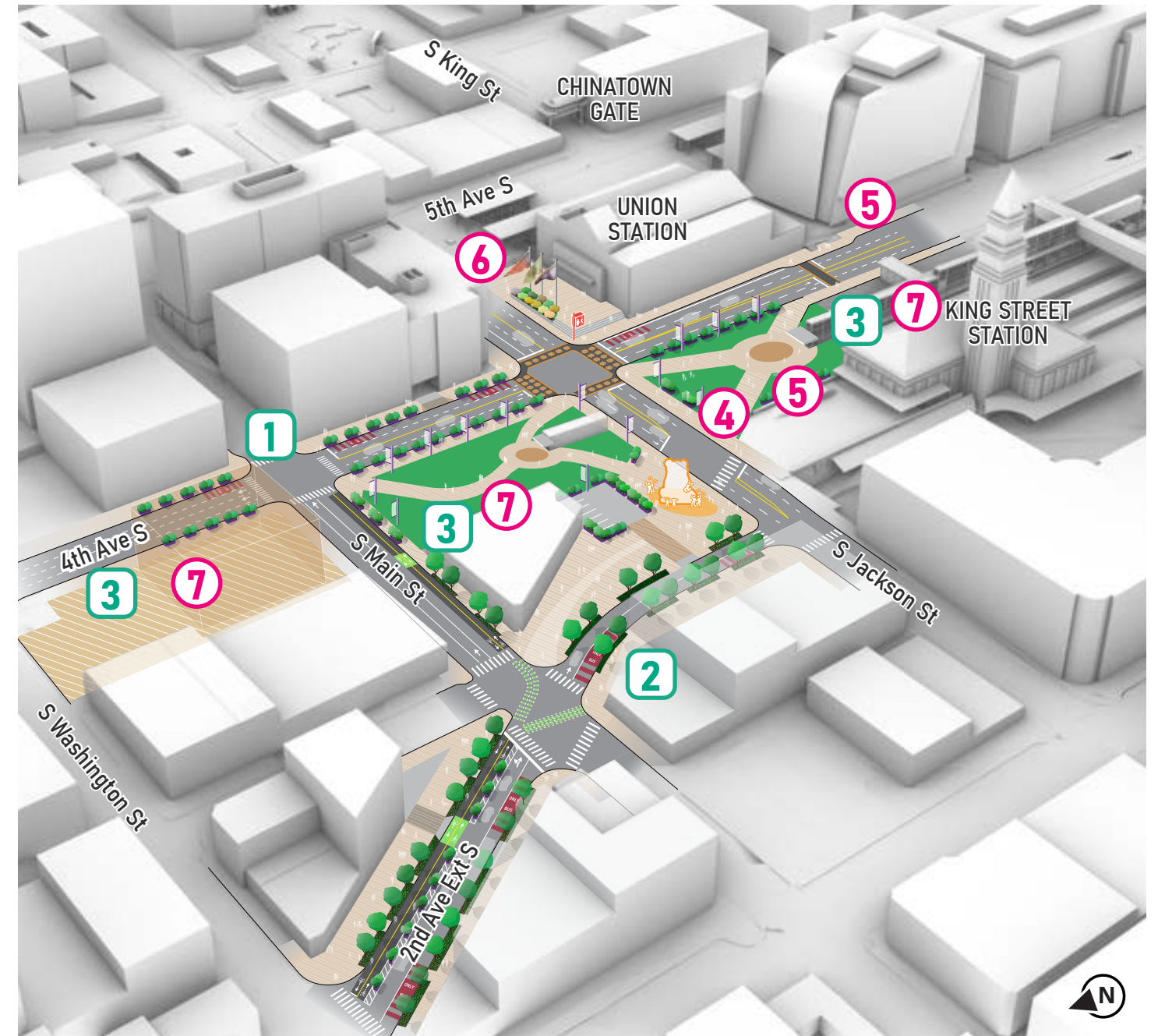


Figure 4.12. Stitch Focus Area: Further Transformation. Illustrative graphic looking southeast toward the intersection of 4th Ave S and 2nd Ave Ext S showing potential transformative improvements. Color-coded numbers represent opportunities and challenges, with more details to the left. **Note:** Details of design and implementation subject to ongoing development and coordination.



Figure 4.13. Re-Imagined Streetscape on S Jackson St. Conceptual view of a re-envisioned public space at S Jackson St enabled by closure of 2nd Ave Ext S, creating a pedestrian-focused plaza with new vertical connections to the Sounder platforms (as part of the King Street Station Platform Project), an enhanced crossing across S King St to Union Station at 4th Ave S, and flexible space for public art, informal gathering, and everyday civic life.

Central Focus Area

The COVID-19 pandemic shut down Union Station to public use, but long before that the CID and Pioneer Square communities were advocating for easier use and activation of the historic building. Responding to the interest from the public, South Downtown Hub work provided occasion for Sound Transit to reopen the Great Hall and pilot further activation with community groups. The proposed vision plan for the Central Focus Area builds upon this momentum to revitalize Union Station and its surrounding public spaces to create a vibrant, safe, and culturally rich environment. It includes improvements to station plazas, pedestrian infrastructure, and public programming to support community identity and transit access, and completes the King Street spine with a proposed festival street extending from Fifth Avenue South to South Maynard Street, as well as a public passage and crossing of Fourth Avenue South to King Street Station.



Study area highlighted in green

REFERENCED PLANS

- SCIDpda Neighborhood Lighting Study; Jackson Hub Concept Plan
- Jackson Hub Concept Plan; ST Phase II Station Planning Report; Pioneer Square Streetscape Concept Plan; Seattle Ped Master Plan-2017
- Pioneer Square Streetscape Concept Plan, Yesler Crescent Public Life Action Plan, Livable South Downtown (2009)
- Jackson Hub Concept Plan (2019)



Figure 4.14. Central Focus Area Community Input. Aerial image looking west toward Union Station. Green callouts are quotes from feedback shared during workshops.

Central Focus Area: Vision

COMMUNITY THEMES

PUBLIC SAFETY

Designs and programming of public space should elevate community and transit passenger safety.

CONNECTIVITY

Protected bike lanes and clearer entries to transit stations would serve to strengthen connections between Chinatown-International District, King Street Station, and adjacent areas.

HISTORY & CULTURE

Design elements and art opportunities should reflect the community and culture.

PUBLIC SPACE

New spaces for plantings, improved walkability, and expanded areas focused on cultural place-making and place-keeping would contribute to a vibrant and resilient neighborhood.

ECONOMICS

Street improvements should support access to businesses as well as opportunities for small-scale retail and vendor spaces during community festivals and events.

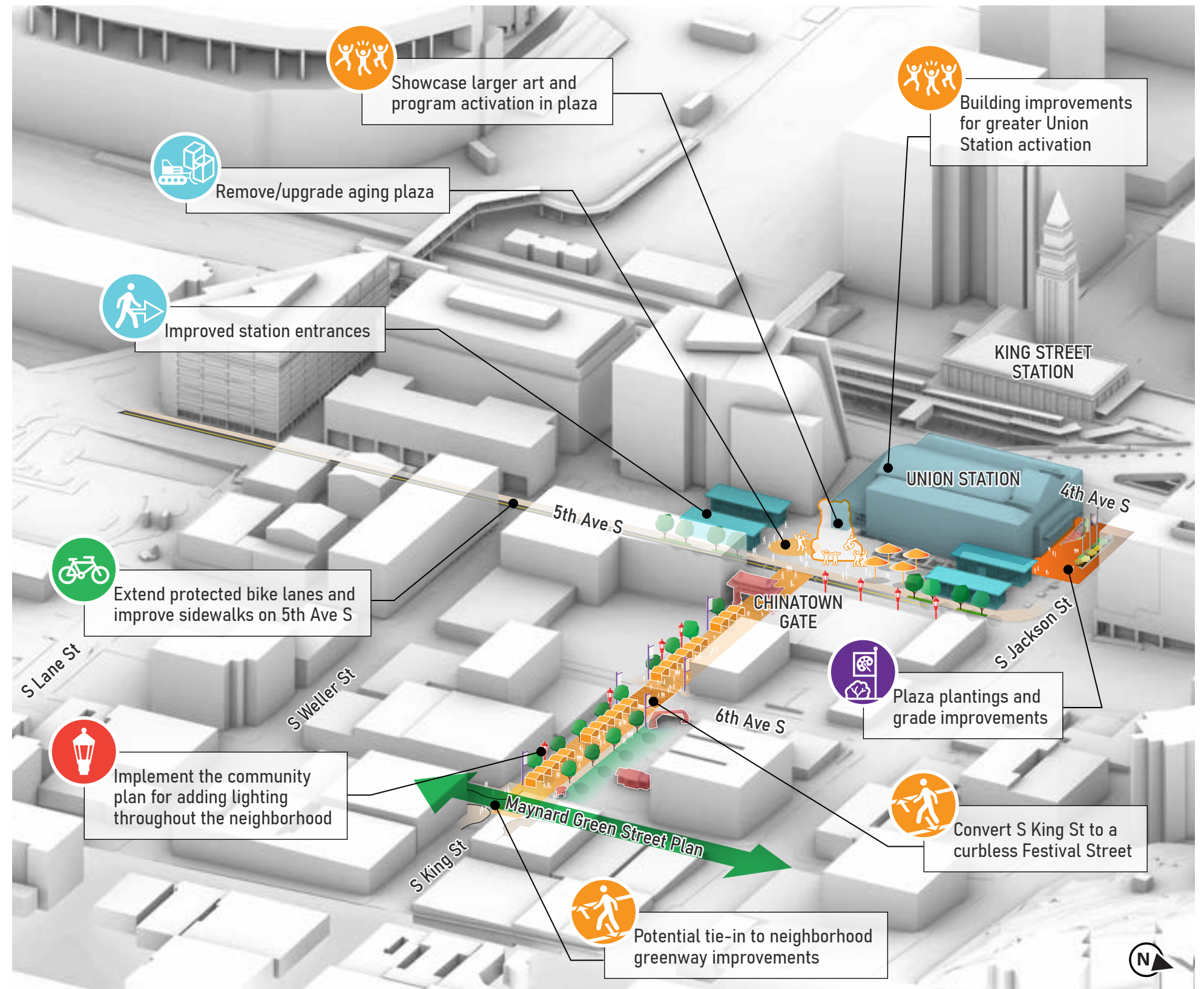


Figure 4.15. Central Focus Area Improvements Overview. Aerial image looking southwest toward Union Station showing potential improvements. **Note:** Details of design and implementation subject to ongoing development and coordination between public agencies and community.

Central Focus Area: Blueprint Plan

KEY IMPROVEMENTS

- 1 Provide signalized crossing of Fourth Avenue South aligned with South King Street, connecting to Fifth Avenue South plazas via a reopened public passageway through the Union Station Concourse.
- 2 Position Union Station Great Hall and ground-level rooms for enhanced public use and support with a dedicated activation program or partnership.
- 3 Extend protected bike lanes on Fifth Avenue South.
- 4 Redesign South King Street as a festival street to create a pedestrian first environment and support community events and night markets.
- 5 Renovate IDS entry structures and plaza spaces surrounding Union Station with enhanced canopies, paving, wayfinding, lighting, and public art.
- 6 Improve wayfinding and lighting generally in the area.

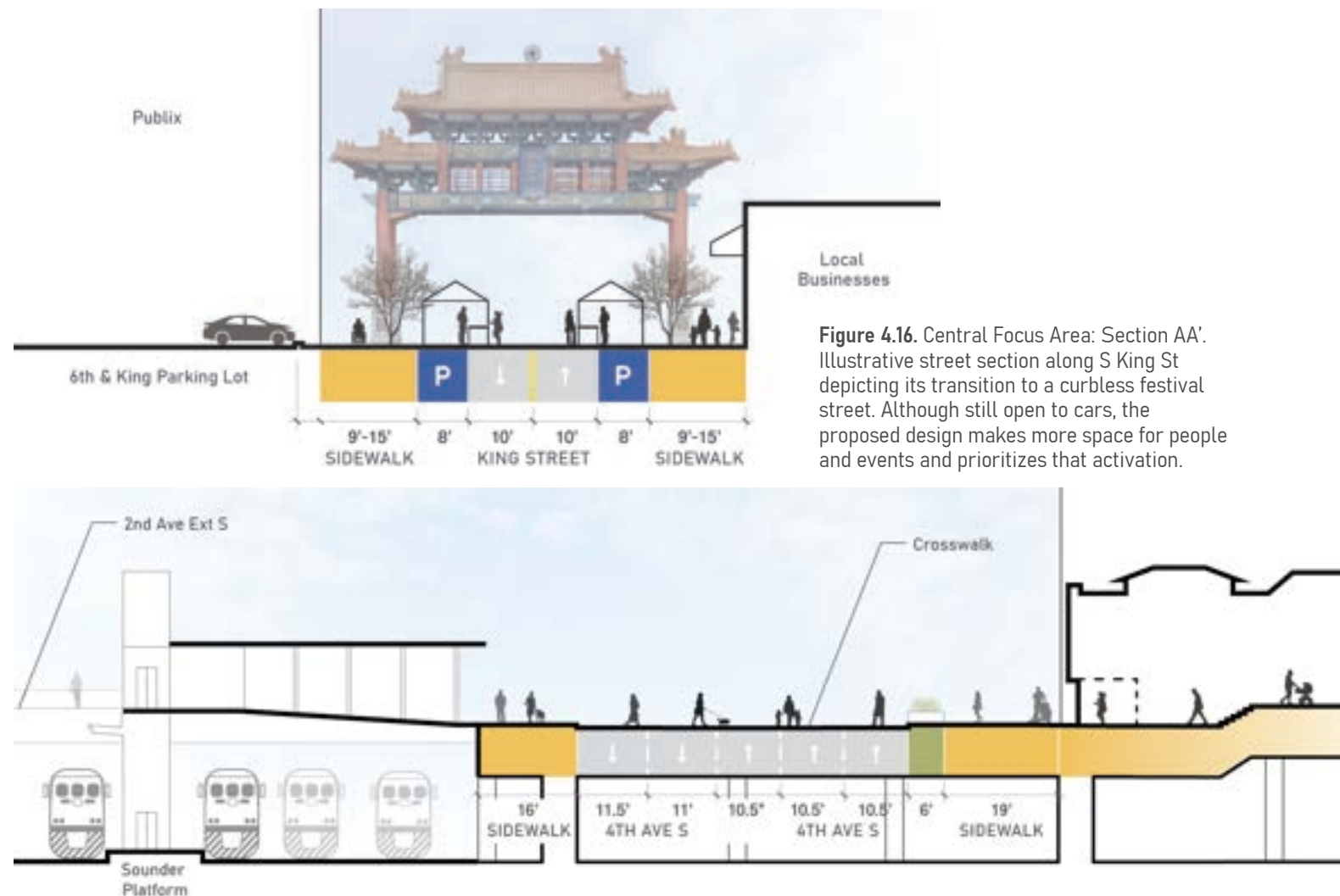


Figure 4.16. Central Focus Area: Section AA'. Illustrative street section along S King St depicting its transition to a curbsless festival street. Although still open to cars, the proposed design makes more space for people and events and prioritizes that activation.

Figure 4.17. Central Focus Area: Section BB'. Illustrative street section along 4th Ave S showing the proposed crosswalk connection between the planned pedestrian connection to the existing platform and the Union Station Concourse building.

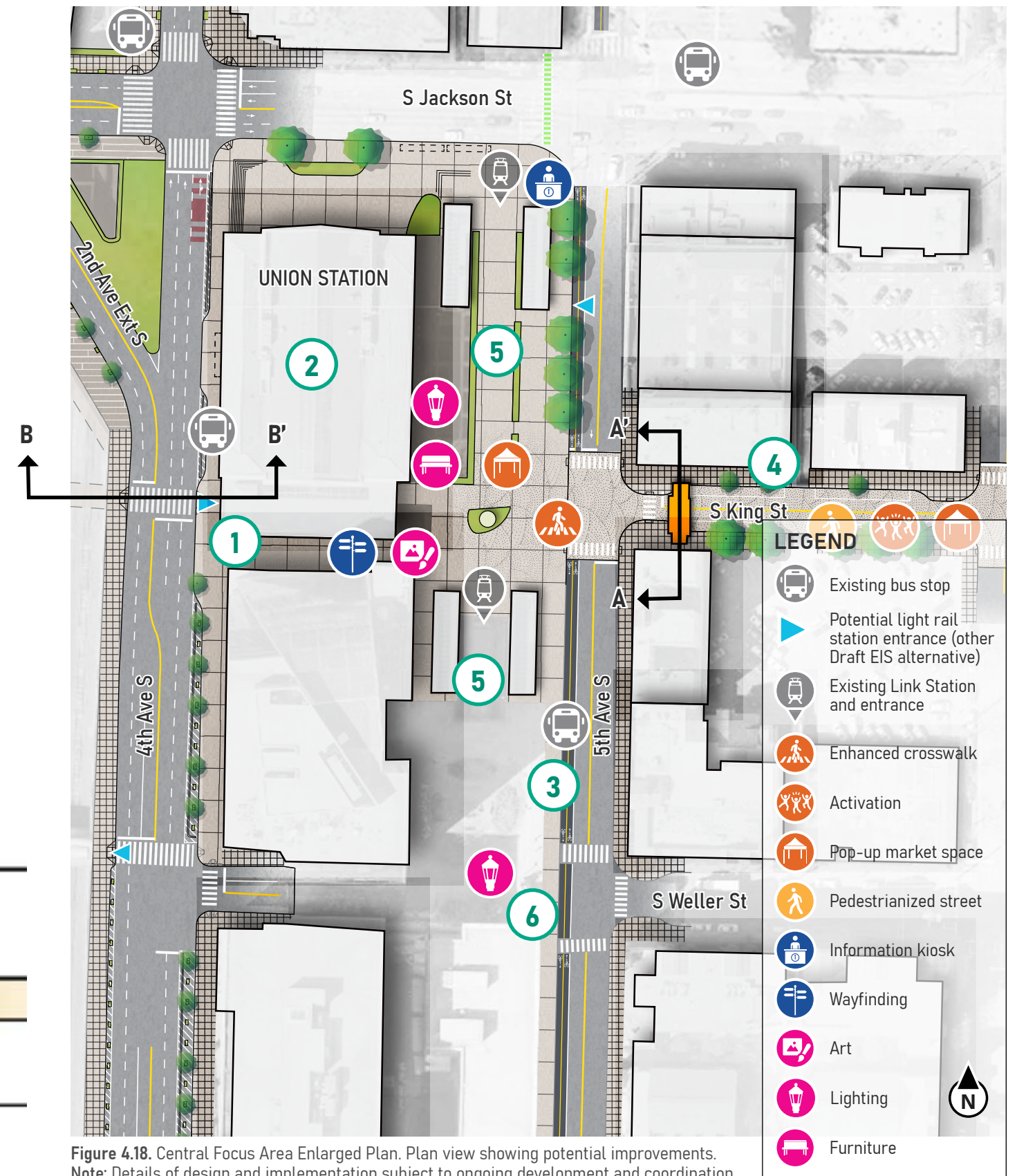


Figure 4.18. Central Focus Area Enlarged Plan. Plan view showing potential improvements. Note: Details of design and implementation subject to ongoing development and coordination.

Additional Considerations: Union Station Activation

Community voices called for activation of Union Station for several years prior to the COVID-19 pandemic, inspired by other models of adaptive reuse of historic train stations around the country that feature higher levels of public-facing programming. As part of the summer 2024 workshop series and exhibition, the planning team asked the community about the kinds of uses and activities they would like to see in Union Station. Based on that input, additional design and technical studies were developed to determine scope of renovations and enabling works, cost, and phasing concepts.



Great Hall flexible community space



Garden Level pop-up event space



Concourse café and pass-through

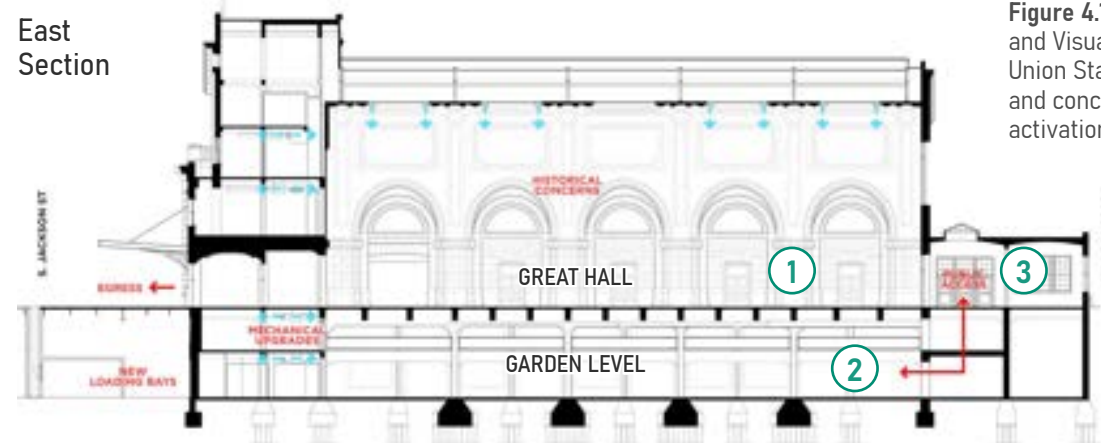
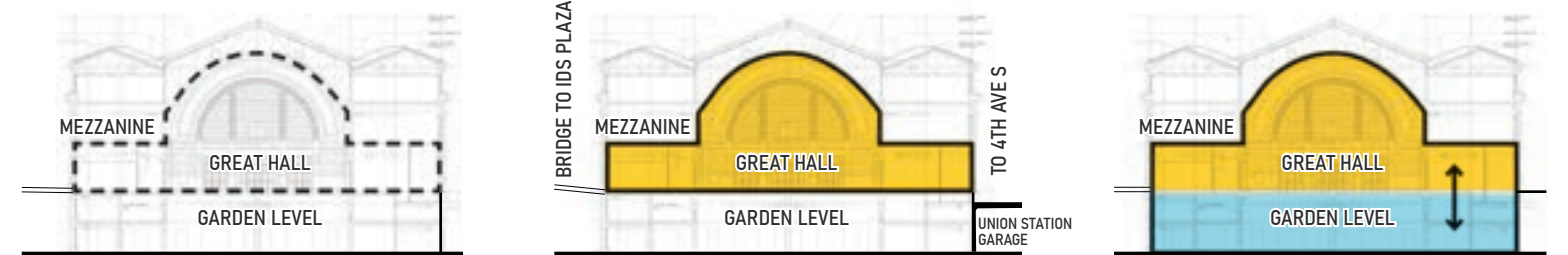


Figure 4.19. Union Station East Section and Visualizations. East section of the Union Station building shown on the left and conceptual views showing community activation of renovated spaces above.

