

JAPANTOWN
DESIGN STRATEGY
& GUIDELINES

APRIL 13, 2021

Dear RDA Board of Directors:

We would like to thank you for providing the funding and staff support to the Japanese American Community of Salt Lake City to hire a consulting team and complete a design concept process focused on the future of Japantown Street.

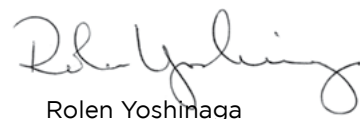
The design concept, guidelines, and phasing plan included in this document reflect the priorities and desires of the participants in this process. Over the course of the 15-month process we coordinated closely with representatives of our organizations and held three, well-attended Japanese American community sessions that guided the design concept you see here.

On behalf of the Japanese Church of Christ, Salt Lake Buddhist Temple, and Japanese Community Preservation Committee we submit this design concept, design guideline, and phasing plan. We look forward to working with you on the future of Japantown Street.

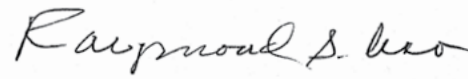
Sincerely,



Senator Jani Iwamoto
Japanese Church of Christ
Japanese Community Preservation Committee



Rolan Yoshinaga
Salt Lake Buddhist Temple



Judge Raymond S. Uno
Japanese Community Preservation
Committee



Top: See photo archive section of Appendices. Bottom source: Salt Lake Nihon Matsuri Committee.

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Color photos source: Salt Lake Nihon Matsuri Committee. Black & white photos: See photo archive section of Appendices.

第一章

Section One

Executive Summary and Preferred Design Concept

Executive Summary and Preferred Design Concept

Executive Summary

As the result of a multi-year community driven design process, the Japanese American Community of Salt Lake City developed a design concept and approach to guide infrastructure investments on Japantown Street in downtown Salt Lake City, 100 South between 200 West and 300 West. The community-driven process was guided and overseen by Japantown Representatives, GSBS, and the Salt Lake City Redevelopment Agency (Agency) and included the Japanese American community and area stakeholders. The Agency and Salt Lake City Council provided staff support and funding for the design process.

Over the course of the 15-month design process (including a temporary pause due to the COVID-19 pandemic), the Design Team met with the Japantown Representatives, a larger community-based Subcommittee and the Japanese American Community to generate a project vision, design guideposts and priorities, and ultimately, a preferred design concept and phasing.

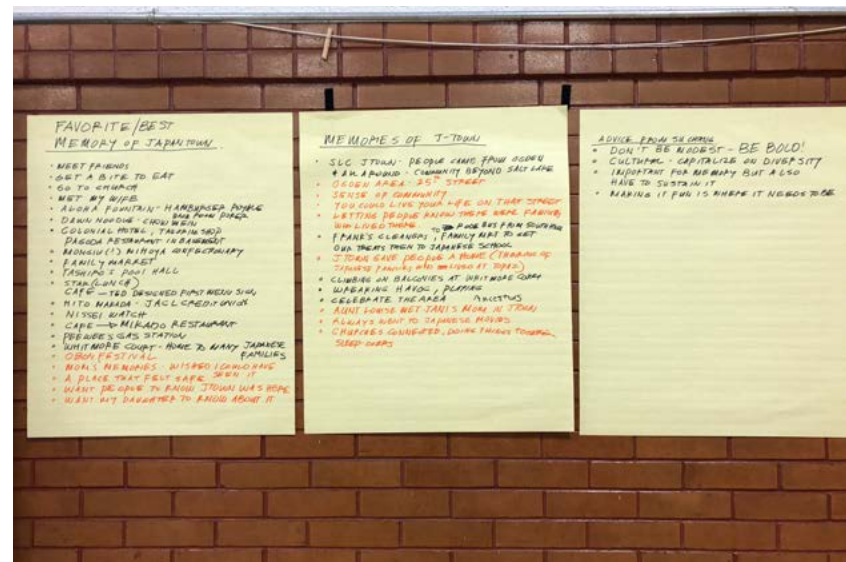
The Community donated more than 300 hundred hours of their personal time to the design process by attending 66 hours of Japantown Representatives, Subcommittee and Japantown Community meetings.



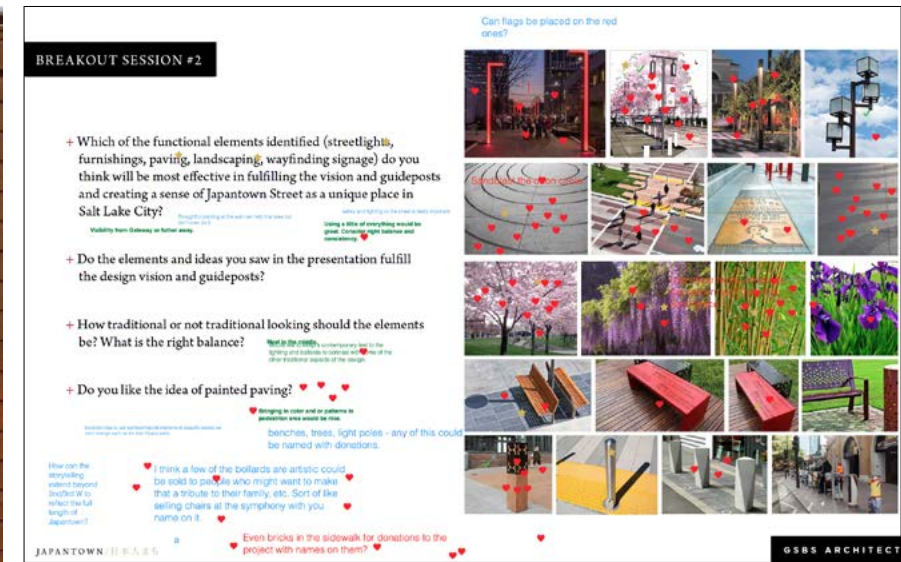
Japantown Community Event 1 breakout sessions



A screen shot from the virtual Japantown Community Event 2



A photo of small group notes from Japantown Community Event 1



A screen shot of a feedback session from Japantown Community Event 3

Original Ideas for Japantown Street

Prior to kick off of the official design strategy process in December 2019, a facilitation process took place among area stakeholders of Japantown Street. A Working Group was created to discuss proposed development and identify priorities for the future of the street.

The Japantown Representatives identified the following ideas for improvements to the public right of way of Japantown Street—Figure 1-1. A check mark indicates it is included in the proposed design concept.

Japantown’s Vision & Goals

VISION

- ✓ Preserve future economic development and tourism opportunities
- ✓ Allow area churches to grow and thrive
- ✓ Preserve and create something for future generations of Japanese Americans

GOALS

- ✓ Create placemaking on Japantown Street
- ✓ Design a festival street
- ✓ Create a non-church related gathering place on Japantown Street
- ✓ Improve walkability of Japantown Street

- Phase 1
- Phase 2
- Phase 3

Japantown’s Ideas

PLACEMAKING

- ✓ Themed street lighting ●●●
- ✓ Banners ●●
- ✓ Streetscape improvements ●●●
- ✓ Entrance elements ●
- ✓ Themed public art ●●
- ✓ Design guidelines ●●●

WALKABILITY

- ✓ Connection to new development area ●●
- ✓ Landscaping ●●●
- ✓ Midblock crosswalk ●●

FESTIVAL STREET

- ✓ Bollards ●
- ✓ Gathering areas ●●
- ✓ Electrical access ●
- ✓ Remove the high crown on Japantown Street ●
- ✓ Bury power lines ●●

Figure 1-1: Japantown’s Ideas

Vision & Design Guideposts

During the first Community Event, a visioning open house, the Japantown Community identified important themes and concepts for a vision to guide decision-making. The Subcommittee then finalized the Vision and Design Guideposts based on the Community's input and a follow-up survey.

VISION STATEMENT

Okage sama de
"I am who I am because of you"

A place of remembrance and respect
 A place that thrives over time
 A place of inclusion

DESIGN GUIDEPOSTS

A PLACE OF VIBRANCY

A PLACE OF GENERATIONS

A PLACE OF GATHERING

A PLACE OF SENSES

A PLACE OF INTRINSIC BEAUTY

A full descriptions of the Design Guideposts can be found on page 22-25.

Design Concept

The preferred design concept brings together the preferred elements identified in the Japantown Ideas List as indicated on Figure 1-1, page 5 and the design vision and guideposts of this design process. In addition to the preferred elements and design vision, the Community indicated that the design concept should also facilitate community festivals and events as currently staged including required fire lanes and access corridors, preserve the current number of on-street parking stalls, and enhance pedestrian safety in a shared street design.