UNION STATION ACTIVATION OVER TIME

Currently, Union Station houses public-facing and office functions for Sound Transit, with agency staff offices occupying the upper floors and Garden Level (basement). The timing and extent of adaptive reuse of Union Station will be determined by Sound Transit's ongoing need to utilize space in Union Station. In recognition of this, the planning team identified a flexible phasing strategy that can be implemented over time, with a first phase building on the reopening of the Great Hall to the public in 2024. This phase would support community-oriented programming with a managed calendar and reservation system. Additional phases of activation will require capital investment and more formalized programming partnerships.

South Section



Phase 1

Reopen Great Hall and restrooms to the public - completed summer 2024.

Phase 2

Building improvements to loading and access as well as operational plan and staffing - anticipated 5-15 years.

Phase 3

Building mechanical upgrades and further access and interiors improvements to activate the lower levels for community use - anticipated future vision 15+ years.

TIME

Figure 4.20. Union Station South Section and Phasing Timeline. South section of the Union Station building showing potential phasing of community activation over time.

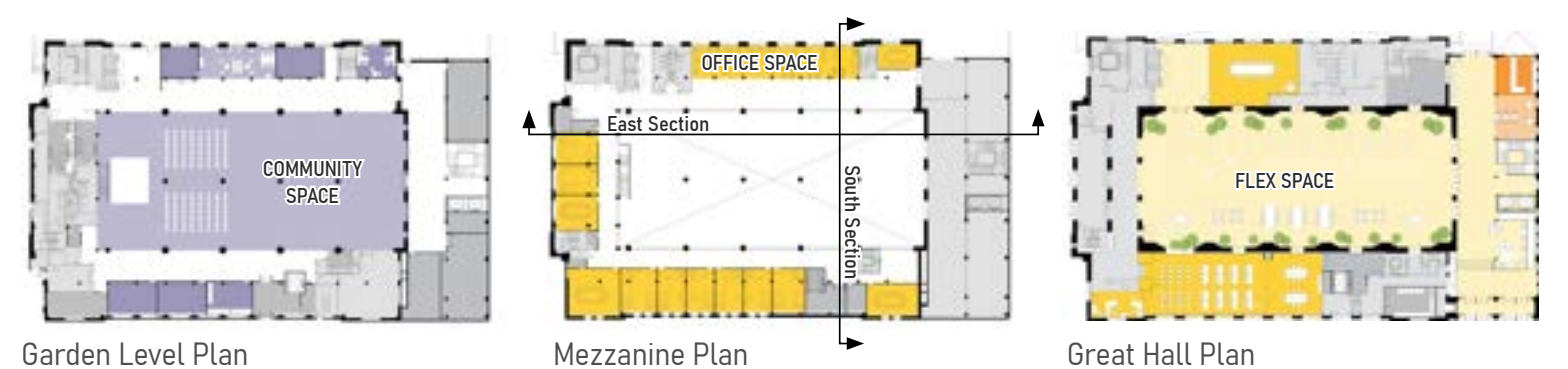


Figure 4.21. Union Station Floor Configurations. Conceptual floor plans of the Union Station building showing possible reconfigurations for community focused uses.



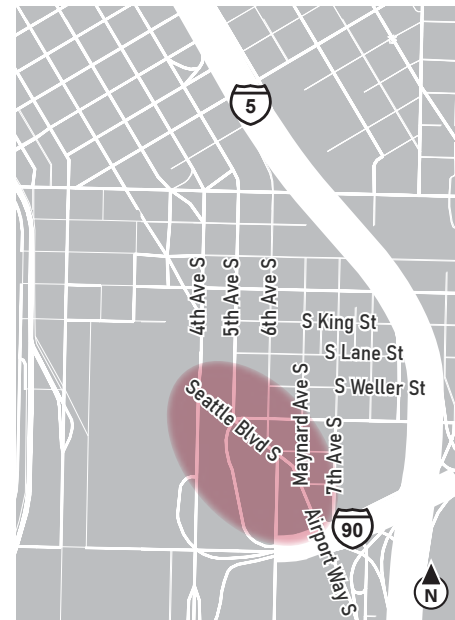
Figure 4.22. IDS Plaza Visualization. Conceptual view showing updated plaza and canopy at IDS Station from 5th Ave S, with public art installed and an active street market. Not intended to reflect actual art.



Figure 4.23. S King St Festival Street. Visualization of a festival street on S King St looking west toward Union Station from the southeast corner of S King St and Maynard Ave S.

South Focus Area

South Dearborn Street operates as a boundary between Chinatown-International District and the SODO industrial area. Past community plans have envisioned a softening of this boundary, with streetscape and lighting that extend south to embrace the Inscape Arts and Cultural Center along with opportunities for additional community development. A potential new light rail station in the area could accelerate the realization of this vision and catalyze a transformation of the area around South Dearborn Street and Seattle Boulevard South into a safer, greener, and more connected neighborhood. The proposed vision plan for the South Focus Area includes development of new buildings containing housing, retail, and community-serving uses, bike infrastructure, public spaces and plazas with increased plantings, and a new pedestrian bridge linking to key destinations in the Stadium District.



Study area highlighted in red

REFERENCED PLANS

- SCIDpda Neighborhood Lighting Study; Jackson Hub Concept Plan
- Jackson Hub Concept Plan; ST Phase II Station Planning Report; Pioneer Square Streetscape Concept Plan; Seattle Ped Master Plan-2017
- Pioneer Square Streetscape Concept Plan, Yesler Crescent Public Life Action Plan, Livable South Downtown (2009)
- Jackson Hub Concept Plan (2019)



Figure 4.24. South Focus Area Community Input. Aerial image looking west toward the intersection of Seattle Blvd S and S Dearborn St. Red callouts are quotes from feedback shared during workshops. Workshop table pictured in circle at the top left of the image.

South Focus Area: Vision

COMMUNITY THEMES

PUBLIC SAFETY

Improved lighting, enhanced street crossings, and protected bike lanes would support a safer public realm and street environment.

CONNECTIVITY

Street improvements and new structures should serve to strengthen connections to and between Chinatown-International District, Pioneer Square, and the Stadium District.

COMMUNITY BENEFIT

Development near the potential future light rail station should seek to deliver community benefits such as affordable housing and commercial space, and/or spaces that can be stewarded by community.

PUBLIC SPACE

New and improved streets, public spaces, or publicly accessible courtyards and plazas integrated into future development should create opportunities for community use and gathering.

ECONOMICS

Increasing residents and foot traffic would support both new and legacy businesses.

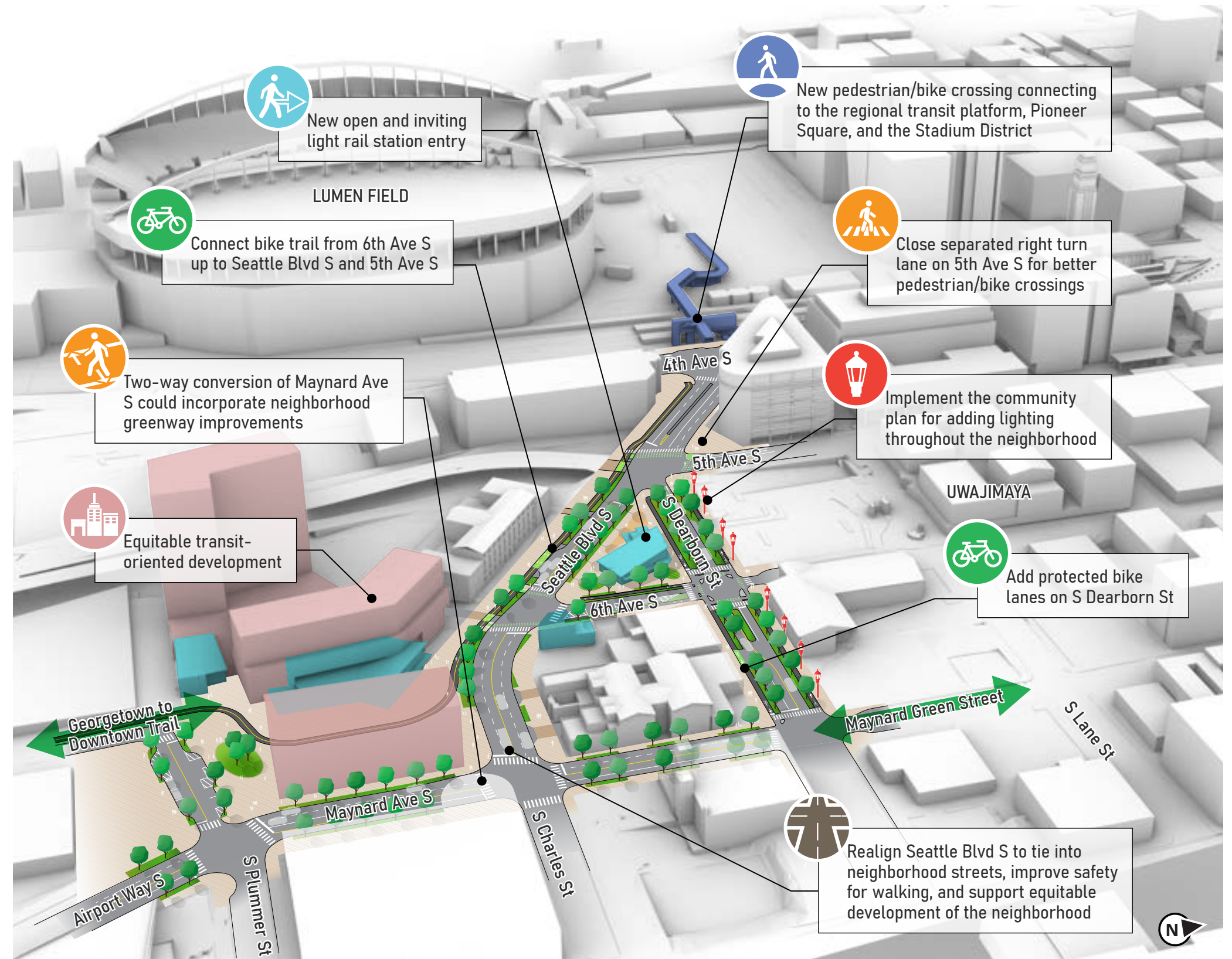


Figure 4.25. South Focus Area Improvements Overview. Illustrative view of the South Focus Area concept at S Dearborn St and Seattle Blvd S, showing potential improvements. **Note:** Details of design and implementation subject to ongoing coordination with Stadium District, Ballard Link Extension, and local land use/zoning efforts.

South Focus Area: Blueprint Plan

KEY IMPROVEMENTS

- 1 Add or upgrade pedestrian lighting and landscaping throughout the area, particularly focused around South Dearborn Street, Seattle Boulevard South, and Maynard Ave South.
- 2 Add protected bike lanes and widen sidewalks on South Dearborn Street and Seattle Boulevard South.
- 3 Develop vacant and underutilized property surrounding the potential future light rail station to include housing, retail, hospitality, and community-serving uses.
- 4 Construct a pedestrian bridge connecting Chinatown-International District to Lumen Field and Pioneer Square that ties into a planned new Sounder access point at Fourth Avenue South and Seattle Boulevard South.
- 5 Close right-turn lane from Fifth Avenue South to Seattle Boulevard South.
- 6 Realign Seattle Boulevard South to calm traffic and support a pedestrian-friendly environment around new development.



Figure 4.26. South Focus Area: Section AA'. Illustrative street section along S Dearborn St.



Figure 4.27. South Focus Area: Section BB'. Illustrative street section along Seattle Blvd S.

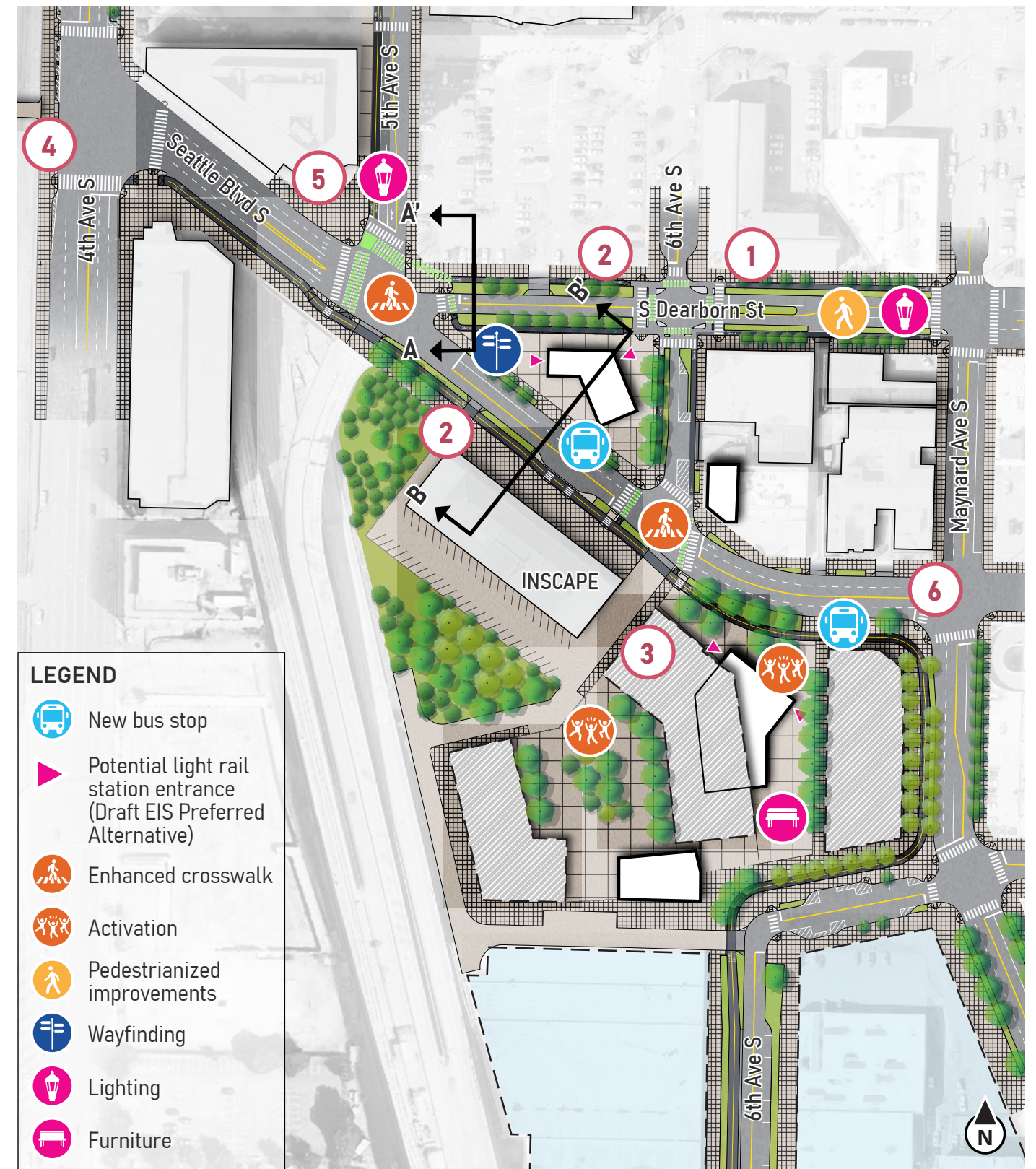


Figure 4.28. South Focus Area Enlarged Plan. Plan view showing potential improvements. Note: Details of design and implementation subject to ongoing coordination with Stadium District, Ballard Link Extension, and local land use/zoning efforts.



Figure 4.29. Dearborn Area Visualization. A re-imagined perspective of the S Dearborn St and Seattle Blvd S intersection illustrates one possible vision, with narrowed roadway widths that create generous space for walking and biking, a potential new light rail station, and transit-oriented development. Noting that station decisions and designs are still evolving, the people-first intent will guide the outcome regardless of the final configuration.



Figure 4.29. Dearborn Area Visualization. A reimagined perspective of the S Dearborn St and Seattle Blvd S intersection illustrates one possible vision, with narrowed roadway widths that create generous space for walking and biking, a potential new light rail station, and transit-oriented development. Noting that station decisions and designs are still evolving, the people-first intent will guide the outcome regardless of the final configuration.

North Focus Area

King County's Civic Campus, anchored by the historic King County Courthouse and City Hall Park, sit just three blocks north of King Street and Union stations. This is an area poised for new development as the footprint and location of county services and officing needs change. Recognizing this, the County embarked on a master planning effort during the COVID-19 pandemic that envisions redevelopment of several key properties with a mix of housing, offices, retail, and other uses. The siting of a potential new light rail station and interchange with the existing Pioneer Square Station could catalyze such development, with many properties already under public ownership. Complementary investments are planned by the City of Seattle in City Hall Park and surrounding public spaces. The proposed vision plan for the North Focus Area includes improved pedestrian infrastructure, new housing opportunities, and public space upgrades, supporting equitable development and better transit integration.



Study area highlighted in blue

REFERENCED PLANS

- SCIDpda Neighborhood Lighting Study; Jackson Hub Concept Plan
- Jackson Hub Concept Plan; ST Phase II Station Planning Report; Pioneer Square Streetscape Concept Plan; Seattle Ped Master Plan-2017
- Pioneer Square Streetscape Concept Plan, Yesler Crescent Public Life Action Plan, Livable South Downtown (2009)
- Jackson Hub Concept Plan (2019)

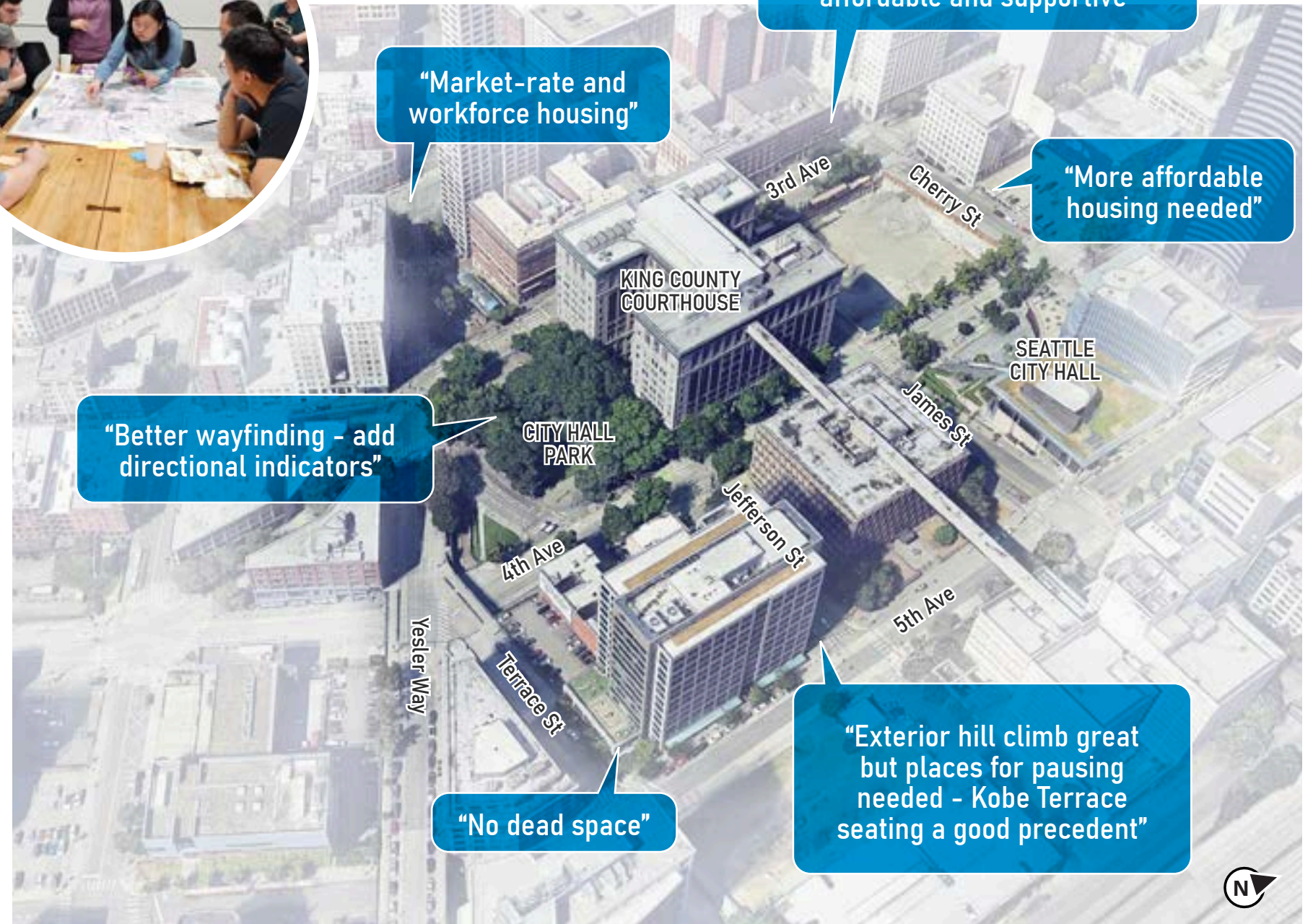


Figure 4.30. North Focus Area Community Input. Aerial image looking west toward City Hall Park. Blue callouts are quotes from feedback shared during workshops. Workshop table pictured in circle at the top left of the image.