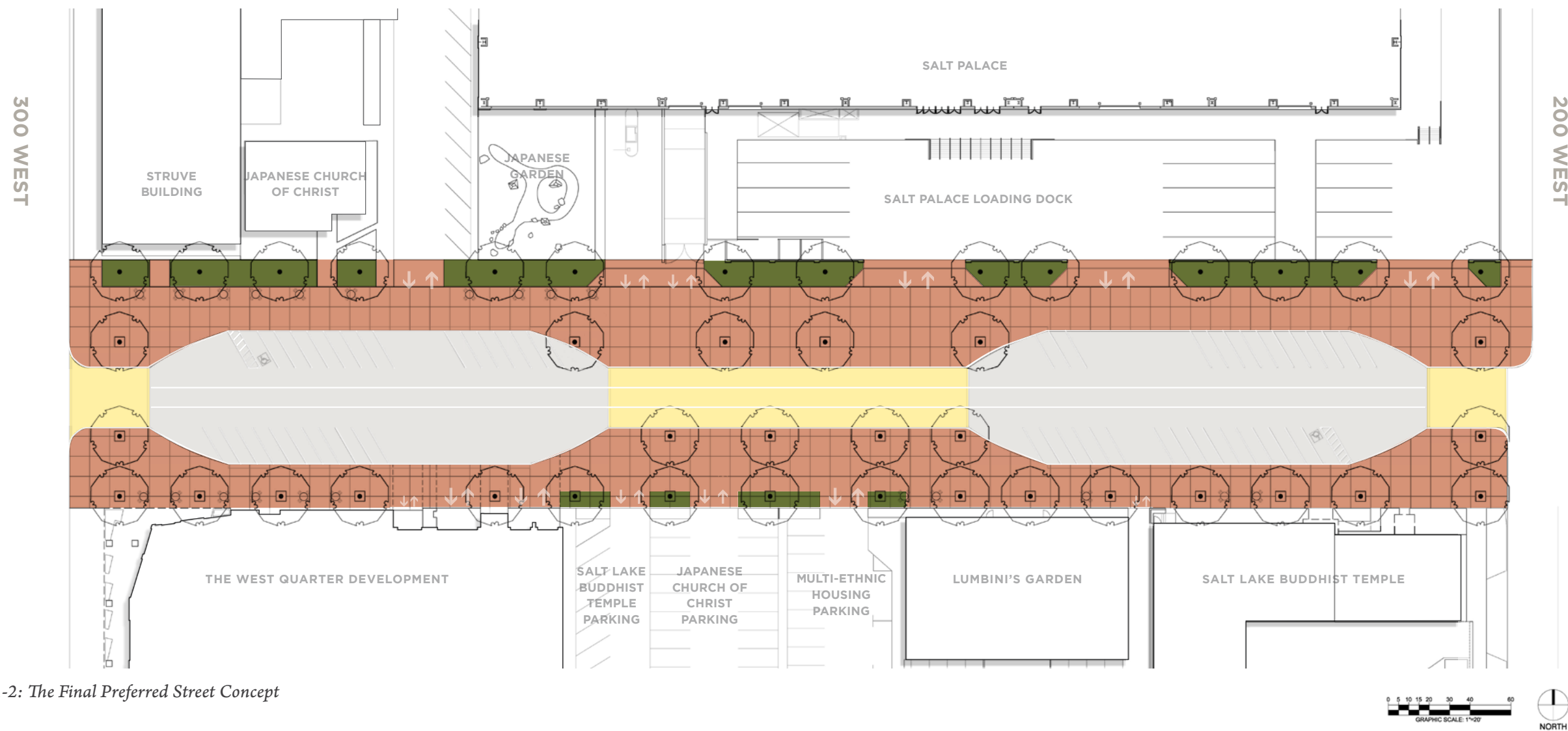


Figure 1-2: The Final Preferred Street Concept

Table 1-1: Street Element Comparison

SECTION	CRITERIA	EXISTING	RECOMMENDED
FESTIVALS	Obon Dancing Circle	45 ft	60 ft
	Nihon Matsuri Booth #	39	39
	Nihon Matsuri Vendor Lane Location - 14'	North	North & South Sidewalk
	Festival Fire Lane Location - 20'	Street	North Sidewalk
PEDESTRIAN WAY	Width - North Side	8 ft	40 ft ¹
	Width - South Side	8 ft	40 ft ¹
	Length - North Side	730 ft	730 ft
	Length - South Side	712 ft	712 ft
PARKING STALLS	Total On Street Parking	48	50
	Accessible Parking Stalls	0	2
ROADWAY	Total Lanes of Travel	4	2
	Width - Lane of Travel	12 ft	10 ft
	Turning Lane	0	1
	Width - Turning Lane	N/A	10 ft
	Street Width - minus parking	60 ft	30 ft
STREET TREES	Trees in Public Right of Way	17	42
RIGHT OF WAY	Width	124 ft	124 ft

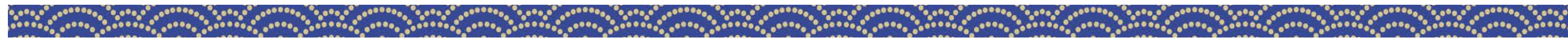
¹At ends of street and mid-block only

The design concept improves upon the current right-of-way on Japantown Street by narrowing the road from four lanes of travel to two lanes of travel with a center turn lane.

Implementation

There is no funding currently allocated to implement the design concept. Funding for implementation will occur over time based on funding requests from the Community to potential funding partners including but not limited to the City, the Redevelopment Agency of Salt Lake City, Salt Lake County, the State of Utah, and other private granting agencies.

The Best Practice Report beginning on page 49 recommends creation or identification of a management group as the official and formal decision-making body relating to overseeing implementation of the design concept, "Japantown programming", and creating a reliable, consistent decision-making process.



第二章

Section Two

Background and History of Project

The History of Japantown:

"Salt Lake's Nihonjin Machi Salt Lake City's Japanese Town"

Excerpt from *Japanese Americans in Utah*
Editor, Design & Layout by Ted Nagata
Published by JA Centennial Committee
Written by Haruko Terasawa Moriyasu



A historic aerial photograph of Japantown Street circa 1966
Source: *Japanese Americans in Utah*

When the Issei first came into Utah, most migrated to the mining, railroad, and farming areas, and only those having business needs to stay in an urban area settled in Salt Lake City. Support businesses such as small restaurants, boarding houses, bath houses, and hotels were initially established to meet the immediate needs of the incoming Issei labor force. The major development of Nihonjin Machi, however, did not occur until 1907 when the population had grown large enough in Salt Lake City to require and to support the businesses that had begun to be established.

By 1907, visible residential and commercial community settlements became a recognizable geographic area in Salt Lake City. The location bounded by South Temple, State, Third South and Seventh West Street, became the major area of concentration for Japanese businesses. Within this locality, noodle houses, hotels, rooming and boarding houses, bath houses, variety stores, barber shops, confectioneries, and tailors were started for the convenience of the Issei. In 1907, Shiro Iida began publishing the Rocky Mountain Times, a tri-weekly Japanese vernacular newspaper, to provide a communication network throughout the Utah, Idaho, and Wyoming tri-state area. To fulfill religious, social, and cultural needs, the Intermountain Buddhist Church was established in 1912, and the Japanese Church of Christ in 1918. A second newspaper, The Utah Nippo, a daily publication at its outset, was started in 1914 by Uneo Terasawa. As increasing numbers of Nisei needed to understand Japanese in order to communicate with their parents, a Japanese language school was started in 1919. The regimen for the Nisei children was to attend this school during the week after attending the public schools or on Saturday. By the 1920 census, 403 Japanese, Issei and Nisei, were living in Salt Lake City. Commercial activity by 1925 added pool halls, automobile repair shops, laundries, cleaners, grocery and Japanese variety stores, photographers, jewelers, produce stands, tofu manufacturers, a florist, and fish markets. Some cleaners and a few restaurants were also scattered in other areas of the city. Physicians, Drs. Numa and Ozawa, and Dr. Chikaraishi, a dentist, also practiced in J-town during this period.

Most Japanese lived within the area and for some, living quarters were set up in the back rooms of the business, and children grew up with the sidewalk and the back alleys as their playground. Empty lots became softball fields, and grassy islands to the wide Salt Lake City streets

were popular places to play football. Kick-the-can, hide and seek were played on dirt surfaced streets in the middle of the blocks.

In 1925, both the Intermountain Buddhist Church and the Japanese Church of Christ dedicated their new buildings that were to become major centers of activity for the Salt Lake area Japanese population. In the following decade, the Obon festival, a Buddhist observance honoring the spirit of the dead - a memorial day, began to be held and with the exception of the war years has become an annual tradition in Salt Lake and Ogden. The Obon commemoration is characterized by the use of colorful paper lanterns that light the area in which kimono-clad dancers perform folk dances to recorded music accompanied by drums and gongs.

The Japanese Church of Christ over the years has also been central to the activities of their membership. They have sponsored an Oriental Festival that has showcased cultural exhibits and programs, food and games and more recently Japanese Art Festivals. The churches continue to be central to Japanese-American activities.

For entertainment, the basement of the Buddhist Church served as a theater for Japanese movies and kabuki productions enthusiastically presented by local Issei who encouraged interested Nisei to participate as performers. Some Nisei learned traditional classical Japanese dance and to play the koto and shamisen, traditional Japanese musical instruments, to perform for various programs during the year. Salt Lake was a regular stop for various artists on tour from Japan, including the first Japanese Madam Butterfly, Tamaki Miura. The observances of Japanese tradition and culture were at their height during the years preceding World War II.

The advent of the second World War and the voluntary evacuation of people from the West Coast tripled the size of the Japanese communities in Utah between 1942-1946. Salt Lake became the temporary headquarters for two national organizations. The forced evacuation of the Buddhist Churches of America Headquarters from San Francisco to the Topaz Relocation Center made the Intermountain Buddhist Church in Salt Lake the hub from which Church business was conducted.

When the National Japanese American Citizens League (JACL) relocated here from San Francisco, Mayor Ab Jenkins personally welcomed and escorted the caravan from the Nevada-Utah state line.

The Pacific Citizen, official newspaper of the organization, was also published in Salt Lake City until 1952 when its officers were moved to Los Angeles. The National JACL headquarters returned to San Francisco the following year. The National JACL Credit Union, however, has continued its operation from Salt Lake City as originally established.

In spite of opposition from the communities at large, the number and kind of businesses increased as Japanese from the West Coast settled in Utah. Law offices, beauty salons, apartments, gas stations, produce companies, florists and nurseries, appliance and jewelry stores, the Fujimoto miso factory, and a bean sprout producer were added to the businesses already in existence. The boundary now extended to Fourth South and North Temple as businesses and families moved their residences away from the center of Nihonjin machi.

The perception of a large group of Japanese becoming a permanent fixture caused the Utah Legislature to hurriedly pass the Anti-Alien

Land Law, in effect from 1943 to 1947, to prohibit the Japanese from purchasing land in the State of Utah. In an attempt to further curtail Japanese-American activity, organizations and groups sent resolutions to petition the City Commission to discontinue the issuance of city business licenses. When this matter was brought before the Salt Lake City Commission for a vote, L.C. Romney dared to cast the one dissenting vote. Mayor Earl J. Glade appeared before the local JACL chapter meeting and appealed for cooperation from Community to withhold any new application until the hysteria passed. After the war, the Mayor gratefully acknowledged this cooperation on many public occasions.