North Focus Area: Vision

COMMUNITY THEMES

PUBLIC SAFETY

Improved lighting, street-level activation and protected crossings would foster safer streets and public spaces.

CONNECTIVITY

Widened sidewalks, protected bike lanes, and a multitude of transfer options would enhance local and regional connectivity.

COMMUNITY BENEFIT

Mixed-use development in the area should include affordable and family-sized housing, and opportunities for community-serving retail at street level.

PUBLIC SPACE

Improvements should be made to the existing public spaces, with new public hill climbs introduced at strategic locations to navigate steep grades and foster accessibility between blocks and to adjacent neighborhoods.

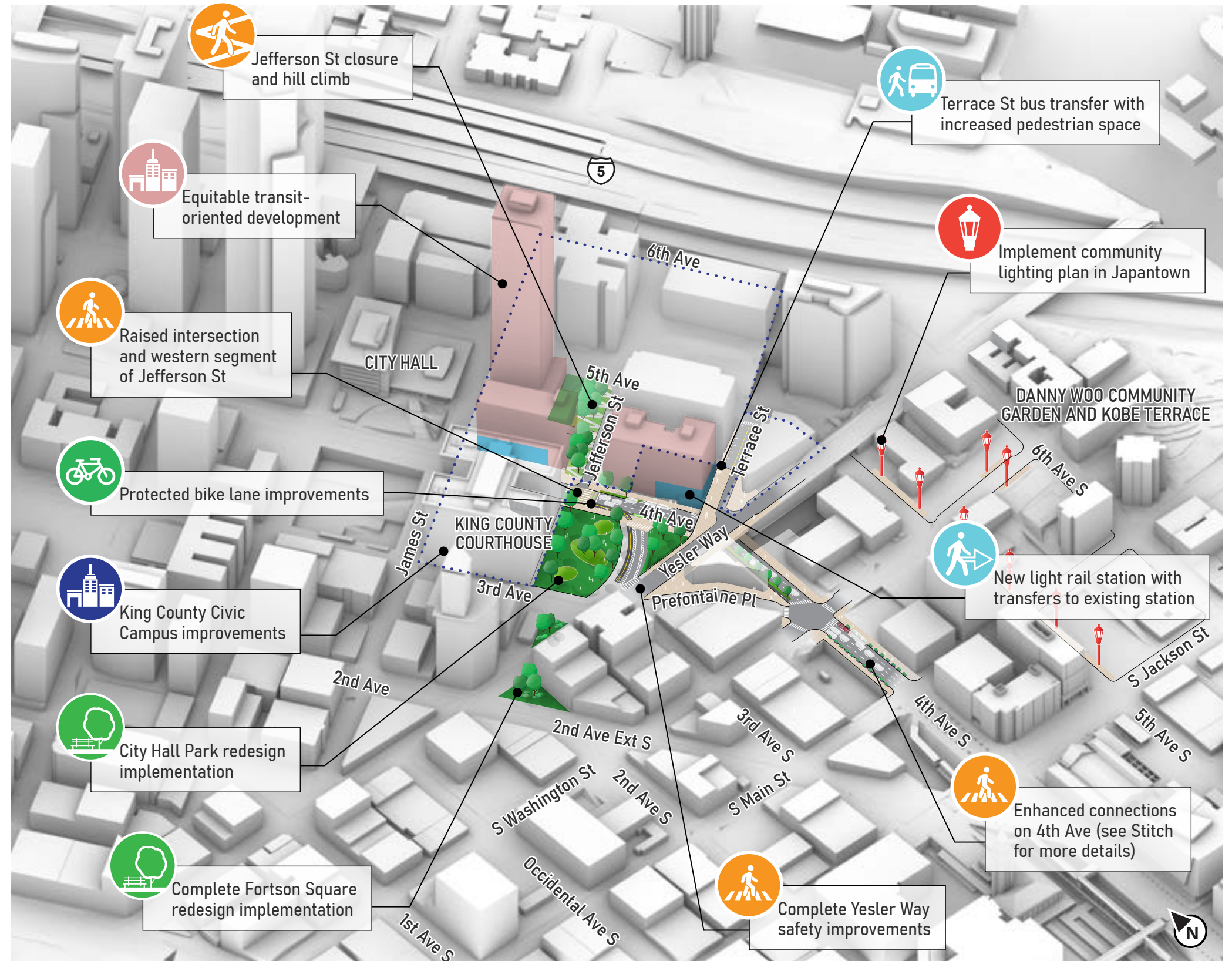


Figure 4.31. North Focus Area Improvements Overview. Aerial view of the North Focus Area concept centered around City Hall Park and illustrating potential improvements. **Note:** Details of design and implementation subject to ongoing coordination with Stadium District, Ballard Link Extension, and local land use/zoning efforts.

North Focus Area Improvements

KEY IMPROVEMENTS

- 1 Improve pedestrian access to City Hall Park from the east with a raised crosswalk at Fourth Avenue and Jefferson Street.
- 2 Add a public hill climb paralleling Jefferson Street that complements City Hall Park.
- 3 Widen sidewalks, add protected bike lanes, and add landscape buffers on Fourth Avenue from James Street to South Jackson Street.
- 4 Support high-density, mixed-use development with affordable housing on key parcels in the core of King County's Civic Campus.
- 5 Enhance public realm and safety with lighting, street furniture, and wayfinding.
- 6 Create a curbless, local and maintenance access way on Dilling Way.
- 7 Reconfigure Terrace Street between Fifth Avenue and Yesler Way for pedestrian and bus priority.

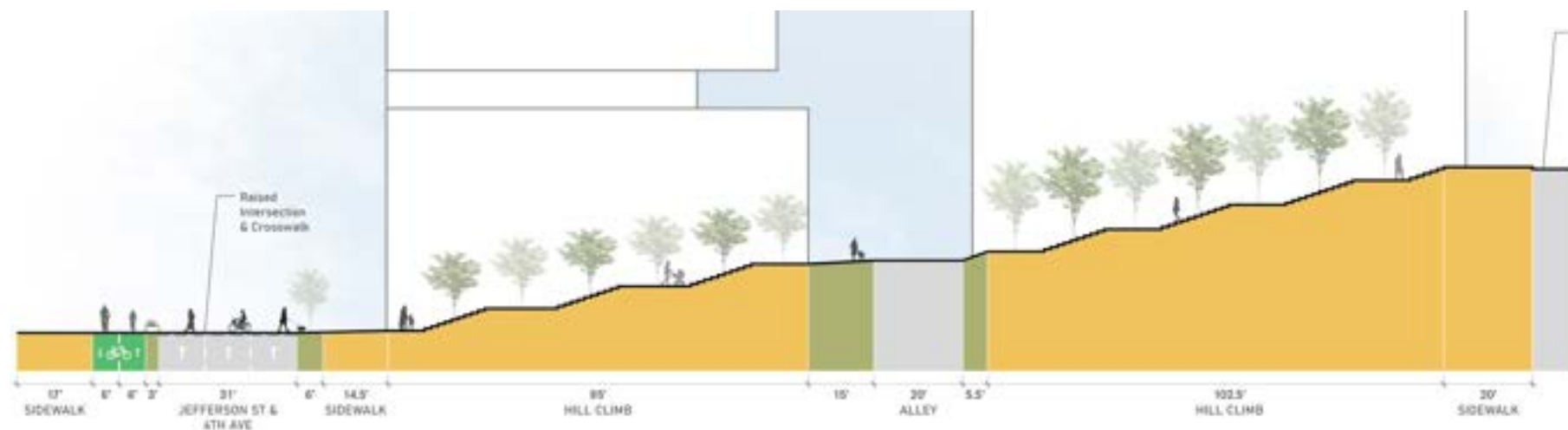


Figure 4.32. North Focus Area: Section AA'. Shows a conceptual hill climb to assist pedestrian connection on the steep grade between 4th Ave and 5th Ave.

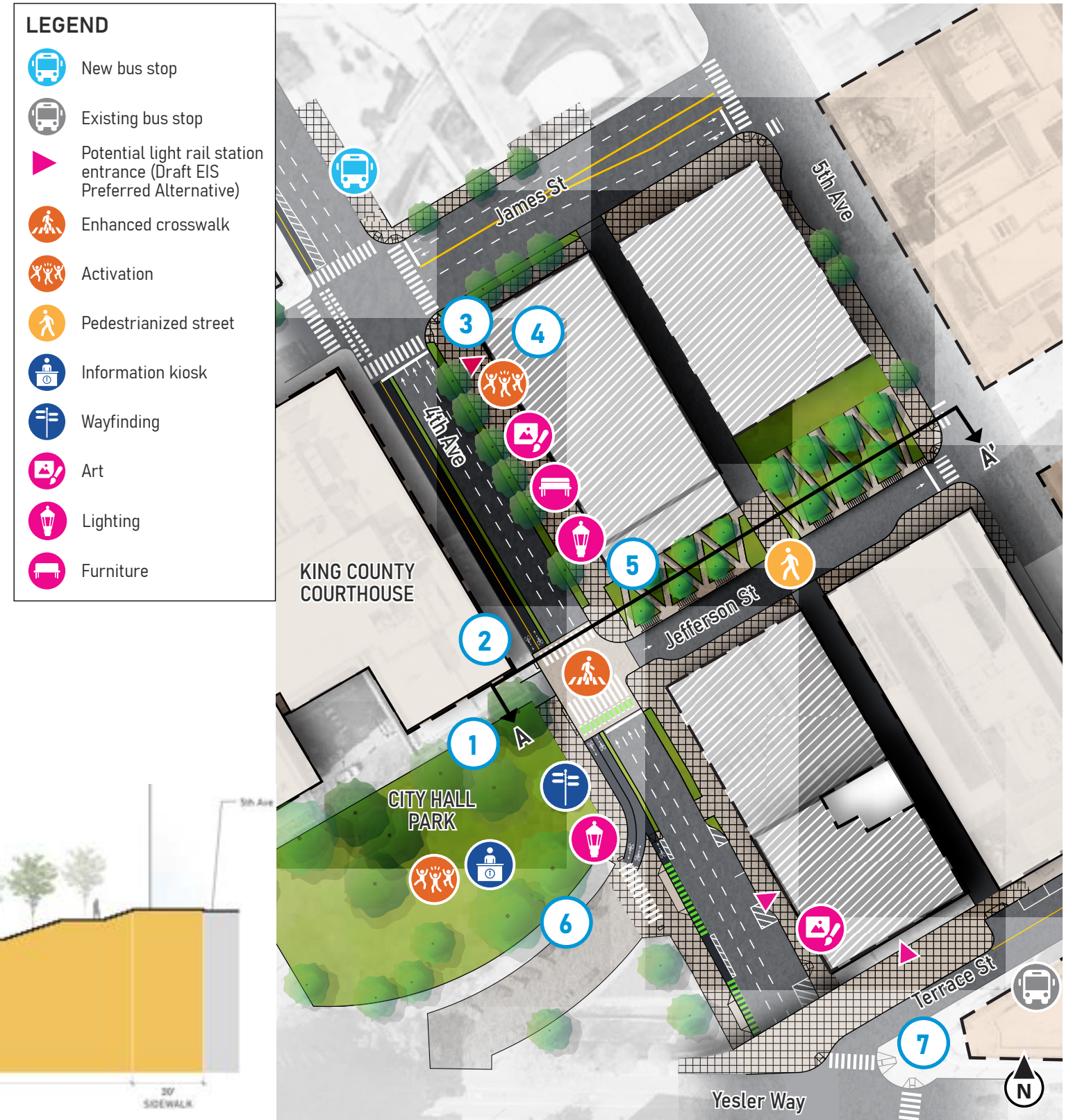


Figure 4.33. North Focus Area Enlarged Plan. Conceptual plan graphic showing potential improvements in the North Area. Note: Details of design and implementation subject to ongoing coordination with King County Civic Campus initiative, City Hall Park redesign, and Ballard Link Extension.



Figure 4.34. City Hall Park Toward Midtown Station. Conceptual view showing entrance to potential Midtown Light Rail Station, integrated transit-oriented development, and public hill climb from improved City Hall Park.

05

IMPLEMENTATION



Implementation Overview

This chapter translates the Framework Plan into a program of implementing projects, sequenced to minimize disruption, leverage concurrent capital work, and reflect community priorities related to safety, activation, green space, and balancing of preservation and development. The schedule in Figure 5.01 shows concurrent projects in the Focus Areas that inform the schedule for South Downtown Hub projects, shown in Figure 5.03 on the following page, to find efficiencies in construction time lines and coordination. Projects are grouped by Focus Area and time frame to show alignment with agency programs and funding cycles. Where earlier chapters give full background on the vision, the focus here is on what can be built, why it matters, and what agency or entity is best positioned to take the next steps. A high-level cost estimate range is included for each project.

The projects presented in the following pages were developed to a conceptual level of design, and most will require further analysis, design development, and agreements between agencies on the details of implementation. Additionally, at the time of publication of the Framework Plan, final decisions about placement and configuration of new Ballard Link Extension light rail stations in the South Downtown Hub area have yet to be made. These factors may change time lines, priorities, or design details of what is shown in this framework plan document. Ongoing engagement will help the community and project sponsors navigate any such future changes to ensure that implemented projects align with the vision contained in this Framework Plan.

CONCURRENT PROJECTS AND PLANS INFORMING SCHEDULE

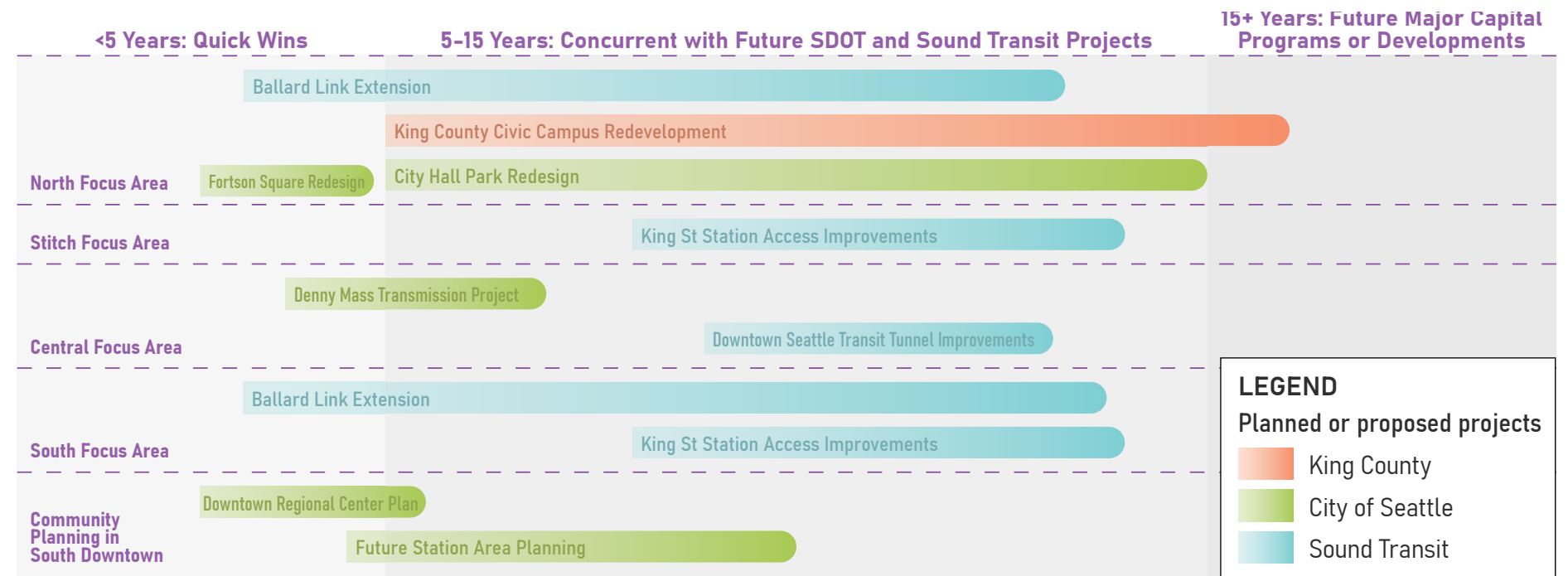


Figure 5.01. Concurrent Projects Timeline.



Figure 5.02. Implementation Coordination. Illustrates how integrated planning supported by coordinated funding, shared resources, aligned project schedules, and ongoing community engagement enables efficient construction sequencing, maximizes public investment, and supports the successful implementation of complex, multi-agency capital, operational, and long-term improvements across the South Downtown Hub.

Project List and Timeline

05 | Implementation

0-5 Years	5-15 Years	15+ Years
Community Crosswalks (1.1)		Sounder North Access Retrofit (1.9)
Near-Term Streetscape Improvements (1.2)		2nd Ave Ext S and S Jackson St Rebuild (1.8)
Pedestrian Signal Improvements (1.3)	2nd Ave Ext S Road Diet: Phase 2 (1.5)	
2nd Ave Ext S Road Diet: Phase 1 (1.4)	Local Bike Connection to King Street Station (1.6)	
Stitch Focus Area	4th Ave S Improvements (1.7)	
	IDS Plaza Renovation (2.1)	
	4th Ave S Crosswalk at S King St (2.2)	
	Union Station Activation (2.3)	
	King Street Festival Street (2.4)	
	5th Ave S Cycle Track Extension (2.5)	
Central Focus Area	4th Ave S Improvements (2.6)	
	S Dearborn St Road Diet and Streetscape (3.1)	
	6th Ave S Streetscape (3.2)	
	Seattle Blvd S Grid Realignment (3.3)	
	Seattle Blvd S Land Use Changes (3.4)	
		Seattle Blvd S Cycle Track (3.6)
		Seattle Blvd S Pedestrian Bridge (3.7)
South Focus Area		
	Terrace St Pedestrianization (4.1)	
	4th Ave Bike Lane Improvements (4.2)	
		Jefferson St Streetscape (5.1)
North Focus Area		King County Civic Campus Redevelopment (5.2)

Figure 5.03. Project List and Timeline.

Stitch Focus Area

VISION OVERVIEW

The Stitch Focus Area will see investments by Sound Transit in King Street Station Sounder Access Improvements and the City of Seattle in potential retrofit or replacement of Second Avenue Extension South and South Jackson Street bridge structures. Improvements to area streets and public spaces are proposed to both precede and follow these investments, informed by final decisions of the respective agency sponsors. Near-term steps focus on safety, legibility, and low disruption upgrades. Midterm work expands sidewalks and bike lanes and completes plaza/streetscape moves. Long-term work aligns with bridge rehabilitation/replacement and Sounder access improvements.

IMPLEMENTING
PROJECTS

9

TOTAL
ESTIMATED COST*

\$30M

*Cost estimates based on conceptual design and subject to change as projects undergo further development. All costs are expressed in 2025 dollars and include hard and soft costs. Right-of-way (ROW) acquisition costs are excluded and are assumed to be accommodated through other capital programs or not required.