From its inception to 1966, J-town became the gathering place for Issei, Nisei, and Sansei in Salt Lake and areas surrounding the city. First South was Japanese town for many who lived in the hotels and apartments on the street and for the many who visited on a regular basis. On any given day, it was not unusual to gather with friends at Aloha Fountain, or to encounter them at the California Market, Family Market, New Sunrise Fish Market and Sage Farm Market, or to dine with them at the various restaurants on First South and West Temple, or to talk to them as cars were being gassed up and serviced at Tats Masuda's Uptown Service Station or Pee Wee's Conoco Service. This

was the one place where Japanese faces were the majority and everyone felt a kinship and a sense of belonging.

In 1966, the move to create the Salt Palace Convention Center decimated the two major blocks that had been the center of Japanese-American residential and commercial activity. Many of the businesses located on the blocks between South Temple and Second South and West Temple and 2nd West closed permanently. Only twelve - Sunrise Fish Market, Family Market, Aloha Cafe, California Market, Pagoda, the Natl. JACL Credit Union, The Utah Nippo, Sage Farm Market, Ami's Book Store, Nisei Watch Shop, Uptown Service Station, and Pee Wee's - moved to other areas of the city. The churches, a few apartments, and businesses on the surrounding blocks remained, but the heart of the Japanese-American community was gone. The Japanese-Americans no longer had a physical area they could identify as their "place." Of the original businesses identified as being a part of "Japanese Town" only four - Sage Farm Market, the Pagoda and Mikado Restaurants, and the National JACL Credit Union continue to operate today. The Salt Lake Buddhist Temple and the Japanese Church of Christ still function as a gathering place in their original location on West First South. However, the chance encounters in the variety of places on a street no longer occur.



Left: Store fronts along Japantown Street. Center: Mary and Kiyoko Nishida on 1st South in front of the New Kimpa Cafe. Right: Wallace Doi and Leo Kawa at the Aloha Snack Bar which was opened in 1947.

Photographs courtesy of The Mitsugi M. Kasai Memorial Japanese American Archive, Special Collections, J. Willard Marriott Library, University of Utah

History of Japantown to Present Day

Provided by the Salt Lake City Redevelopment Agency

As discussed in the previous section, the original flourishing Japantown area was largely dismantled by the construction of the Salt Palace Convention Center in the 1960's. The remaining heart of the Japanese American Community that resided there was mainly comprised of the Japanese Church of Christ and Salt Lake Buddhist Temple.

After several decades, the Salt Palace was expanded, and the Japanese American Community organized to bring light to the negative impacts the expansion would have on the remaining Japantown area on 100 South between 200 South and 300 West. In 2005, because of the Japanese American Community's efforts to work with area stakeholders, Salt Lake City and Salt Lake County signed a joint resolution to recognize the unique cultural, economic, and social contributions of the Japanese American Community, that future efforts may support the area, and the need to mitigate the impacts of the Salt Palace.

The Japanese American Community also formed the Japanese Community Preservation Committee as an organization to represent Japantown. The JCPC includes members of the JCC, SLBT, and Japanese American Community. The JCPC worked with area stakeholders on the mitigation of the Salt Palace impacts, including lowering the allowed height of the expansion, adding place making elements to the Salt Palace walls facing Japantown, commissioning an artist to create decorative gates on the Salt Palace loading docks, adding themed street lighting, and the addition of a buffer between the JCC and Salt Palace which became a Japanese garden.

Also in 2005, the State Legislature passed SB 211: Funding for Convention Facilities, that amended the Sales and Use Tax Act to provide funding for convention facilities, and included language on the mitigation of impacts of convention centers on the surrounding

community. Additional efforts included the addition of a Japantown representative to the Salt Lake County Convention Facility Advisory Board for continued collaboration, and that the County and JCPC worked together to improve regulation of the loading docks and staging process for Salt Palace events to have a minimal impact on Japantown Street.

In 2006, the County adopted a resolution acknowledging the impacts of the Salt Palace construction and expansion on Japantown, the importance of the preservation and future of the community, and encouraging the City to rename 100 S between 200 West and 300 West as Japantown Street. Shortly after, the City adopted a resolution recognizing the historical importance of Japantown and officially named 100 S between 200 West and 300 West as Japantown Street. Additionally, the JCPC worked with the Urban Land Institute to draft ideas on how to improve the vibrancy of the area.

In 2012, in the Centennial Celebration of the Gift of Trees coordinated through the Denver office of the Consulate General of Japan, thirteen Sakura trees were planted across Salt Lake City, including trees located at the SLBT, JCC, and the Japanese Garden on Japantown Street. To present day, the Japanese American Community holds Japantown festivals throughout the year as cultural celebrations that contribute to the vibrancy of Japantown, including the Nihon Matsuri, Aki Matsuri, and Obon Festival.

On the south side of Japantown Street is Block 67, which is bound by 100 South and 200 South, 200 West and 300 West, and is of locational importance within the downtown core. Up until recently, it had seen limited to no new development

for several decades, and had a significant amount of underutilized and vacant land. The Ritchie Group, in partnership with Garn Development Company, had plans to develop a significant portion of Block 67 with The West Quarter development project ("Development") including residential, retail, office, and hotel, with frontage on Japantown Street.