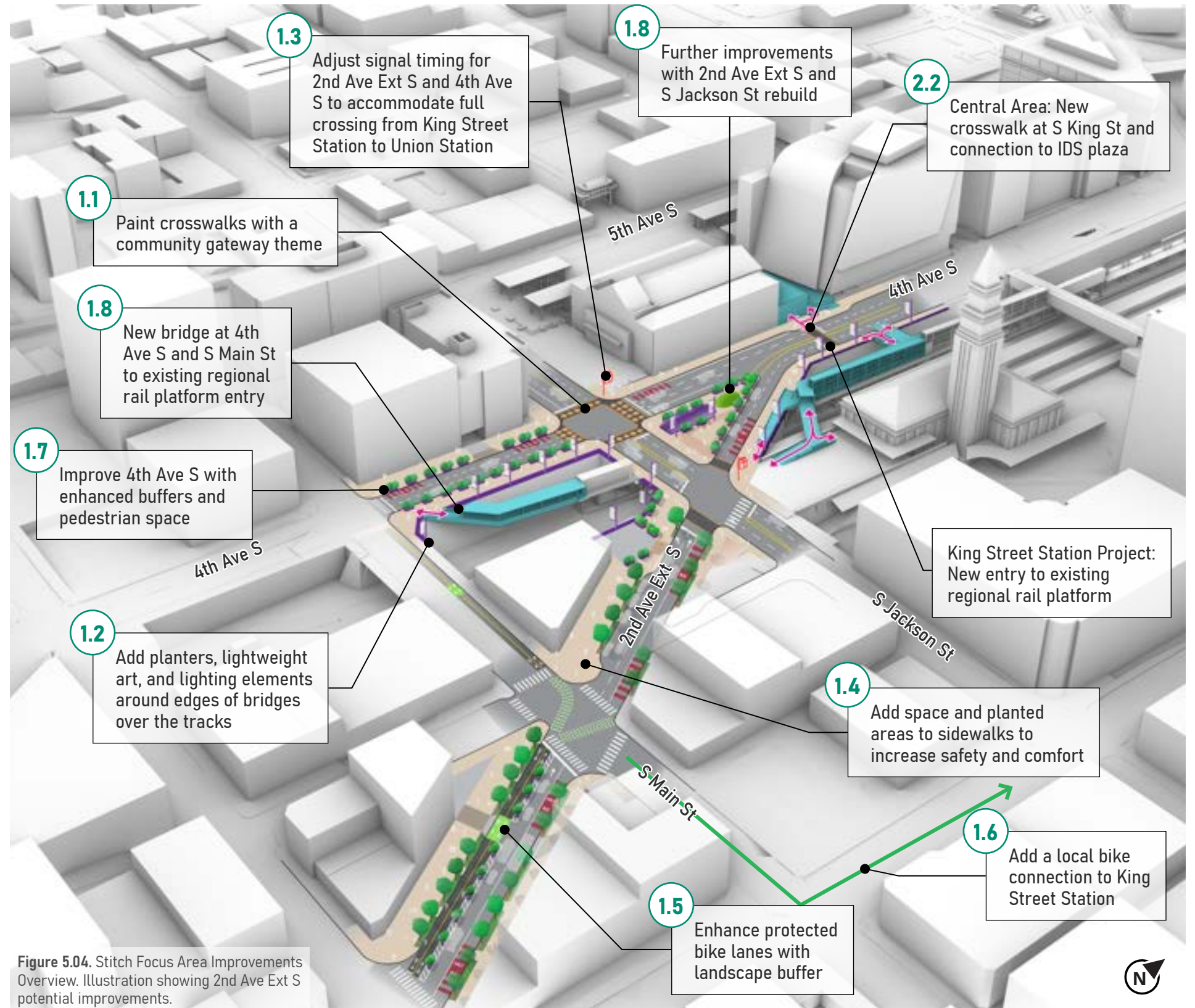


Figure 5.04. Stitch Focus Area Improvements Overview. Illustration showing 2nd Ave Ext S potential improvements.



Stitch Focus Area Projects

PROJECTS IN NEXT < 5 YEARS: QUICK WINS

1.1 COMMUNITY CROSSWALKS

What: Widen and pattern the crosswalks with decorative design reflective of CID and Pioneer Square communities while improving visibility at the area’s most used transfer point.

Why: Highly visible, quick-build measure that complements broader safety work; can coordinate with Vision Zero/Jackson corridor programming (and global-event deadlines).

Next Steps: SDOT leads design and delivery in coordination with ongoing projects and programs.

Estimated Cost: Under \$1M.

1.3 PEDESTRIAN SIGNAL IMPROVEMENTS

What: Adjust timing to enable reduced delay for pedestrian crossings between King Street and Union Stations.

Why: Delivers reduced friction without major construction work; reinforces the Stitch’s people-first intent.

Next Steps: SDOT leads project development and delivery, potential to implement within current SDOT levy.

Estimated Cost: No standalone cost assumed.

1.2 NEAR-TERM STREETScape IMPROVEMENTS

What: Lightweight planters, lighting, and art along bridge edges spanning the BNSF railway to cue a cared-for environment and soften hardscape.

Why: Addresses perceived safety and comfort gaps while long-lead structural decisions progress.

Next step: SDOT leads design and delivery with potential coordination with the Office of Arts and Culture; stewardship by Business Improvement Area (BIA)/partner preferred.

Estimated Cost: Under \$1M.

1.4 SECOND AVENUE EXTENSION SOUTH RENOVATION: PHASE I

What: Curb and sidewalk extensions, rechannelization, and streetscape enhancements; introduce protected space for people biking and widen sidewalks while keeping necessary bus/general movements.

Why: Safety and activation benefits now; sets up the mid-term network for people walking, biking, and taking transit while long-range infrastructure investments are advanced.

Design basis: New section provides a dedicated bus lane, widens sidewalks (~27’/25’), and adds a 12’ two-way cycle track with buffers; curb radii and ramps meet bus/ADA needs.

Next Steps: SDOT leads project development and delivery; funding sources could include existing SDOT programs to leverage grants.

Estimated Cost: Between \$5M and \$20M.

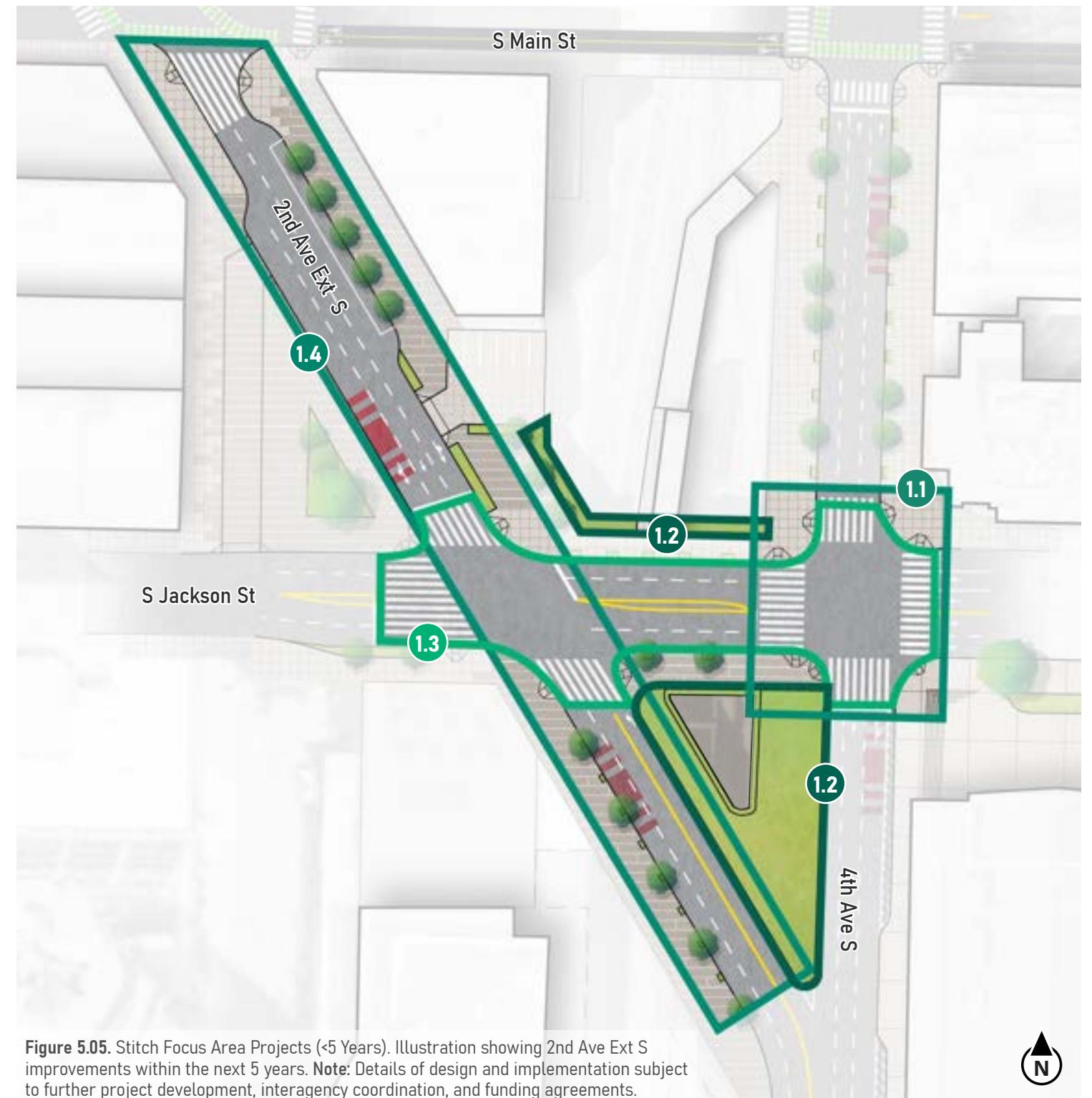


Figure 5.05. Stitch Focus Area Projects (<5 Years). Illustration showing 2nd Ave Ext S improvements within the next 5 years. **Note:** Details of design and implementation subject to further project development, interagency coordination, and funding agreements.

Stitch Focus Area Projects

5-15 YEAR PROJECTS: CONCURRENT WITH FUTURE SDOT AND SOUND TRANSIT PROJECTS

1.5 SECOND AVENUE EXTENSION SOUTH RENOVATION: PHASE 2
What: Extend the street and sidewalk improvements from Phase 1 northward and rebuild the Union Plaza/Third Avenue South frontage to improve pedestrian space, clarify station-area circulation, and integrate new bike facilities and plaza treatments.
Why: Builds toward a continuous and intuitive transfer environment; sequences after near-term adjustments and bus network restructures.
Next Steps: SDOT leads project development; timing driven by KCM Downtown bus network restructure post-BLE and coordinated with next steps for the Second Avenue Extension South bridge; potential funding via future levy with potential contribution from KCM.
Estimated Cost: Between \$5M and \$20M.

1.7 FOURTH AVENUE SOUTH IMPROVEMENTS (5-15+ YEARS)
What: Curb extensions, rechannelization, and an all ages and abilities bike connection tying South Main Street cycle track to the network north of South Washington Street.
Why: Converts a vehicle-dominated seam into a safer crossing and continuous bike spine supporting station transfers.
Next Steps: SDOT leads design and delivery; timing driven with KCM Downtown bus restructure and BLE; potential funding via future Levy, ST3 non-motorized access allowance, or KCM contribution.
Estimated Cost: Between \$1M and \$5M.

1.6 LOCAL BIKE CONNECTION TO KING STREET STATION
What: Repaving, rechannelization, and creation of an all ages and abilities bike facility connecting the cycle track on Second Avenue Extension South at South Main Street to King Street Station via South Main Street, Second Avenue Extension South, and South King Street.
Why: Provides last-mile connection for cyclists seeking to access the main passenger entry to King Street Station.
Next Steps: SDOT leads project development; potential funding via current or future levy.
Estimated Cost: Between \$1M and \$5M.

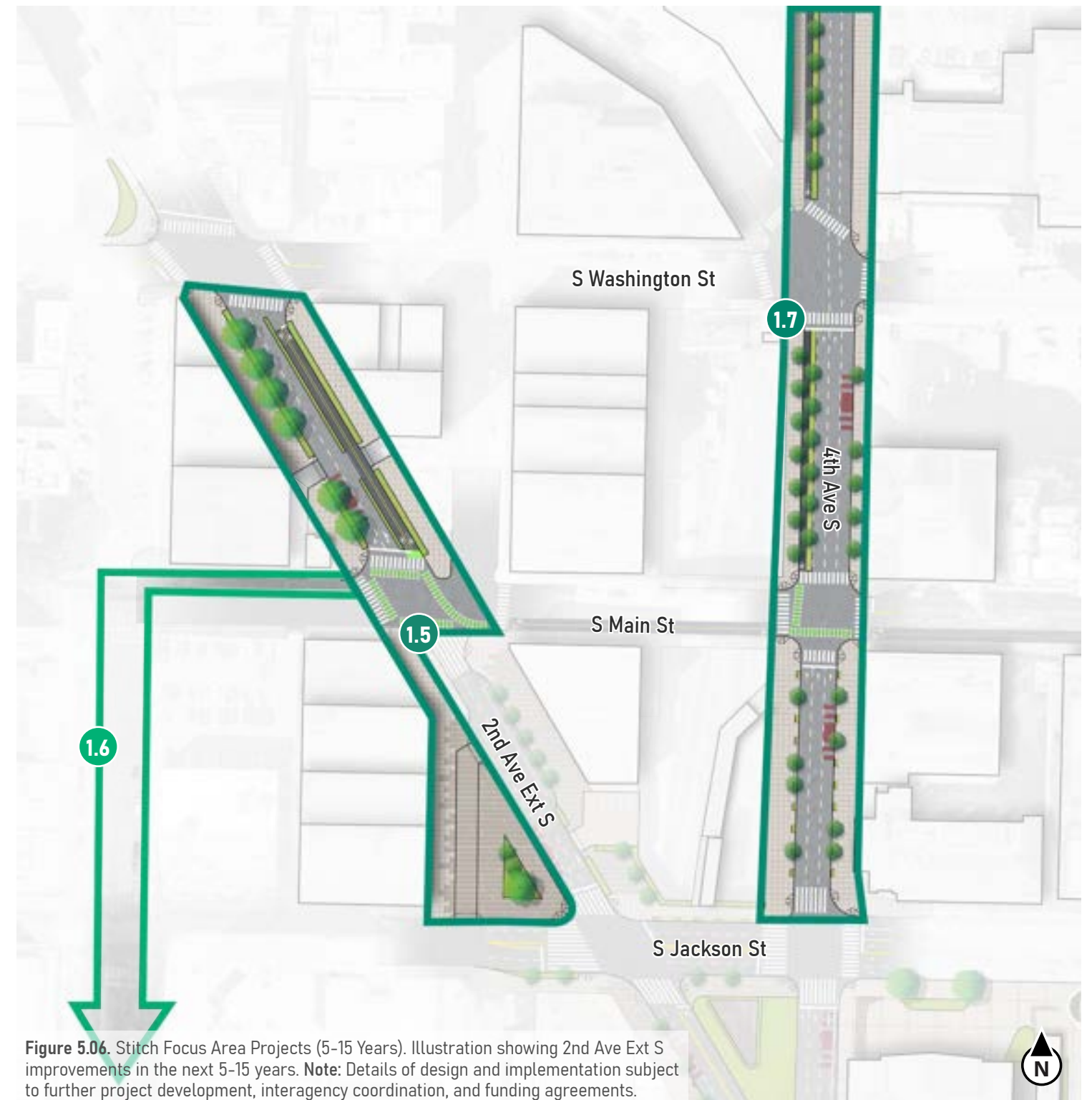


Figure 5.06. Stitch Focus Area Projects (5-15 Years). Illustration showing 2nd Ave Ext S improvements in the next 5-15 years. **Note:** Details of design and implementation subject to further project development, interagency coordination, and funding agreements.

Stitch Focus Area Projects

15+ YEAR PROJECTS: FUTURE MAJOR CAPITAL PROGRAMS OR DEVELOPMENTS

1.8 SECOND AVENUE EXTENSION SOUTH AND SOUTH JACKSON STREET REBUILD
What: Implement permanent streetscape upgrades as part of SDOT’s eventual rehabilitation or replacement of the Second Avenue Extension South and South Jackson Street bridge structures.
Why: Efforts to rehabilitate or replace the structures could lead to opportunities for re-allocating the streets and sidewalk space.
Next Steps: SDOT to select alternative and advance design and delivery plans; prior SDOT work suggests replacement may require higher bridge profiles, affecting adjacent approaches and staging.
Estimated Cost: Carried in future bridge program.

1.9 SOUNDER NORTH ACCESS RETROFIT
What: New bridge connection from Fourth Avenue South and South Main Street to the existing Sounder entry stair north of South Jackson Street.
Why: Adds a direct path for Sounder riders, relieving pinch points at Jackson and supporting the Stitch’s “rail-to-rail” legibility.
Next Steps: Sound Transit leads project development; candidate for NM Access Allowance or state/federal grant funding.
Estimated Cost: Between \$5M and \$20M.

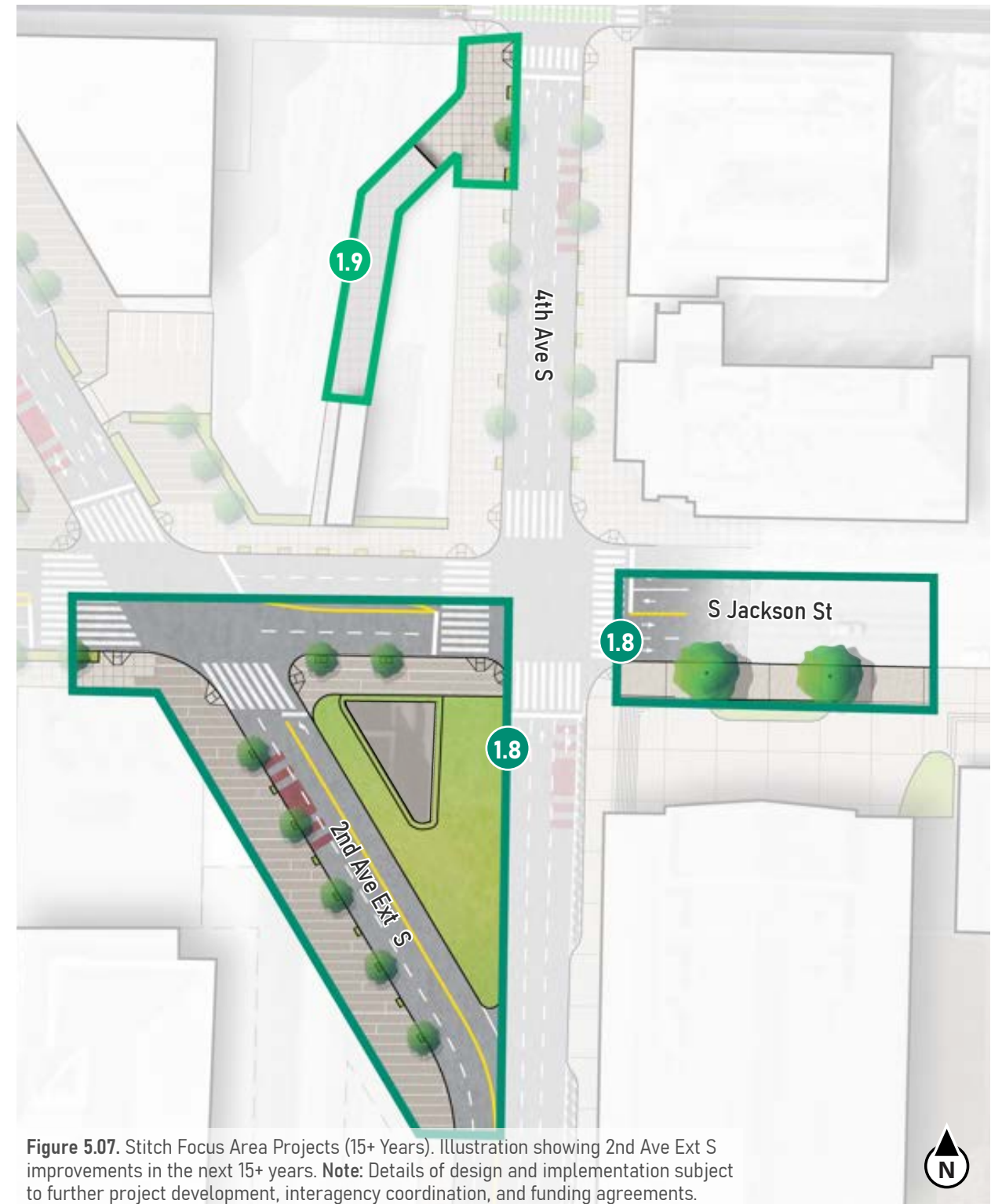


Figure 5.07. Stitch Focus Area Projects (15+ Years). Illustration showing 2nd Ave Ext S improvements in the next 15+ years. **Note:** Details of design and implementation subject to further project development, interagency coordination, and funding agreements.

Central Focus Area

VISION OVERVIEW

Assuming the Preferred Alternative station locations for the Ballard Link Extension in the North and South Focus Areas, most improvements identified in the Central Focus Area could be delivered as independent projects. While timing of delivery is not dependent on other major planned capital projects, new capital projects would need to be created to advance design and construction. The Central area emphasizes Union Station and IDS plaza upgrades, a festival street on South King Street, and a safer crossing at Fourth Avenue South and South King Street, creating a coherent, culturally grounded experience at the heart of the hub.

IMPLEMENTING
PROJECTS

6

TOTAL
ESTIMATED COST* **\$79M**

*Cost estimates based on conceptual design and subject to change as projects undergo further development. All costs are expressed in 2025 dollars and include hard and soft costs. Right-of-way (ROW) acquisition costs are excluded and are assumed to be accommodated through other capital programs or not required.