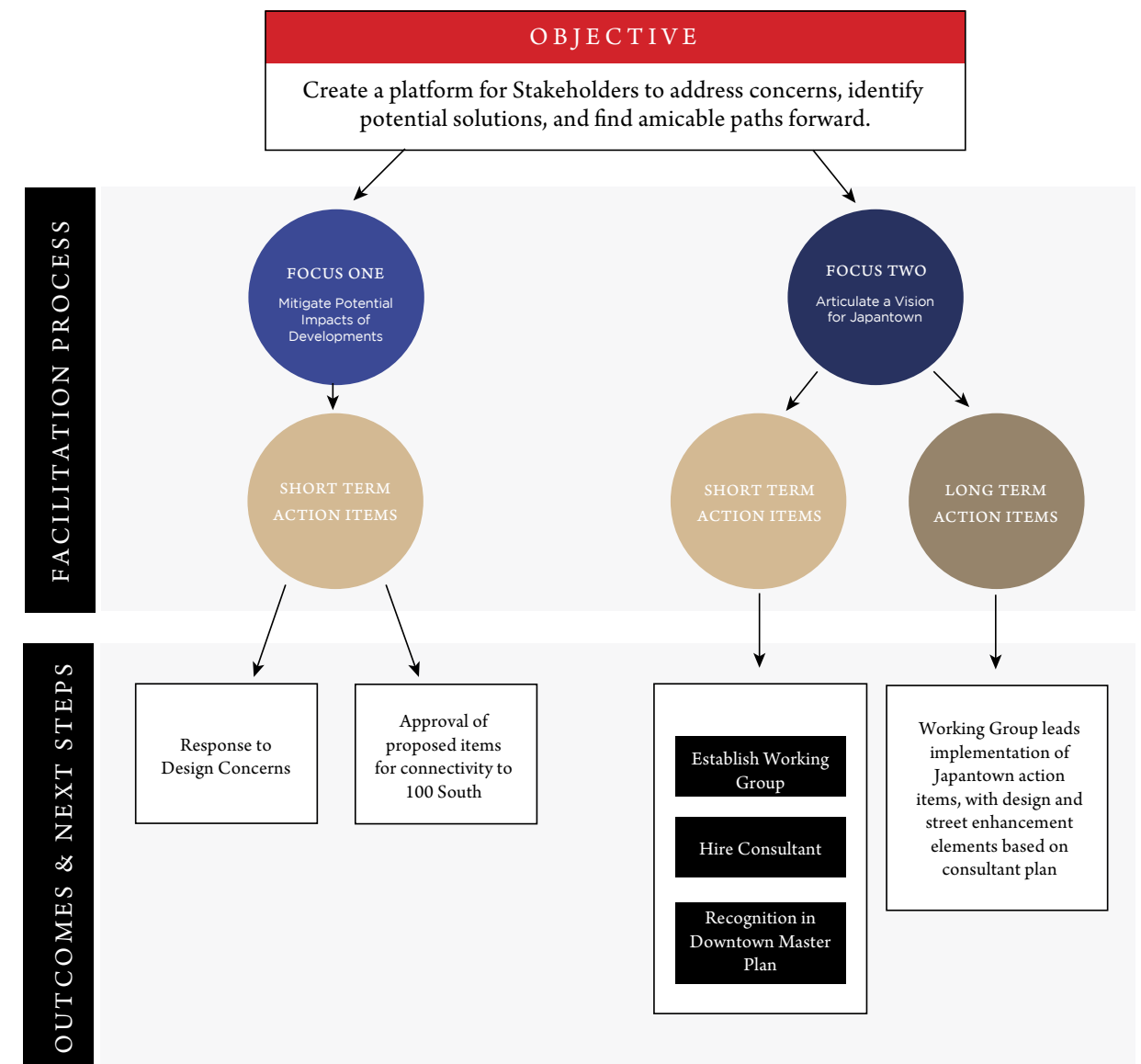


Figure 2-1: Project steps during the 2018 process

In 2018, the state legislature passed SB 128 slating \$15,000,000 in transportation funds to be issued to the County for regionally significant parking structures (“Transportation Funds”). As such, the County made a request to the Salt Lake City Redevelopment Agency (“Agency”) to create a Community Reinvestment Area (“CRA” or “Project Area”) for Block 67 and that the Agency would act as a pass through for the Transportation Funds to The Ritchie Group, and the tax increment collected from the Project Area created for The West Quarter development would be used to repay the County on behalf of The Ritchie Group.

Per the County’s request, in July of 2018 the Salt Lake City Redevelopment Agency Board of Directors (“Board”) approved two resolutions, including an Interlocal Agreement with the County for the transfer of the \$15,000,000 to the City for the construction of an underground parking structure associated with The Ritchie Group’s proposed West Quarter development, and to adopt the Block 67 boundary survey authorizing Agency staff to draft a CRA plan for Block 67 to be considered for approval.

Members of the Japanese American Community raised concerns with the Board that the design of The West Quarter development did not take Japantown into consideration. In particular, The West Quarter development was largely designed with Japantown Street as back of house to the Development’s operations, causing concern that similar to the construction of the Salt Palace, Japantown Street would once again lose vitality and functionality in the shadow of a neighboring development. The Japanese American Community requested that the Development consider the existing uses of the street, such as church services, and how it may contribute to the revitalization of Japantown.