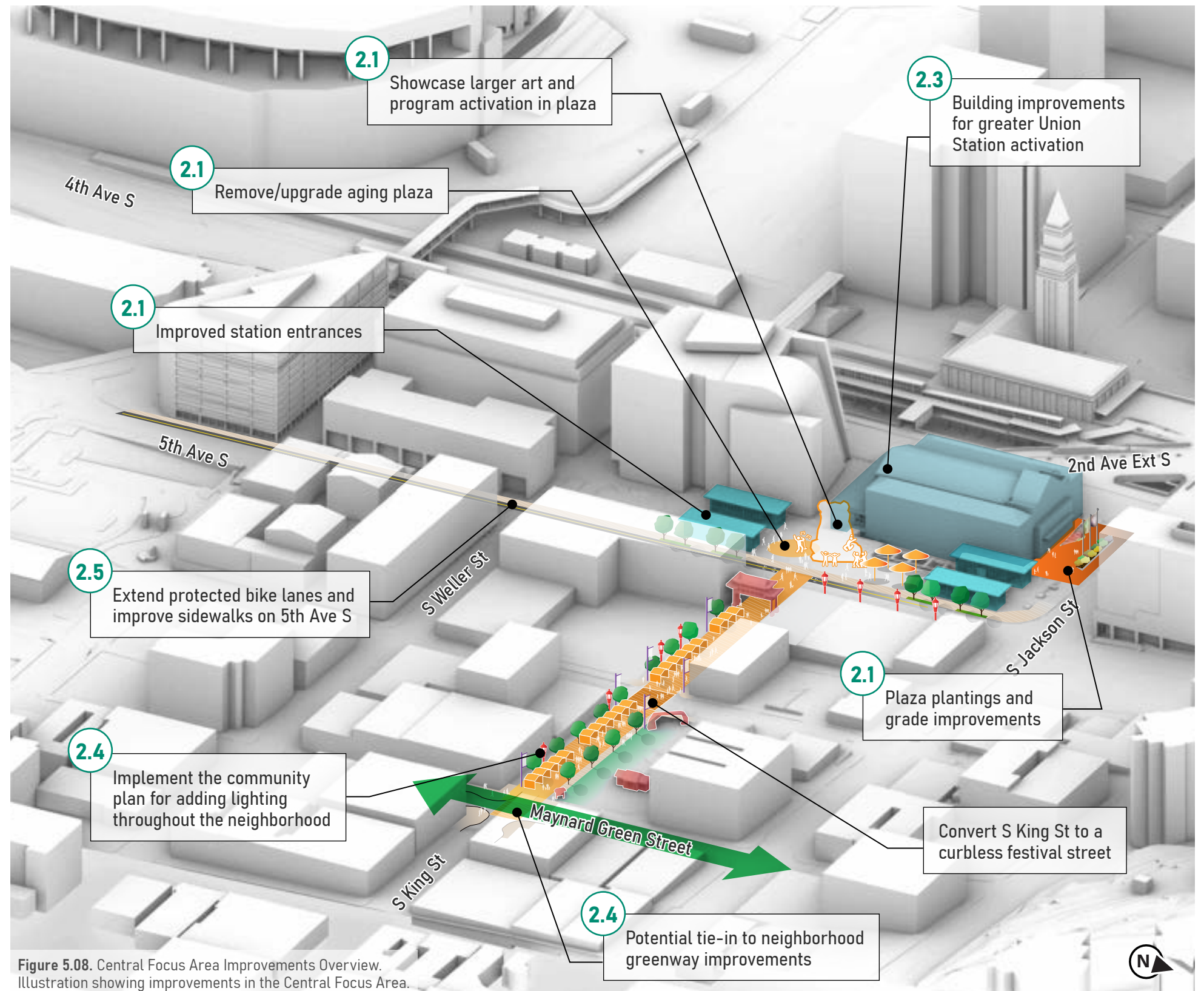


Figure 5.08. Central Focus Area Improvements Overview. Illustration showing improvements in the Central Focus Area.



Central Focus Area Projects

5-15 YEAR PROJECTS: CONCURRENT WITH FUTURE SDOT AND SOUND TRANSIT PROJECTS

2.1 IDS PLAZA RENOVATION

What: Remove dated structures; replace paving and station entry canopies; add lighting, planting, art, furnishings, and a new outdoor pedestrian link to Fourth Avenue South.

Why: The plaza is the “front door” for Link and the district—this recenters it as a welcoming, legible civic space and supports Union Station activation.

Next Steps: Sound Transit leads project development; timing coordinated with Union Station Activation for consistent materials/wayfinding; potential funding from federal grants and/or facilities funds tied to functional upgrades.

Estimated Cost: Greater than \$20M.

2.3 UNION STATION ACTIVATION

What: Adaptive reuse focused on Great Hall (winter garden/public programming), Concourse (café, concierge, vertical connection), Mezzanine (community offices/meeting), and Garden Level (flex youth recreation/performance); phased to minimize disruption to ongoing agency functions.

Why: Longstanding community priority; reopens a historic civic room, restores daily public life, and adds inclusive programming that complements outdoor plazas.

Next Steps: Sound Transit leads project development; timing coordinated with the IDS Plaza Renovation to maintain a consistent public realm design. Exterior changes will require International Special Review District and Pioneer Square Preservation Board review, and potentially concurrences with state and federal historic preservation authorities. Potential funding sources include state and federal grants and/or facilities funds tied to functional upgrades.

Estimated Cost: Greater than \$20M.

2.2 FOURTH AVENUE SOUTH CROSSWALK AT SOUTH KING STREET

What: A new, direct crossing to knit King Street Station's Sounder entry to Union Station Concourse.

Why: Shortens the most requested transfer path; supports the South King Street festival street and plaza legibility.

Next Steps: SDOT leads project development; timing coordinated with ST3 KSS planning and Union Station Activation design and potential funding from future levy.

Estimated Cost: Between \$1M and \$5M.

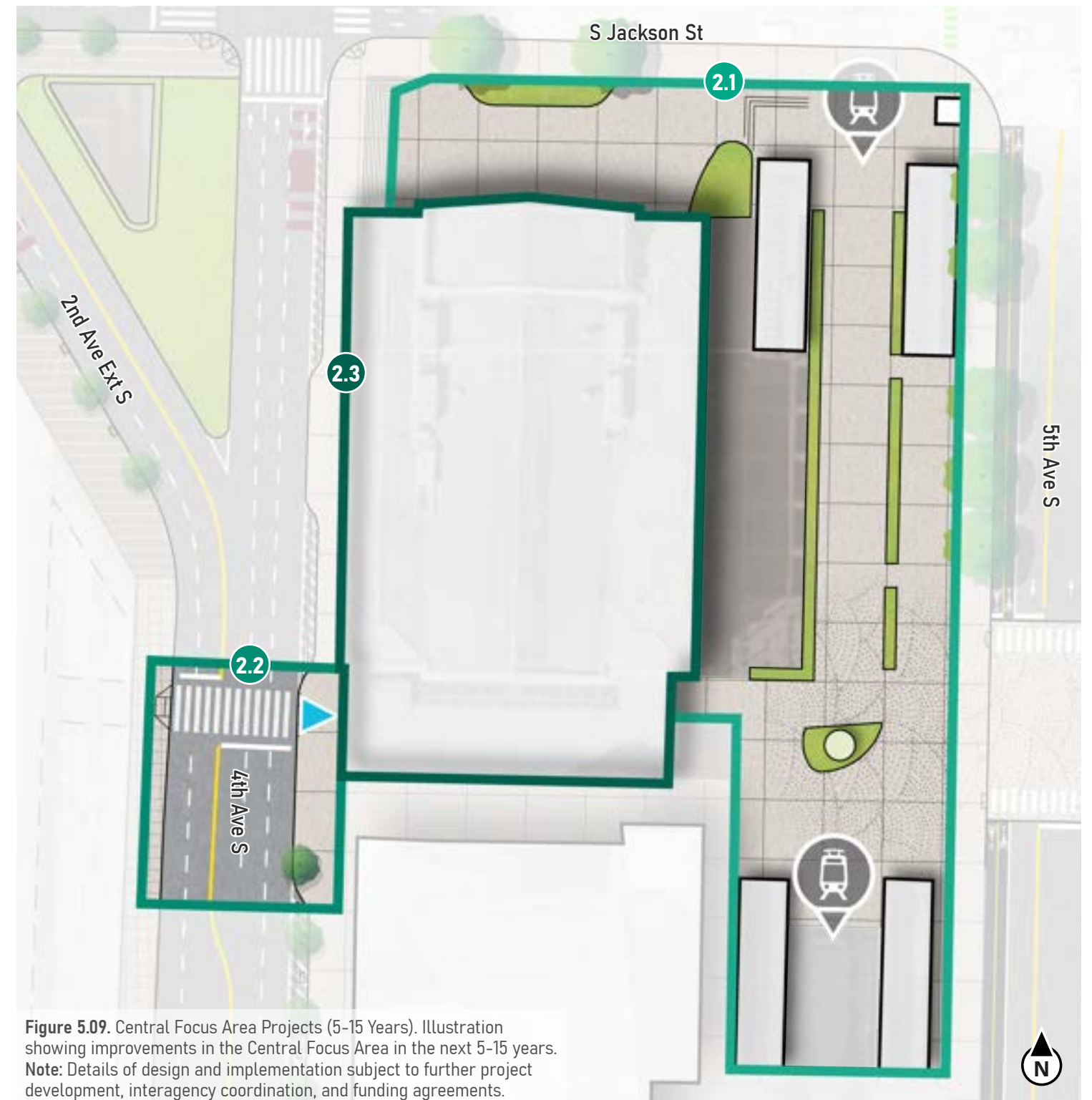


Figure 5.09. Central Focus Area Projects (5-15 Years). Illustration showing improvements in the Central Focus Area in the next 5-15 years. **Note:** Details of design and implementation subject to further project development, interagency coordination, and funding agreements.

Central Focus Area Projects

5-15 YEAR PROJECTS: CONCURRENT WITH FUTURE SDOT AND SOUND TRANSIT PROJECTS

2.4 SOUTH KING STREET FESTIVAL STREET

What: Convert South King Street to a flexible pedestrian-priority corridor with raised crossings, special paving, and opportunities to close the street to through traffic for event. The design would connect Union Station plaza to Hing Hay Park and neighborhood programming.

Why: Makes the most requested “people-first” east-west link real; enables markets and cultural events without individual permits for each street closure.

Next Steps: SDOT leads project development; timing and design coordinated with Union Station Activation and IDS Plaza Renovation for a unified public realm. Potential funding via state and federal grants, or future levy.

Estimated Cost: Between \$1M and \$5M.

2.6 FOURTH AVENUE SOUTH IMPROVEMENTS

What: Channelization adjustments and a buffered pedestrian zone on the east side that provide a fast, low-impact upgrade to legibility and comfort for people transferring between services.

Why: Improves near-term safety and walkability while longer-range corridor changes are evaluated.

Next Steps: SDOT leads design and delivery. Timing coordinated with KCM downtown bus restructure post-BLE and KSS access improvements. Potential funding via future levy.

Estimated Cost: Between \$1M and \$5M.

2.5 FIFTH AVENUE SOUTH CYCLE TRACK EXTENSION

What: Extend the existing protected facility south; close the right-turn slip from Fifth Avenue South to Seattle Boulevard South to reduce conflicts.

Why: Provides a continuous, all-ages and abilities link through the hub between the downtown bicycle network and connections to Georgetown and the Central District.

Next Steps: SDOT leads project development; timing coordinated with BLE and SCL Denny-Mass transmission work windows.

Estimated Cost: Less than \$1M.

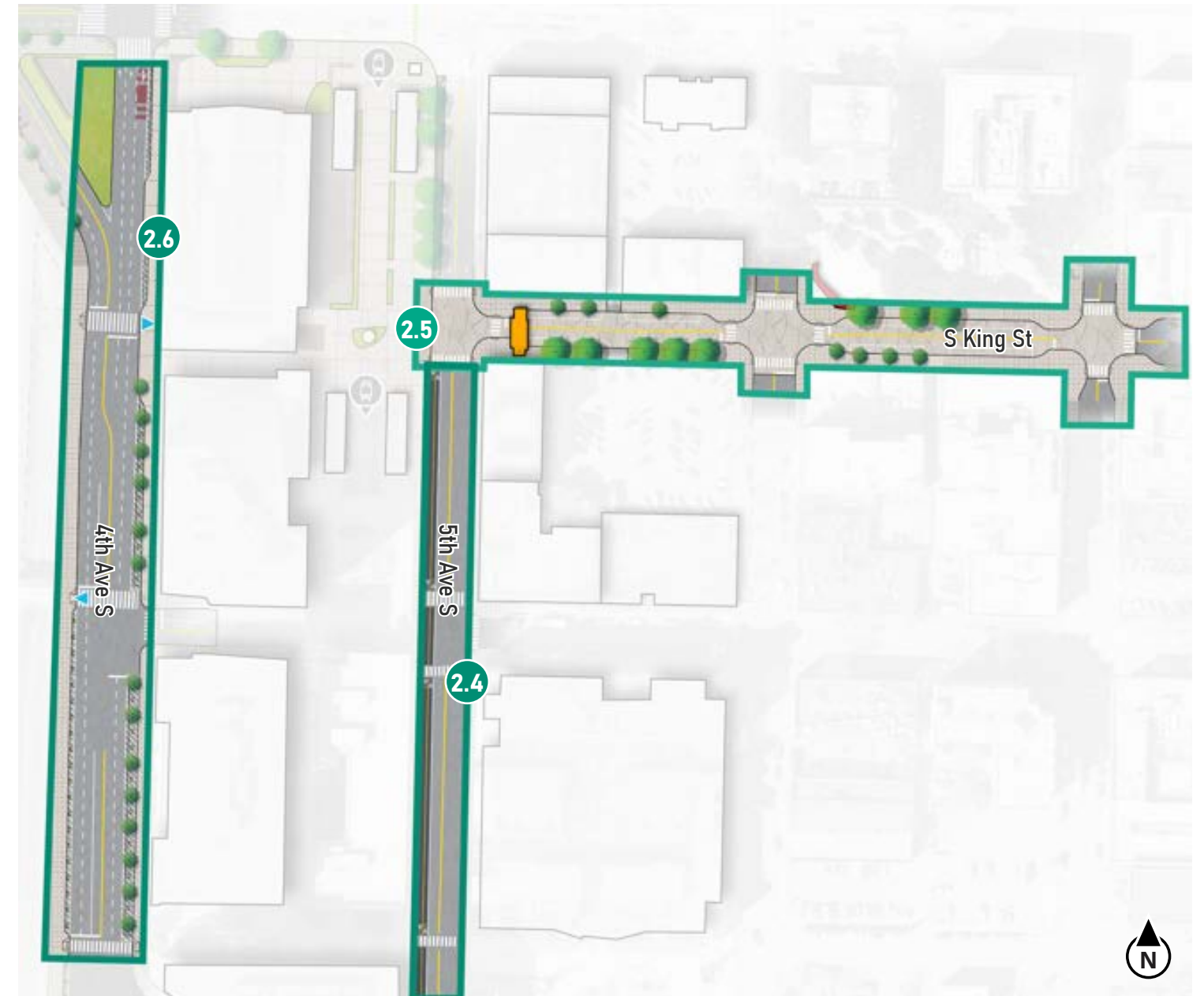


Figure 5.10. Central Focus Area Projects (5-15 Years). Illustration showing improvements in the Central Focus Area in the next 5-15 years. **Note:** Details of design and implementation subject to further project development, interagency coordination, and funding agreements.

South Focus Area

VISION OVERVIEW

The South Focus Area could see investments by Sound Transit via the Ballard Link Extension and King Street Station Sounder Access Improvement Program. Improvements to area streets and public spaces, in partnership with the City of Seattle, are proposed to mostly follow or be incorporated into these investments, informed by final decisions of the Sound Transit Board. The work re-stitches streets near Seattle Boulevard South, Sixth Avenue South, and South Dearborn Street, creating safer multimodal links, preparing for a potential new light station and adjacent redevelopment, and connecting toward the Stadium District with a potential pedestrian bridge.

IMPLEMENTING PROJECTS **7**

TOTAL ESTIMATED COST* **\$77M**

*Cost estimates based on conceptual design and subject to change as projects undergo further development. All costs are expressed in 2025 dollars and include hard and soft costs. Right-of-way (ROW) acquisition costs are excluded and are assumed to be accommodated through other capital programs or not required.

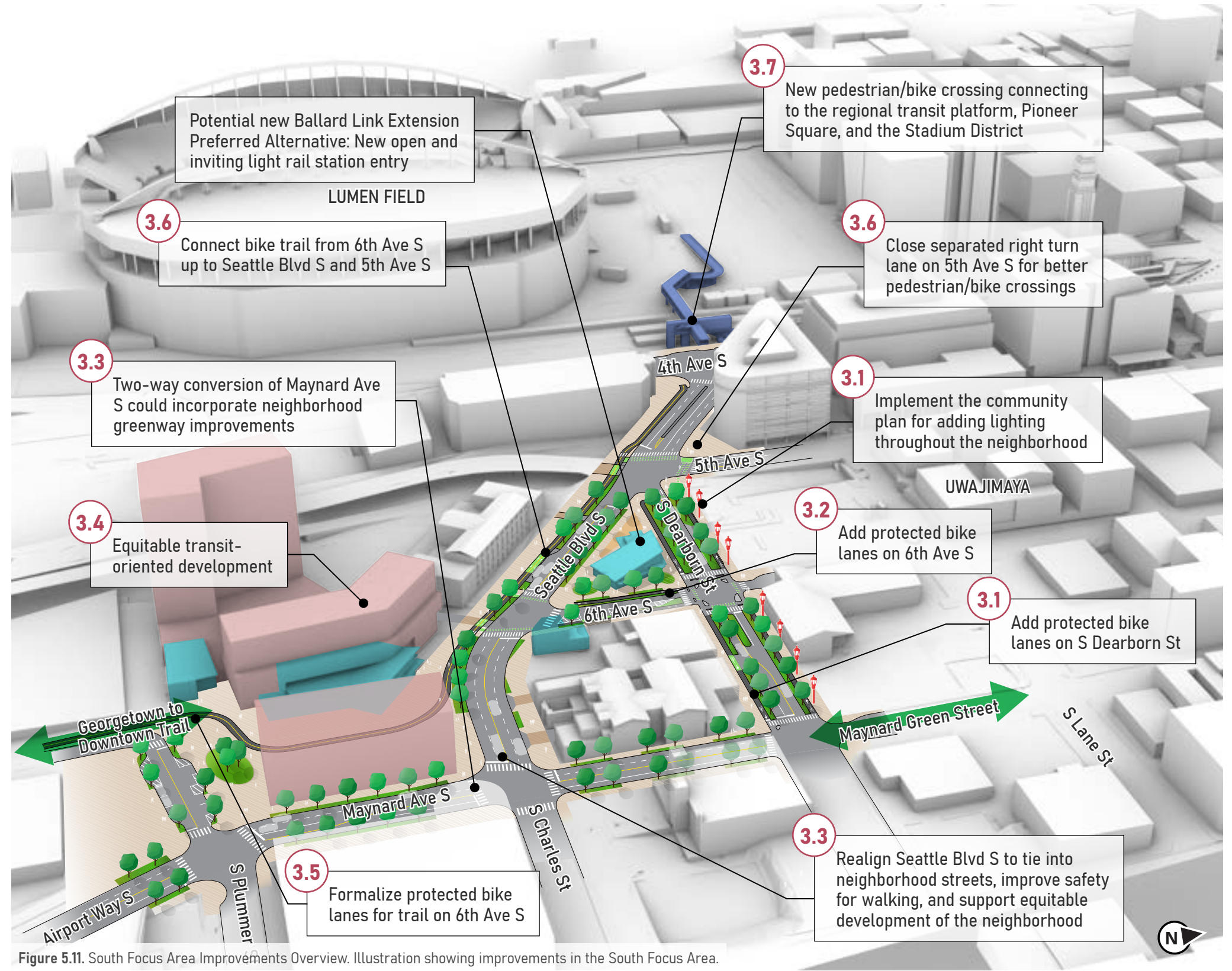


Figure 5.11. South Focus Area Improvements Overview. Illustration showing improvements in the South Focus Area.

South Focus Area Projects

PROJECTS 5-15 YEARS: CONCURRENT WITH FUTURE SDOT AND SOUND TRANSIT PROJECTS

3.1 SOUTH DEARBORN STREET RECHANNELIZATION AND STREETScape

What: Narrowing and rechannelization with all ages and abilities protected bike lanes, curb/sidewalk extensions, high-visibility crossings, new plantings, and pedestrian-scale lighting.

Why: Addresses a top-ranked safety gap; supports all-ages access between the CID, Inscape, and potential future light rail station areas.

Next Steps: SDOT leads design with potential for shared delivery with ST. ST would deliver south half of street between Fifth Avenue South and Sixth Avenue South as part of BLE (Preferred Alternative) restoration. City delivers or funds the remaining segments through future levy or grants.

Estimated Cost: Between \$5M and \$20M.

3.2 SIXTH AVENUE SOUTH STREETScape

What: Complete-street upgrades with curb/sidewalk extensions, protected bike lanes, and greener frontage.

Why: Creates a comfortable north-south spine that ties the SODO Trail, Seattle Boulevard South cycle track, and South Dearborn Street improvements.

Next Steps: ST designs under guidance from SDOT; ST leads delivery as part of BLE (Preferred Alternative) restoration.

Estimated Cost: Between \$1M and \$5M.

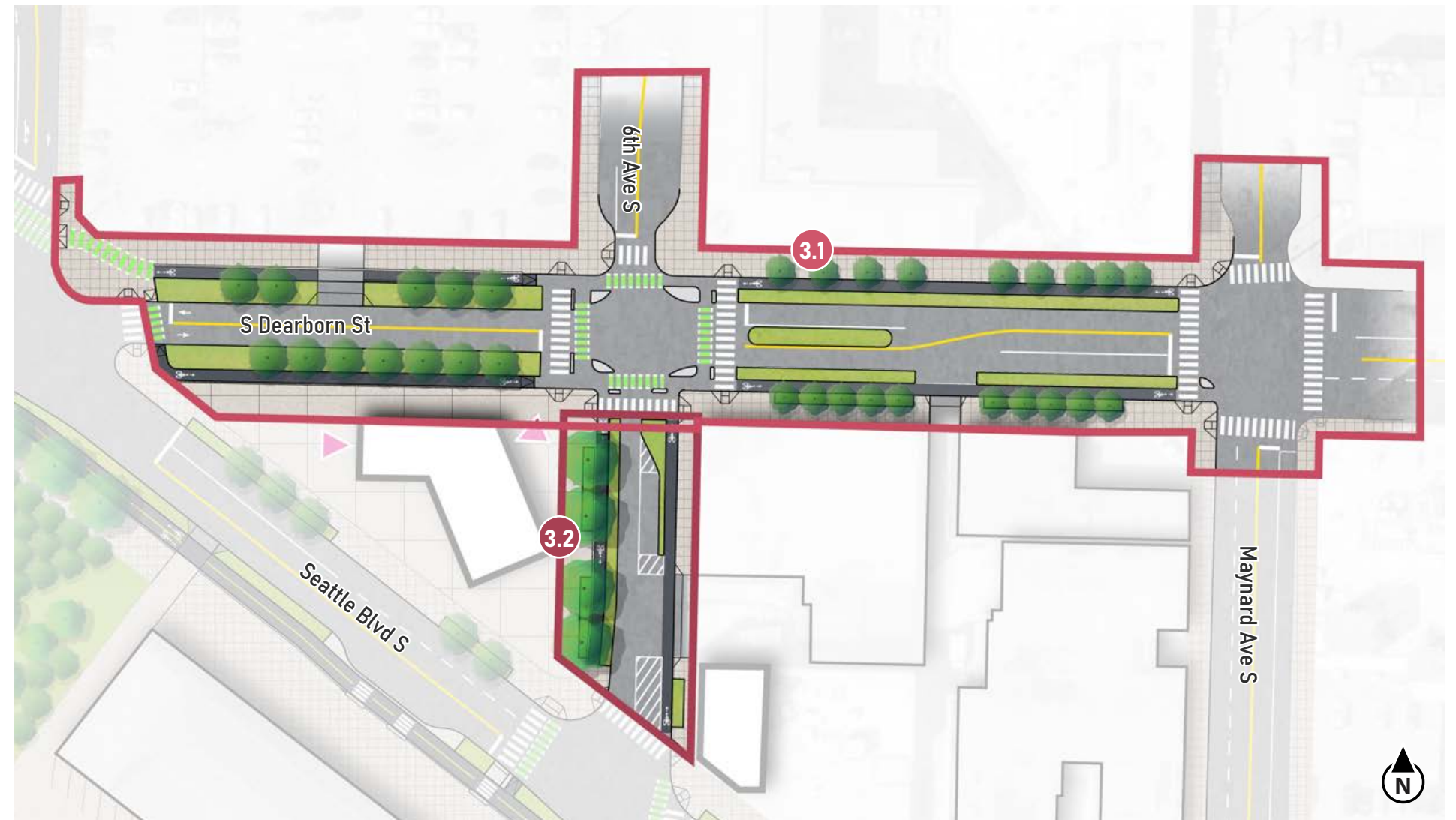


Figure 5.12. South Focus Area Projects (5-15 Years). Illustration showing improvements in the South Focus Area within the next 5-10 years. **Note:** Details of design and implementation subject to further project development, interagency coordination, and funding agreements.

South Focus Area Projects

PROJECTS 5-15+ YEARS: CONCURRENT WITH OR FOLLOWING FUTURE SDOT AND SOUND TRANSIT PROJECTS

3.3 SEATTLE BOULEVARD SOUTH STREET GRID REALIGNMENT

What: Realign Seattle Boulevard South to calm traffic, improve safety, and foster additional equitable TOD opportunity adjacent to potential new light rail station; includes protected bike facilities and pedestrian upgrades.

Why: Repairs a long-standing discontinuity and creates a framework for equitable growth and safer access to transit.

Next Steps: SDOT leads project strategy and development; timing coordinated closely with Seattle Boulevard Land Use Changes (OPCD).

Estimated Cost: Greater than \$20M.

3.4 SEATTLE BOULEVARD SOUTH LAND USE CHANGES

What: Explore zoning changes, development agreements, and property acquisition to support equitable TOD outcomes around potential new light rail station.

Why: Pairs physical grid changes with policies/partnerships that deliver community benefits.

Next Steps: OPCD leads; coordinate with ST and property owners.

Estimated Cost: (Not costed; staff/legal).

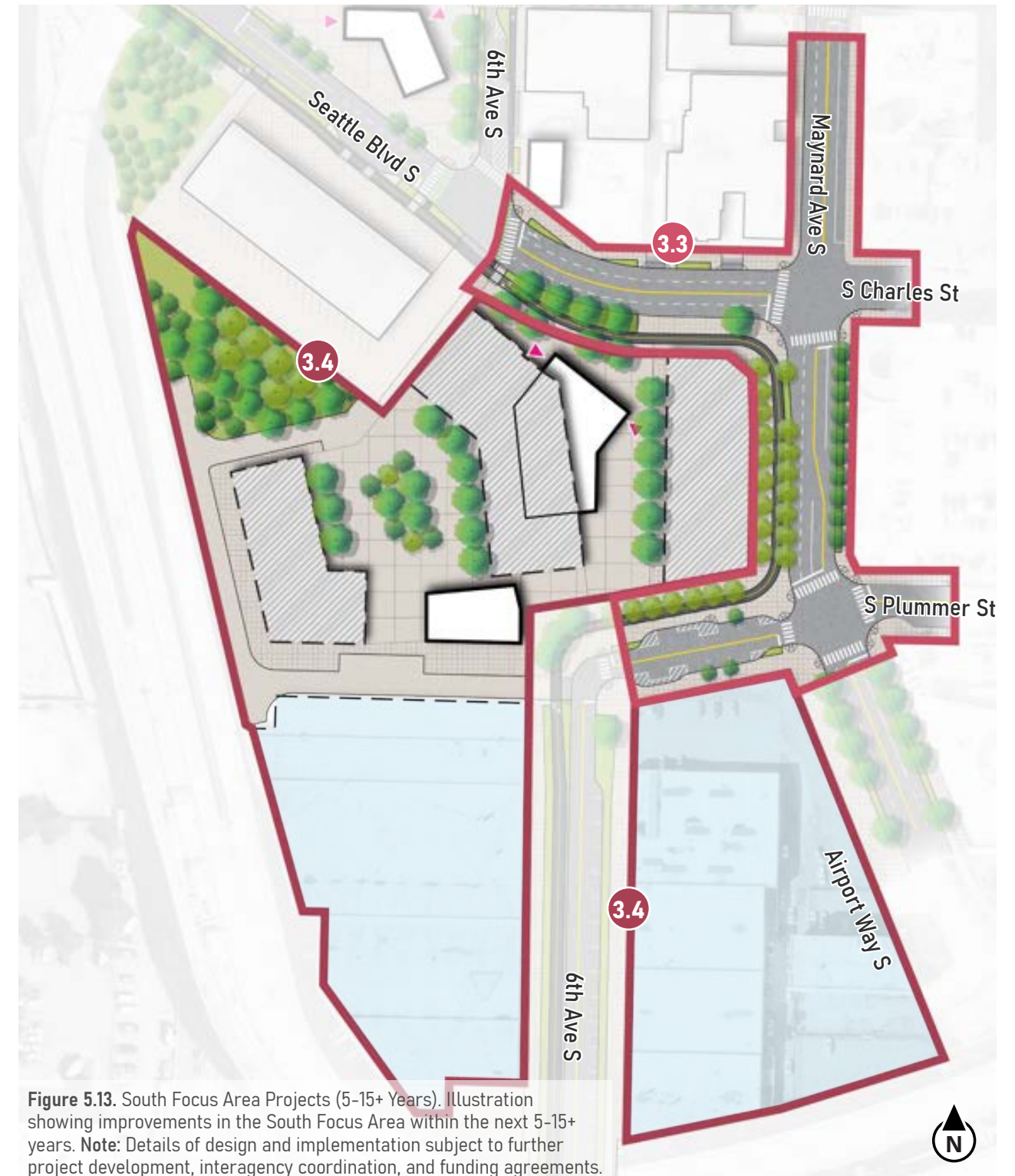


Figure 5.13. South Focus Area Projects (5-15+ Years). Illustration showing improvements in the South Focus Area within the next 5-15+ years. **Note:** Details of design and implementation subject to further project development, interagency coordination, and funding agreements.

South Focus Area Projects

PROJECTS 15+ YEARS: FUTURE MAJOR CAPITAL PROGRAMS OR DEVELOPMENTS

3.5 SIXTH AVENUE SOUTH TRAIL

What: Rebuild/formalize the Sixth Avenue South trail leg, coordinating with the cycle track and grid realignment to connect SODO Trail northward.

Why: Closes the last missing link to a coherent, protected bike network connecting Downtown to SODO and Georgetown.

Next Steps: SDOT leads project development; delivery may be shared with ST via BLE (preferred alternative) restoration works and potential private development.

Estimated Cost: Between \$1M and \$5M.

3.7 SEATTLE BOULEVARD SOUTH PEDESTRIAN BRIDGE

What: New pedestrian/bike bridge linking the Sounder public access landing at Fourth Avenue South/Seattle Boulevard South to the Lumen Field entry plaza across BNSF.

Why: A long-term, high-impact connection that relieves reliance on conflicted at-grade crossings and ties the hub to the Stadium District.

Next Steps: ST leads project development with Stadium Authority/SDOT coordination; delivery TBD. Potential funding via grants, loans, and/or public-private partnership.

Estimated Cost: Greater than \$20M.

3.6 SEATTLE BOULEVARD SOUTH CYCLE TRACK

What: Two-way, protected facility along Seattle Boulevard South, completing the corridor to the SODO Trail.

Why: Makes the network legible and safe for all ages, dovetailing with the Fifth Avenue South extension.

Next Steps: SDOT leads project development; delivery may be shared with ST via BLE (preferred alternative) restoration works. Potential funding via ST3 non-motorized access allowance or next levy.

Estimated Cost: Between \$1M and \$5M.

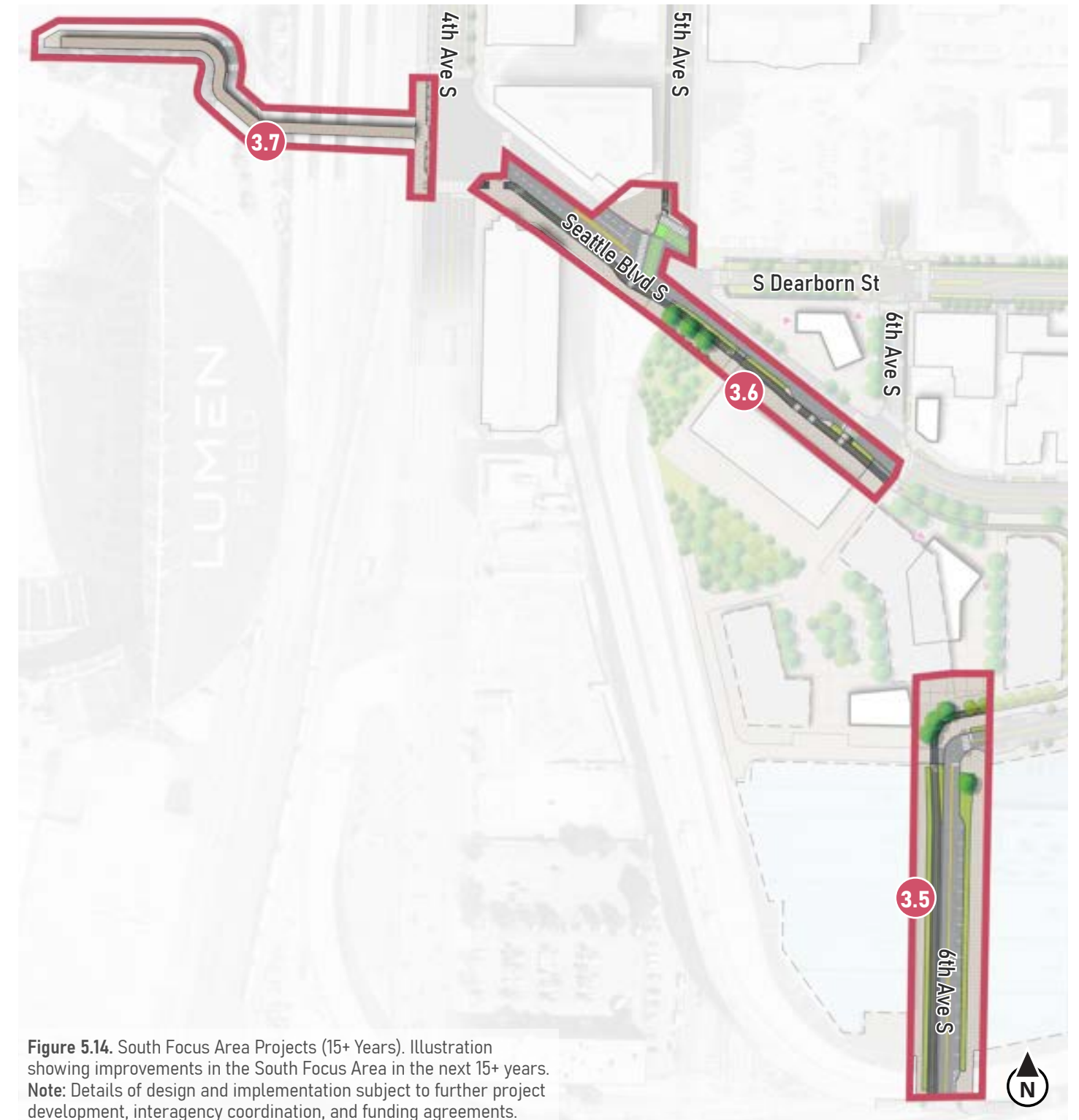


Figure 5.14. South Focus Area Projects (15+ Years). Illustration showing improvements in the South Focus Area in the next 15+ years. **Note:** Details of design and implementation subject to further project development, interagency coordination, and funding agreements.

North Focus Area

VISION OVERVIEW

The North Focus Area could see investments by ST via the Ballard Link Extension and by King County via the King County Civic Campus Plan. Most improvements to area streets and public spaces are proposed to follow or be incorporated into these investments, informed by final decisions of the respective agencies' governing boards. The North area upgrades the Civic Campus edge and key east-west routes (Jefferson/Terrace), improving safety and legibility around City Hall Park and future potential light rail station and adjacent redevelopment, while preserving compatibility with historic public spaces.

IMPLEMENTING PROJECTS

4

TOTAL ESTIMATED COST* **\$1.5M**

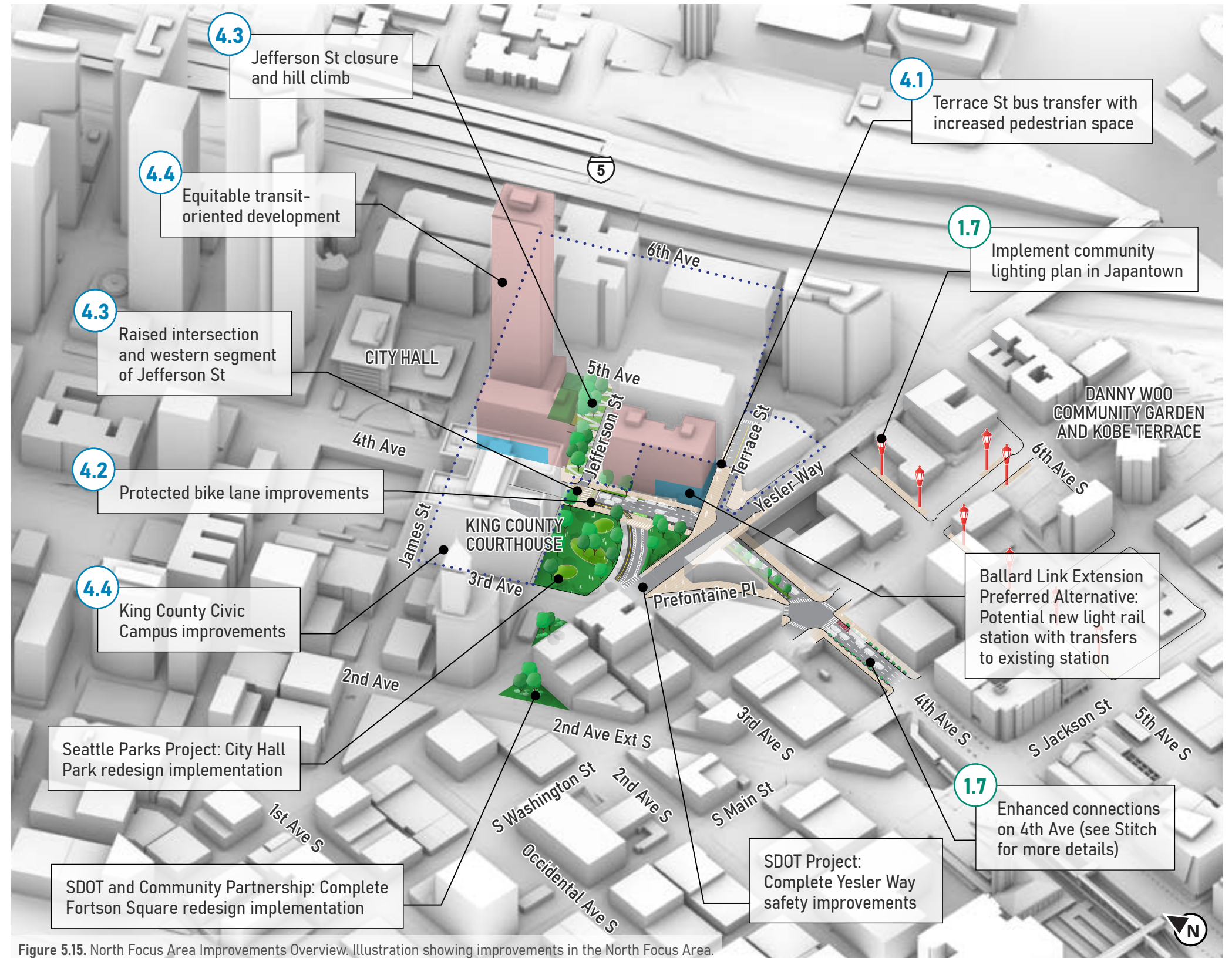


Figure 5.15. North Focus Area Improvements Overview. Illustration showing improvements in the North Focus Area.

*Cost estimates based on conceptual design and subject to change as projects undergo further development. All costs are expressed in 2025 dollars and include hard and soft costs. Right-of-way (ROW) acquisition costs are excluded and are assumed to be accommodated through other capital programs or not required.

North Focus Area Projects

PROJECTS 5-15 YEARS: CONCURRENT WITH FUTURE SDOT AND SOUND TRANSIT PROJECTS

4.1 TERRACE STREET PEDESTRIANIZATION

What: Streetscape with curb extensions and eastbound transit-only rechannelization, prioritizing safe access to the campus/station edge.

Why: Creates a more legible station entrance for the current BLE Preferred Alternative Midtown Station; bundles well with City Hall Park improvements.

Next Steps: SDOT leads design and delivery. Potential funding via KC, ST3 Nonmotorized Station Access Allowance, or transit integration allowance.

Estimated Cost: Less than \$1M.

4.2 FOURTH AVENUE BIKE LANE IMPROVEMENTS

What: Bike lane upgrades and west-side rechannelization to reduce conflicts and connect with Fourth Avenue improvements to the south.

Why: Extends all ages and abilities bicycle and micromobility access into the Civic Campus and station area.

Next Steps: SDOT leads design and delivery. Timing coordinated with Fourth Avenue South improvements south of Yesler Way and City Hall Park improvements.

Estimated Cost: Less than \$1M.