In response, the Board asked the Agency to facilitate discussions between The Ritchie Group, County (as a financial partner in The West Quarter development as well as the owner of the Salt Palace

with frontage on Japantown Street), and the Japanese American Community (“Stakeholders”) about how to mitigate the potential impacts of The West Quarter development on Japantown Street and how to enhance the Japantown area (“Facilitation Process”). The Stakeholders agreed that this was an opportunity for a collaborative effort to potentially contribute to a renaissance of Japantown.

Facilitation Process

In August, 2018, the Agency began the Facilitation Process by contracting with a professional facilitator, Siobhan Locke from The Langdon Group (“Facilitator”), who specializes in working with communities to resolve complex issues. The Facilitation Process took place over several months and included a history of the work done prior to the facilitation process to improve the area and creation of a space where the Stakeholders could collaborate.

In October, 2018, Agency staff presented a process update to the Board. According to the update the Japanese American Community felt that Japantown Street had never been officially recognized on City plans. The Japanese American Community felt that to do so now would show that Japantown was a valued asset, as well as make future developers aware of the significance of the street. Additionally, an important next step was to set up a working group for Stakeholders to continue to work together after the Facilitation Process. In response, the Board voted for the Salt Lake City Downtown Master Plan to be amended at a future date to recognize Japantown, and authorized the allocation of \$100,000 from Agency Downtown Place Making Funds for a consultant for Japantown.

Working Group: Establishment

In January of 2019, the Working Group was established and made up of the Stakeholders (“Working Group”) with Agency participation to provide technical assistance. The Working Group identified goals

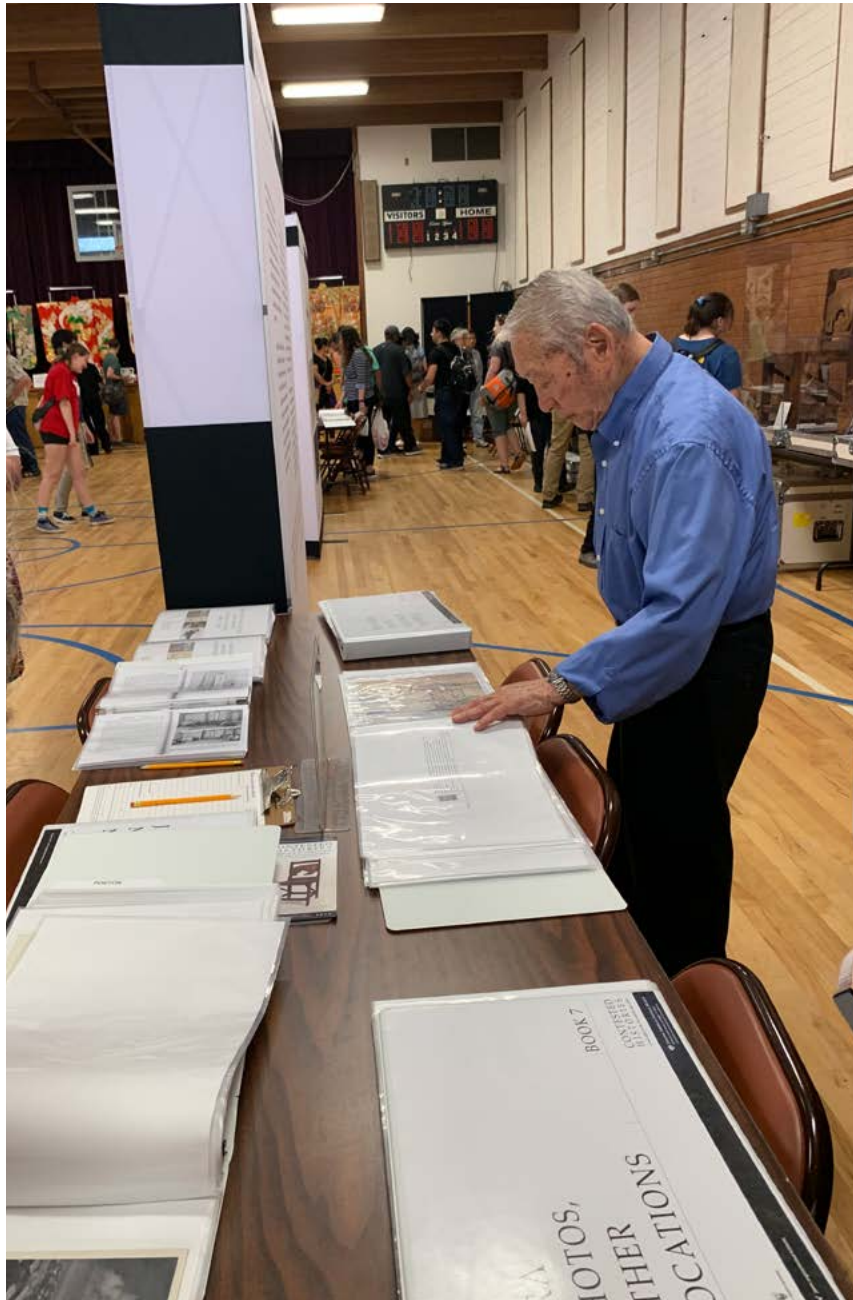
and objectives, operational logistics, plans for the consultant process, and fine-tuned the mitigation steps between The Ritchie Group and Japanese American Community throughout the year. The Working Group also identified three members of the Japanese American Community to act as Japantown leadership within the Working Group and act as a liaison for their community. These included Judge Uno representing the JCPC, Senator Jani Iwamoto representing the JCC and Rolen Yoshinaga representing the SLBT (“Japantown Leadership”). Please see (page 2) for a full list of participants in the Working Group.