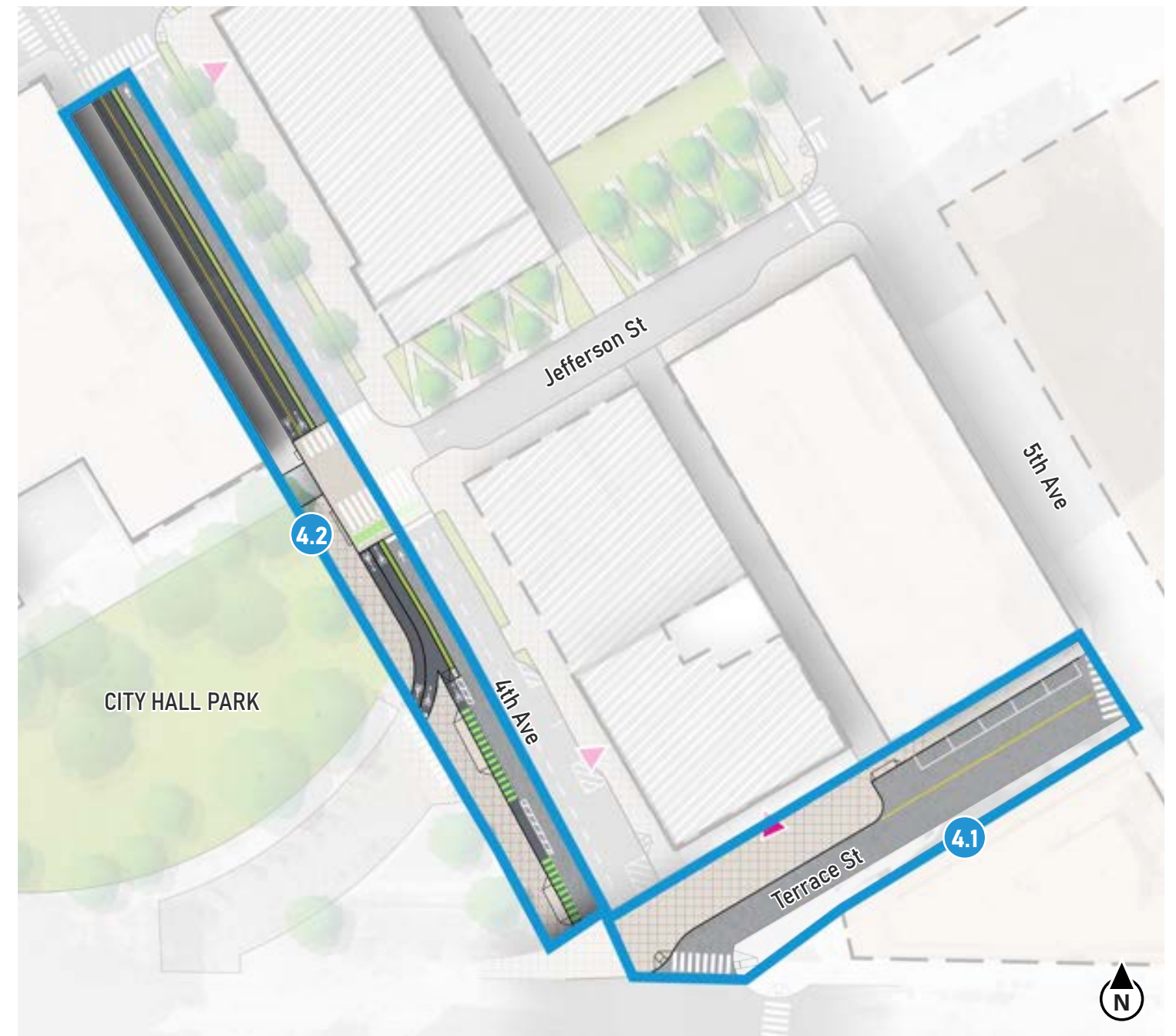


Figure 5.16. North Focus Area Projects (5-15 Years). Illustration showing improvements in the North Focus Area in the next 5-15 years. **Note:** Details of design and implementation subject to further project development, interagency coordination, and funding agreements.

North Focus Area Projects

PROJECTS 15+ YEARS: FUTURE MAJOR CAPITAL PROGRAMS OR DEVELOPMENTS

5.1 JEFFERSON STREET STREETScape IMPROVEMENTS

What: Streetscape reconstruction with curb extensions and a raised crossing into City Hall Park; integrates an accessible hillclimb.

Why: Creates the clear, comfortable link the public asked for between Pioneer Square, the Civic Campus, and regional transit.

Next Steps: SDOT leads design; delivery may be shared with ST via BLE (Preferred Alternative) restoration works and potential future private development. Potential funding via KC, ST3 non-motorized access allowance, or future levy.

Estimated Cost: Between \$1M and \$5M.

5.2 KING COUNTY CIVIC CAMPUS REDEVELOPMENT

What: Long-horizon transformation of under-utilized civic properties into a mixed-use, mixed-income neighborhood anchored by public spaces.

Why: Complements mobility and safety upgrades with equitable housing and activation adjacent to transit.

Next Steps: King County leads; early phase likely integrated with Midtown Station integrated TOD.

Estimated Cost: (Not costed here; multi-year phasing).

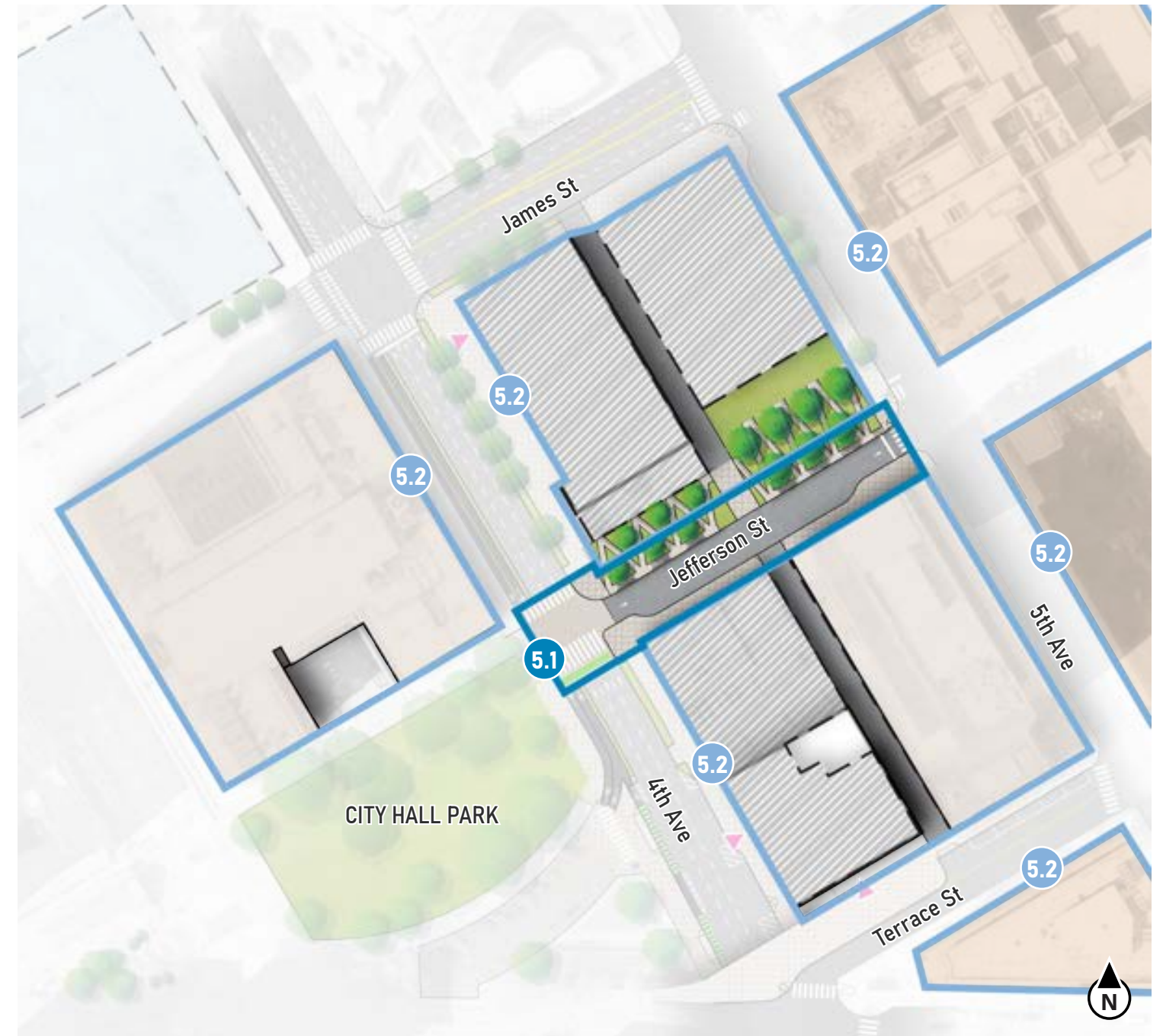


Figure 5.17. North Focus Area Projects (15+ Years). Illustration showing improvements in the North Focus Area in the next 15+ years. **Note:** Details of design and implementation subject to further project development, interagency coordination, and funding agreements.

06

APPENDIX



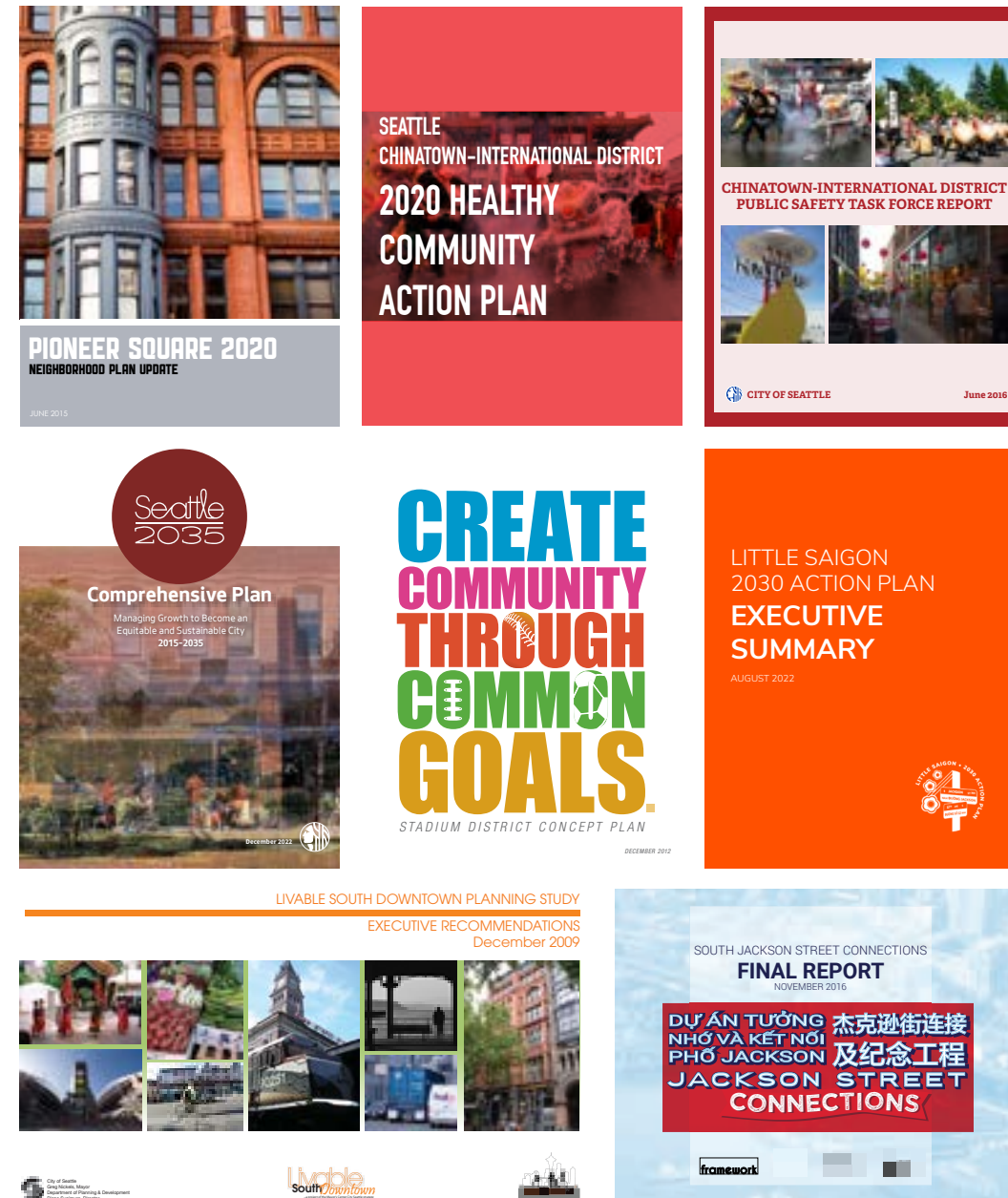
Past Plan Summaries

This section is not intended as a comprehensive list, nor does it summarize all plans reviewed. The highlighted plans capture the primary themes developed through previous City of Seattle efforts, feedback from past Sound Transit studies, and other work informing the board motion directing this task.

This review considers strategies from all the plans listed in Appendix A. More detailed summary of the documents has been provided more recent plans (2018 and later) and plans with more direct relationship to the mobility driven directive of this study. The intent is to leverage previous work, community feedback, and align with ongoing initiatives to ensure effective coordination and continuity, building upon the strong efforts that have already been made. The following is a selection of recent plans analyzed what was learned from them.

The existing conditions and past plan analysis technical memo serves to provide a strong database of information for advancing concepts to implementation readiness in the South Downtown Hub study area. The South Downtown Hub is defined as the composite service area of existing and proposed Link light rail stations, intercity and commuter rail stations, streetcar, and bus service centered on historic King Street and Union Stations, as well as the surrounding neighborhoods of Chinatown/International District, Japantown, Pioneer Square, and the Stadium District. The approximate boundaries of the South Downtown Hub will extend from Cherry Street in the north to South Royal Brougham Way in the south, and from Alaskan Way/waterfront in the west to I-5 in the east.

SOUTH DOWNTOWN PRIORITIES REVIEW (2019)



AUTHOR:
Historic South Downtown

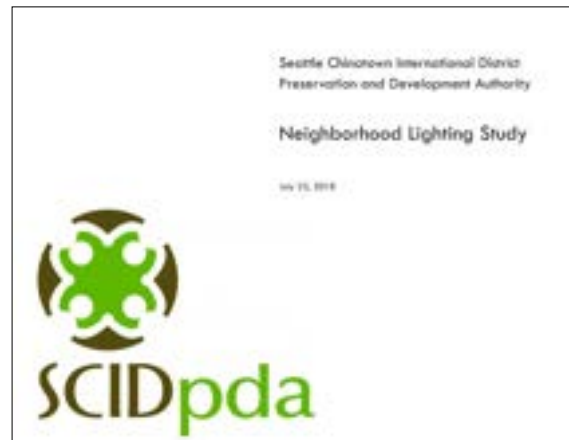
PROJECT PARTNERS:
City of Seattle Office of Planning & Development (OPCD), Sound Transit, King County, and other organizations in PSQ and C-ID

Historic South Downtown collaborated with community members and organizations in Pioneer Square and the Chinatown-International District (C-ID) to identify shared community priorities and engage with agencies like Sound Transit, City of Seattle, and King County involved in the West Seattle Ballard Link Extension (WSBLE) project. They built upon two decades of community-led initiatives, including publications that define neighborhood values and priorities, to establish common values and objectives through workshops with community organizations. This summary includes high-level summaries from the following publications:

- Pioneer Square 2020 (2016)
- Seattle Chinatown International District 2020 Healthy Community Action Plan Sep (2016)
- Chinatown International District Public Safety Task Force Report (2016)
- South Downtown Executive Recommendations (2009)
- South Jackson Street Connections Final Report (2016)
- Parks and Open Spaces Plan (2016)
- Seattle 2035 Comprehensive Plan (2014)
- Stadium District Concept Plan (2012)
- Little Saigon, Japantown, and C-ID Vision 2030 (2022)
- WSBLE Community Priorities Workshop (6/24/2019)

Past Plan Summaries

NEIGHBORHOOD LIGHTING STUDY (2018)

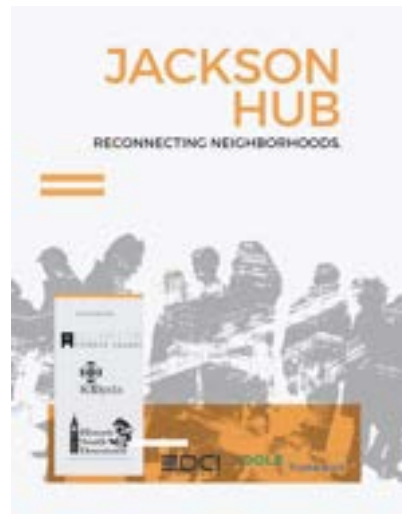


AUTHOR:
SCIDpda

PROJECT PARTNERS:
SparkLab, City of Seattle Office of Economic Development

This study focuses on addressing lighting issues in Seattle's Chinatown-International District, including complete deployment of fixtures in areas lacking pedestrian scale lighting, and a need to better connect Little Saigon with the core areas. The study aims to develop an action plan for improving neighborhood lighting, which should enhance safety, encourage evening activity, and contribute to the perception of this neighborhood as a welcoming and secure environment.

JACKSON HUB CONCEPT PLAN (2019)

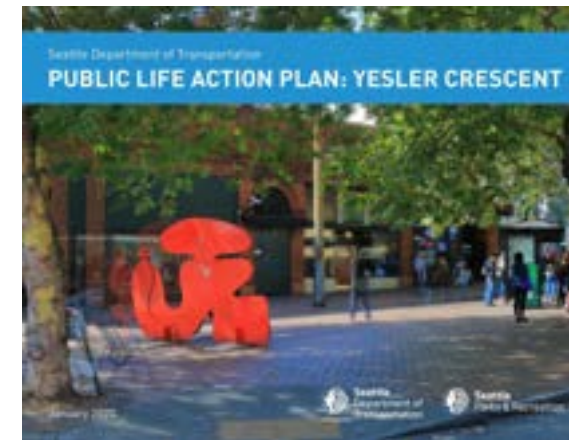


AUTHOR:
Framework

PROJECT PARTNERS:
Downtown Seattle Association, Historic South Downtown, and more; see page 4 of plan

International District/Chinatown Station and King Street Station are located within a major transportation hub, with key bus transfers on Fourth Avenue South and South Jackson Street and Union Station in between. However, the area currently lacks pedestrian amenities and wayfinding, creating a disconnect between neighborhoods and destinations. Early planning for light rail expansion prompted community efforts to prioritize pedestrian improvements and envision a more welcoming Jackson Hub, incorporating feedback from the community and various stakeholders to guide future planning and design.

YESLER CRESCENT PUBLIC LIFE ACTION PLAN (2019)

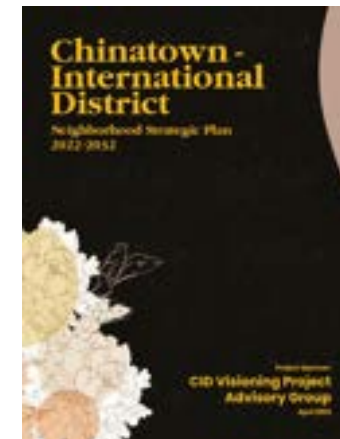


AUTHOR:
Seattle Dept. of Transportation

PROJECT PARTNERS:
Seattle Parks & Recreation, Berk Consulting

This action plan focuses on improving public spaces in Pioneer Square's Yesler Crescent area by collecting data on people's experiences and needs. This data-driven approach identifies opportunities for positive transformations in these public spaces and aims to guide strategic investment decisions.

CHINATOWN-INTERNATIONAL DISTRICT NEIGHBORHOOD STRATEGIC PLAN (2022)



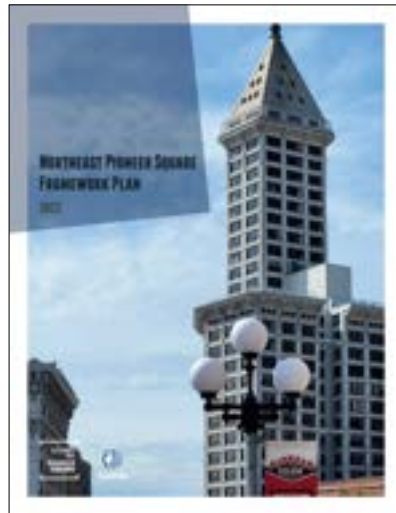
AUTHOR:
CID Visioning Advisory Group

PROJECT PARTNERS:
City of Seattle, Tu Consulting and Mary Murray, MEMconsultants and more; see page 2 of plan

This plan establishes vision, goals, objectives, and equitable engagement structures to guide and support public and private investments in Chinatown-International District. It calls for equitable engagement and community empowerment in decision-making regarding development of the neighborhood, as well as preserving the neighborhood's Asian identity into the future.

Past Plan Summaries

NORTHEAST PIONEER SQUARE FRAMEWORK PLAN (2022)



AUTHOR:
Alliance for Pioneer Square

PROJECT PARTNERS:
City of Seattle, Historic South Downtown, MIG, Broadview Planning

This framework plan outlines a 10+ year vision that involves collaboration, long-term project planning, budget priorities, and public engagement processes. The plan focuses on the unique aspects of northeast Pioneer Square, including public spaces, government services, residents, small businesses, and development potential, and highlights this area as a gateway to the City of Seattle.

PIONEER SQUARE DISTRICT MARKET STUDY (2023)



AUTHOR:
ECONorthwest

PROJECT PARTNERS:
Alliance for Pioneer Square

This market study aims to assess the current conditions in the commercial and real estate market, employment trends, and visitor patterns in Pioneer Square. The goal is to inform strategic actions for supporting economic development and resilience in the district.

Traffic Analysis Findings

BUS NETWORKS

Bus pathways through the SDH area may also shift and bus service will change as regional express services get replaced by Link extensions over the next decade.

1. The current network sees heavy bus movements from Second Avenue Extension South to South Jackson Street and Fourth Avenue South.
2. Network changes between 2025 and 2032 - as regional routes are replaced by successive phases of Link expansion north and south - could translate into a reduction of bus routes operating on Fourth Avenue South, south of South Jackson Street.
3. After Ballard Link opens, greater changes to bus service and potential further reduction of bus routes operating on Fourth Avenue South, south of South Jackson Street are likely.

EXISTING BUS NETWORK CONDITIONS



Figure 6.01. Existing Bus Network.

Bus routes currently run primarily on Third Avenue and the paired Second Avenue southbound and Fourth Avenue northbound.

FUTURE TRANSITION TO LOCAL NETWORK



Figure 6.02. Future Bus Network.

As regional transit comes in with new light rail, regional buses on Fourth Avenue South is reduced and local service east/west increases.

SDH Transformation

EXISTING AND PROPOSED CONDITION PERSPECTIVES

This section compares existing conditions with a rendered vision of future improvements, with the plan map identifying the photo location and orientation.

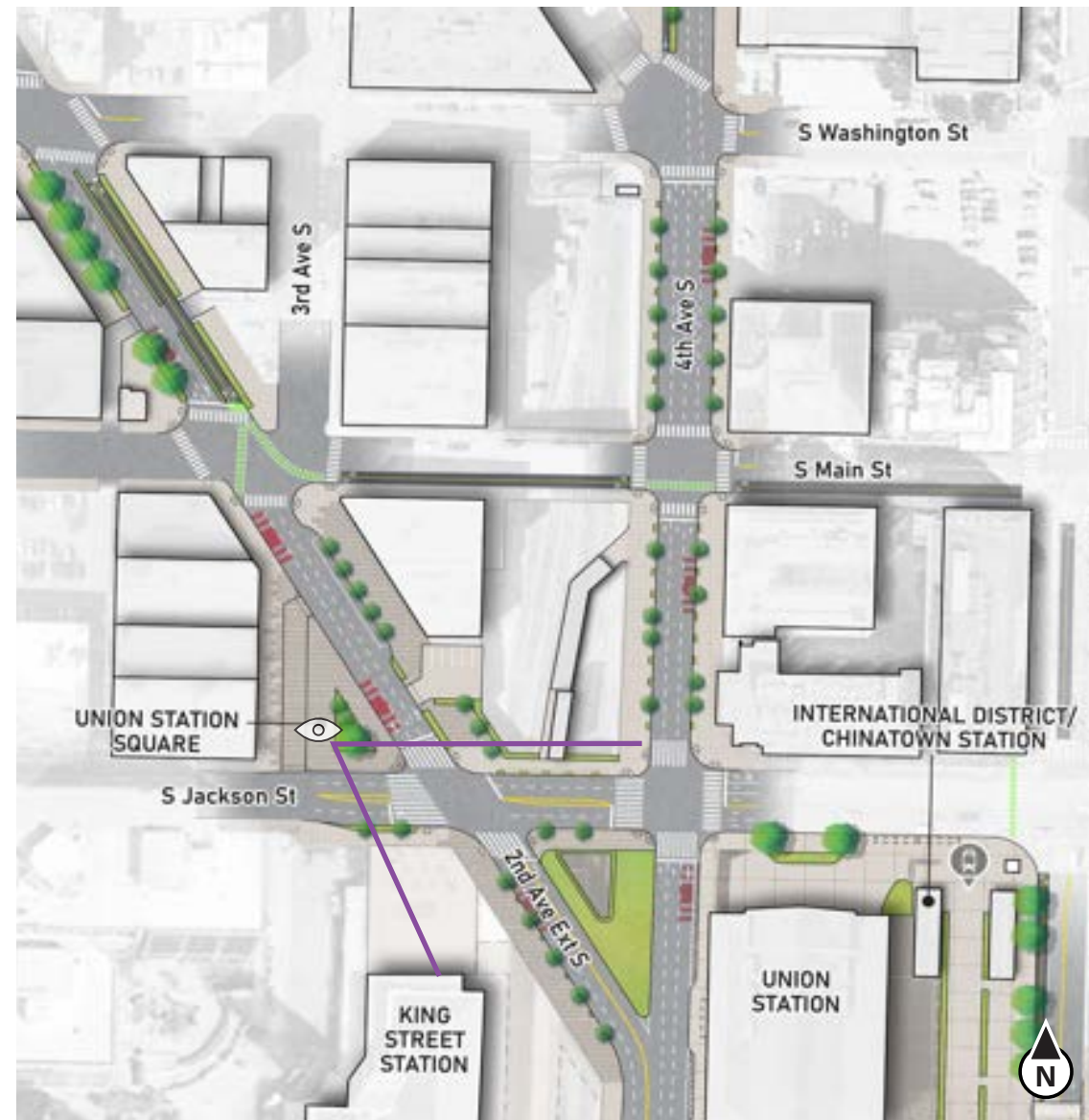


Figure 6.03. SDH Transformation Visualization Key Map.



Figure 6.04. SDH Transformation Existing View. Photo of existing Union Station from the corner of 2nd Ave Ext S and S Jackson St.



Figure 6.05. SDH Transformation Visualization. Rendering of proposed plazas adjacent to Union Station from the corner of 2nd Ave Ext S and S Jackson St.

Stitch Focus Area

EXISTING AND PROPOSED CONDITION PERSPECTIVES

This section compares existing conditions with a rendered vision of future improvements, with the plan map identifying the photo location and orientation.

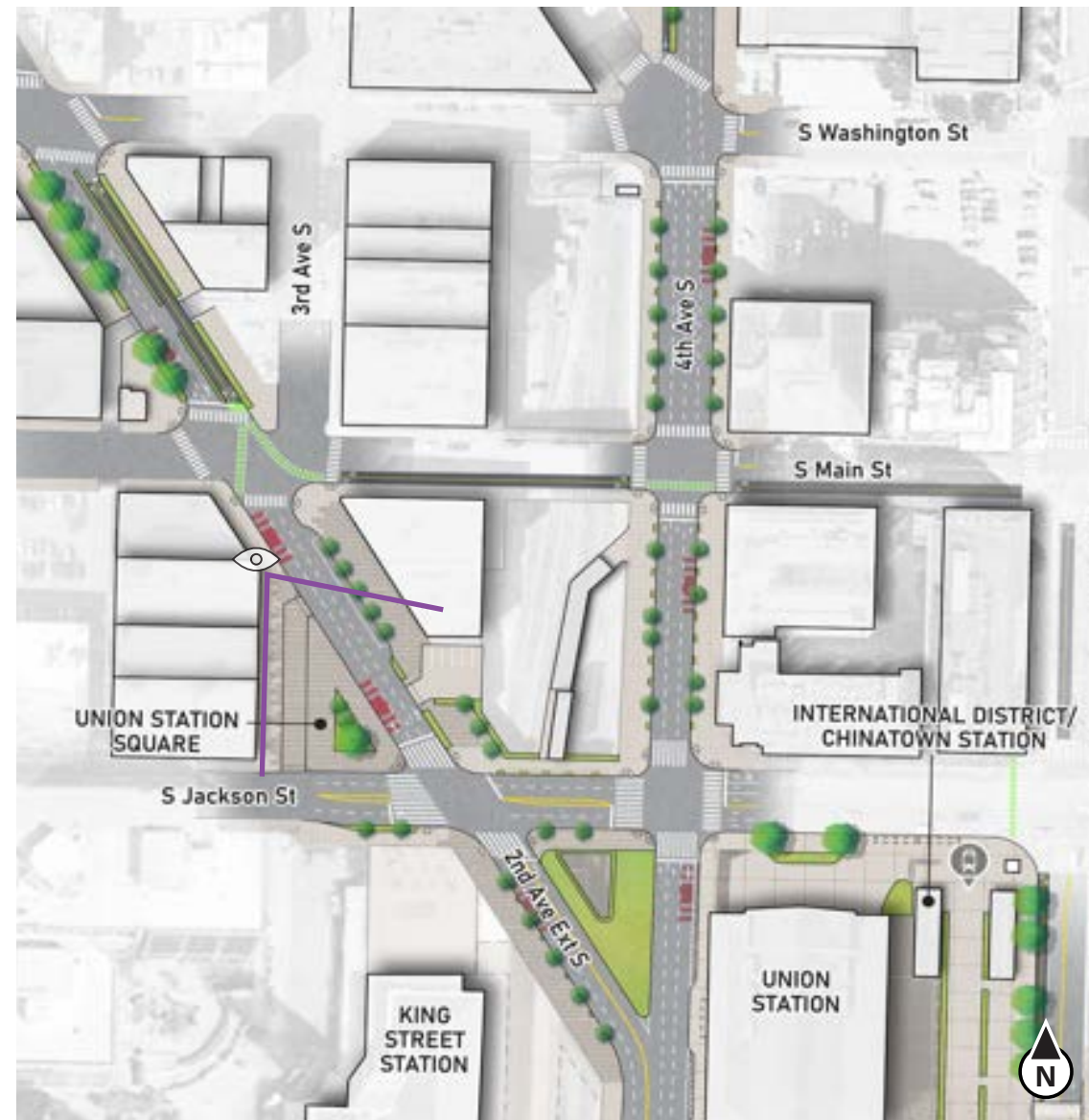


Figure 6.06. Stitch Focus Area Visualization Key Map.



Figure 6.07. Stitch Focus Area Existing View. Photo of existing 2nd Ave Ext S looking northeast towards Union Station.



Figure 6.08. Stitch Focus Area Visualization. Rendering of proposed 2nd Ave Ext St improvements.

South King Street Festival Street

EXISTING AND PROPOSED CONDITION PERSPECTIVES

This section compares existing conditions with a rendered vision of future improvements, with the plan map identifying the photo location and orientation.



Figure 6.10. S King St Festival Street Existing View. Photo of existing S King St facing Hing Hay Park and the Chinatown Gate.



Figure 6.11. S King St Festival Street Visualization. Rendering of proposed S King St improvements.

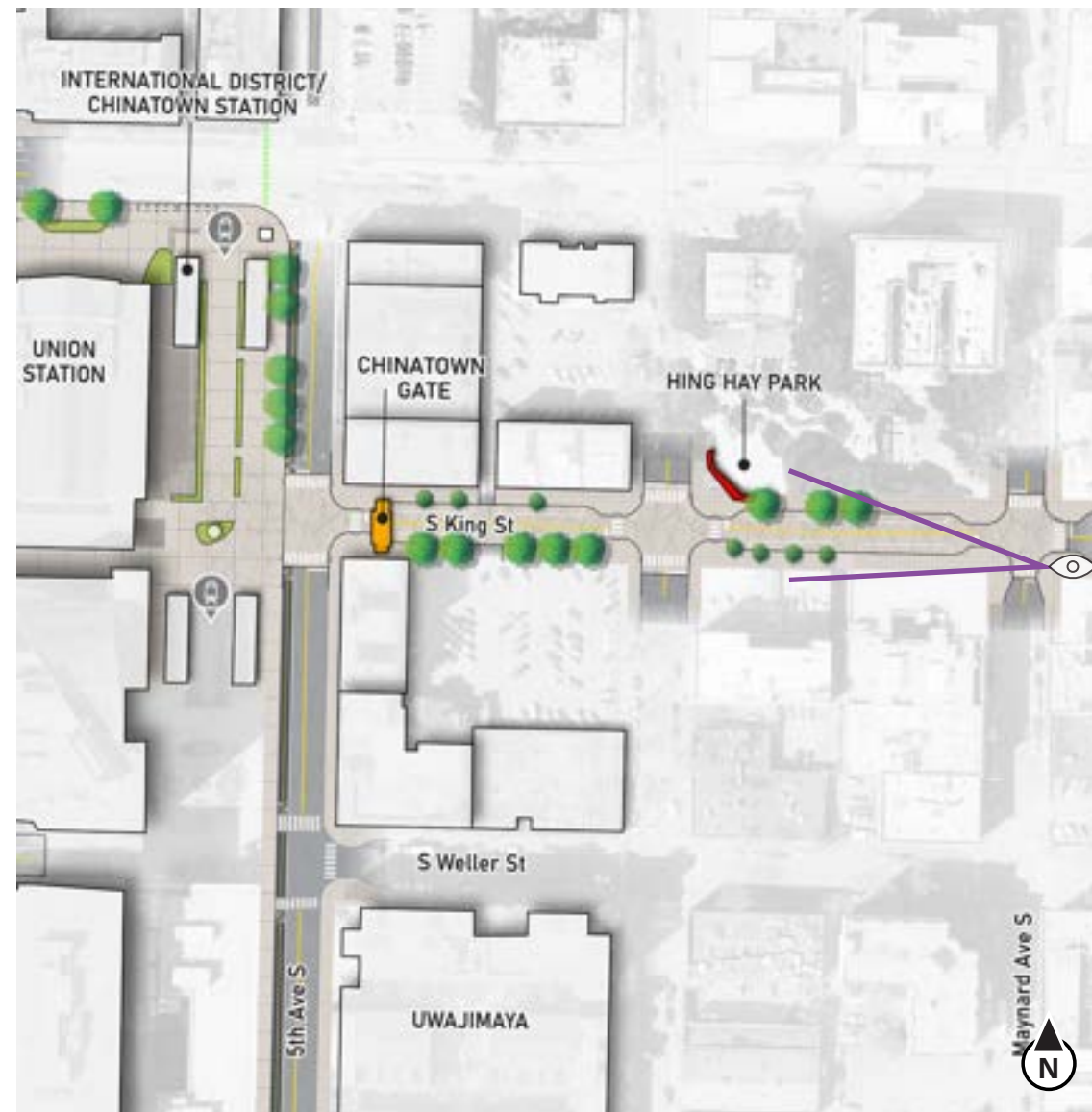


Figure 6.09. S King St Festival Street Visualization Key Map.

Union Station Plaza Looking West

EXISTING AND PROPOSED CONDITION PERSPECTIVES

This section compares existing conditions with a rendered vision of future improvements, with the plan map identifying the photo location and orientation.



Figure 6.12. Union Station Plaza Visualization Key Map.



Figure 6.13. Union Station Plaza Existing View. Photo of existing Union Station Plaza from 5th Ave S, looking west.



Figure 6.14. Union Station Plaza Visualization. Rendering of proposed improvements at Union Station Plaza along 5th Ave S.

Union Station Concourse Café

EXISTING AND PROPOSED CONDITION PERSPECTIVES

This section compares existing conditions with a rendered vision of future improvements, with the plan map identifying the photo location and orientation.



Figure 6.15. Union Station Concourse Visualization Location. Upper and lower images showing plan and section locations for visualizations shown to the side.

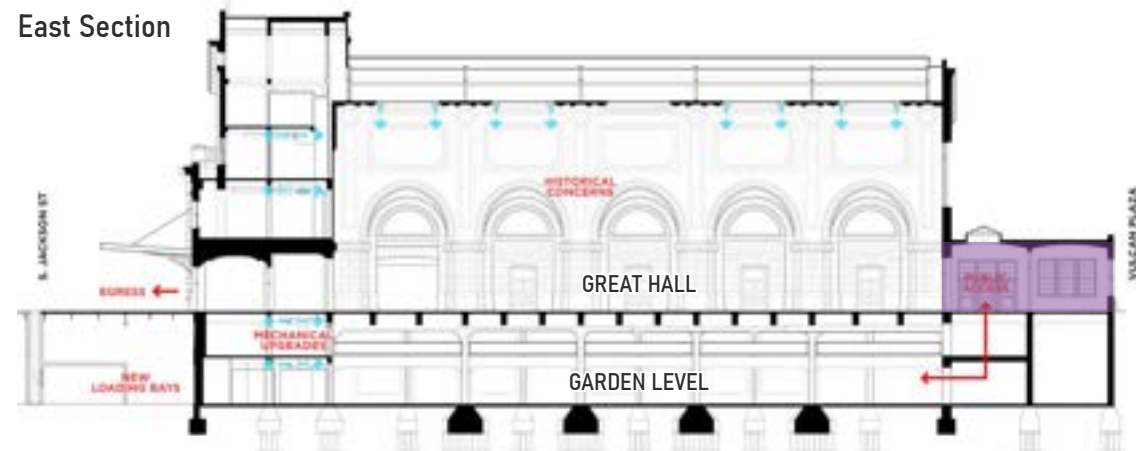


Figure 6.16. Union Station Concourse Existing View. Photo of existing Union Station Concourse facing east.



Figure 6.17. Union Station Concourse Visualization. Rendering of proposed Union Station Concourse with café, facing the Chinatown Gate.

Union Station Great Hall

EXISTING AND PROPOSED CONDITION PERSPECTIVES

This section compares existing conditions with a rendered vision of future improvements, with the plan map identifying the photo location and orientation.



Figure 6.18. Union Station Great Hall Visualization Location. Upper and lower images showing plan and section locations for visualizations shown to the side.

East Section

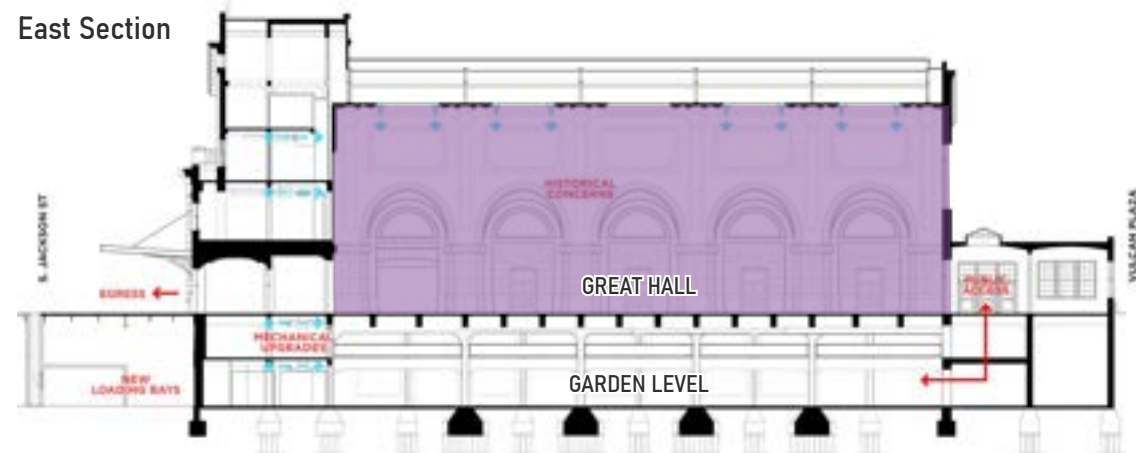


Figure 6.19. Union Station Great Hall Existing View. Photo of existing Union Station Great Hall with SDH Exhibition boards.



Figure 6.20. Union Station Great Hall Visualization. Rendering of Union Station Great Hall with proposed improvements and examples of programming.

Union Station Garden Level

EXISTING AND PROPOSED CONDITION PERSPECTIVES

This section compares existing conditions with a rendered vision of future improvements, with the plan map identifying the photo location and orientation.



Figure 6.21. Union Station Garden Level Visualization Location. Upper and lower images showing plan and section locations for visualizations shown to the side.



Figure 6.22. Union Station Garden Level Existing View. Photo of existing ground floor use in Union Station.



Figure 6.23. Union Station Garden Level Visualization. Rendering of proposed Union Station Garden Level programming and use.

South Jackson Street and Fifth Avenue South Looking South

EXISTING AND PROPOSED CONDITION PERSPECTIVES

This section compares existing conditions with a rendered vision of future improvements, with the plan map identifying the photo location and orientation.



Figure 6.24. ID/C and Union Stations Visualization Key Map.



Figure 6.25. ID/C and Union Stations Existing View. Photo of existing ID/C and Union stations from S Jackson St and 5th Ave S, looking south.



Figure 6.26. ID/C and Union Stations Visualization. Rendering of proposed ID/C and Union stations from S Jackson St and 5th Ave S, looking south.

South Jackson Street and Fourth Avenue South Looking East

EXISTING AND PROPOSED CONDITION PERSPECTIVES

This section compares existing conditions with a rendered vision of future improvements, with the plan map identifying the photo location and orientation.



Figure 6.27. Union Station North Plaza Visualization Key Map.



Figure 6.28. Union Station North Plaza Existing View. Photo of existing Union Station from S Jackson St and 4th Ave S, looking east.



Figure 6.29. Union Station North Plaza Visualization. Rendering of proposed Union Station from S Jackson St and 4th Ave S, looking east.

Seattle Boulevard South Looking East

EXISTING AND PROPOSED CONDITION PERSPECTIVES

This section compares existing conditions with a rendered vision of future improvements, with the plan map identifying the photo location and orientation.



Figure 6.30. South Focus Area Visualization Key Map.



Figure 6.31. South Focus Area Existing View. Photo of existing intersection at S Dearborn St and Seattle Blvd S.



Figure 6.32. South Focus Area Visualization. Rendering of proposed intersection at S Dearborn St and Seattle Blvd S.

City Hall Park Looking Northeast

EXISTING AND PROPOSED CONDITION PERSPECTIVES

This section compares existing conditions with a rendered vision of future improvements, with the plan map identifying the photo location and orientation.



Figure 6.33. City Hall Park Visualization Key Map.



Figure 6.34. City Hall Park Existing View. Photo of existing City Hall Park looking northeast.



Figure 6.35. City Hall Park Visualization. Rendering of proposed City Hall Park from just north of Pioneer Square Station, looking northeast.



SOUTH DOWN TOWN HUB

Glossary

Acronyms

Item

ACS

BIA

BLE

BNSF

CEJST

CID

COS

CPTED

DEIS

DSTT

EIS

IDS

KC

KCM

KSS

OPCD

PSQ

QR

SCIDpda

SDH

SODO

SDOT

SCL

ST

TBD

TOD

UW

WSDOT

Abbreviations

Definition

American Community Survey

Business Improvement Area

Ballard Link Extension

Burlington Northern Santa Fe Railway

Climate and Economic Justice Screening Tool

Chinatown/International District

City of Seattle

Crime Prevention Through Environmental Design

Draft Environmental Impact Statement

Downtown Seattle Transit Tunnel

Environmental Impact Statement

International District Seattle Chinatown

King County

King County Metro

King Street Station

Office of Planning & Community Development

Pioneer Square

Quick Response

Seattle Chinatown International District Preservation and Development Authority

South Downtown Hub

South of Downtown

Seattle Department of Transportation

Seattle City Light

Sound Transit

To Be Determined

Transit Oriented Development

University of Washington

Washington State Department of Transportation