Working Group: Block 67 North CRA & Mitigation Steps Implementation

As Stakeholders found amicable paths forward, the Agency worked to draft a CRA plan for Block 67. The originally proposed Project Area was not possible due to the south side of the block being a collection area for the Central Business District and committed to bond obligations. The north half of the block was proposed, and the Board approved the Block 67 North CRA in March, 2019 to facilitate the use of tax increment financing as a funding mechanism to further the economic development goals of the Salt Lake City Downtown Master Plan.

Next the Agency drafted the Interlocal Agreements for the use of Project Area tax increment between the Agency and City, and Agency and County, and included that the Agency would retain 10% of the tax increment generated by the Development over the 20 year Project Area for improvements to the public right of way on Japantown Street. The Board approved the interlocal agreements in August and September, 2019.

For the Tax Increment Reimbursement Agreement between the Agency and The Ritchie Group, or the current owner during the term of the agreement, the Agency incorporated the agreed upon mitigation steps from the Facilitation Process, and received final



Judge Raymond Uno looking through exhibits during Nihon Matsuri

approval from Japantown Leadership on the final concessions for Japantown. They included four main topics, including one, Good Faith Conditions such as The Ritchie Group and Japanese American Community working together to schedule trash pick-up so as not to interfere with festivals, church services, etc. The Good Faith Conditions require timely collaboration between all parties for the conditions to be met. Two, Design Standard Improvements such as design changes to the Development to reduce north facing back of house functions and improve connectivity with Japantown Street. Three, the Regrade/Repave of the JCC and SLBT parcels to open up connectivity between the Development and Japantown Street. These agreements were handled directly between The Ritchie Group, JCC, and SLBT as private property owners, however the Agency retained the right to keep \$250,000 in tax increment for improvements to the public right of way on Japantown Street if an agreement could not be reached between the parties. Four, that 10% of tax increment would be set aside for improvements to the public right of way on Japantown Street. The Board approved the Tax Increment Reimbursement Agreement in December, 2019. Since then, The West Quarter development has begun construction and is slated for completion in 2024.

Working Group: Japantown Design Strategy Process & Next Steps

As the Working Group negotiated Japantown mitigation steps, they also participated in the consultant selection process and worked with Agency staff to create a Request for Proposals (“RFP”) for the consultant (posted August 23 – October 7, 2019), participated in the Selection Advisory Committee, held finalist interviews, and selected GSBS Architects as the final consultant (October – November 2019).

The Agency drafted the RFP with key elements reflective of the Working Group and Board’s goals (“Japantown Design Strategy”) including community engagement, extensive due diligence to create

a technically obtainable design strategy while balancing the Japanese American Community’s range of priorities, implementation and maintenance cost estimates, and identification of Japantown best practices for future management.

In January, 2020, the Japantown Design Strategy process with GSBS was kicked off, then temporarily paused due to the COVID-19 pandemic, and resumed through completion in April 2021. The Japantown Design Strategy is an important tool and next step for the Japanese American Community to begin applying for funding of the improvements they would like to see. As it is a strategy, it is subject to change as it evolves with funding and implementation steps.

Due to the estimated costs of the improvements requested, it is anticipated that funding will not come from one source alone, but will require many entities to participate including local, County, State, and even national opportunities. The Block 67 North 10% set aside of tax increment for improvements to Japantown Street mentioned previously will become available over a 20 year timeframe, and although may contribute to improvements, will not be enough to cover the entire cost.

The Agency is proud to be a partner in this extensive community engagement and visioning process, and looks forward to continuing to work with the Japanese American Community on their next steps to see their vision come to fruition.

第三章

Section Three

Community Engagement Approach

Japantown Community Engagement Approach

Overview

Over the course of twelve months, the Japanese American Community in Salt Lake City developed the Japantown Design Strategy and Guidelines. The consultant-guided process included extensive engagement and interaction to identify the community's long-term vision and implementation phases to guide future infrastructure investment on the street.

Engagement was structured in partnership with the Community to incorporate several levels of outreach as seen in Figure 3-1.

Community engagement moved from in-person meetings to online events as a result of the coronavirus pandemic during this time. Although the approach moved from in-person to online, community participation remained high and engaged. All materials, a video recording, and a follow-up survey was released following each community event on the Agency website for community review. The Subcommittee reviewed the survey results following each event to identify ideas and needs of the overall community.

The Community developed the design concept as a result of three community events, an extensive series of community meetings, and additional survey feedback opportunities.

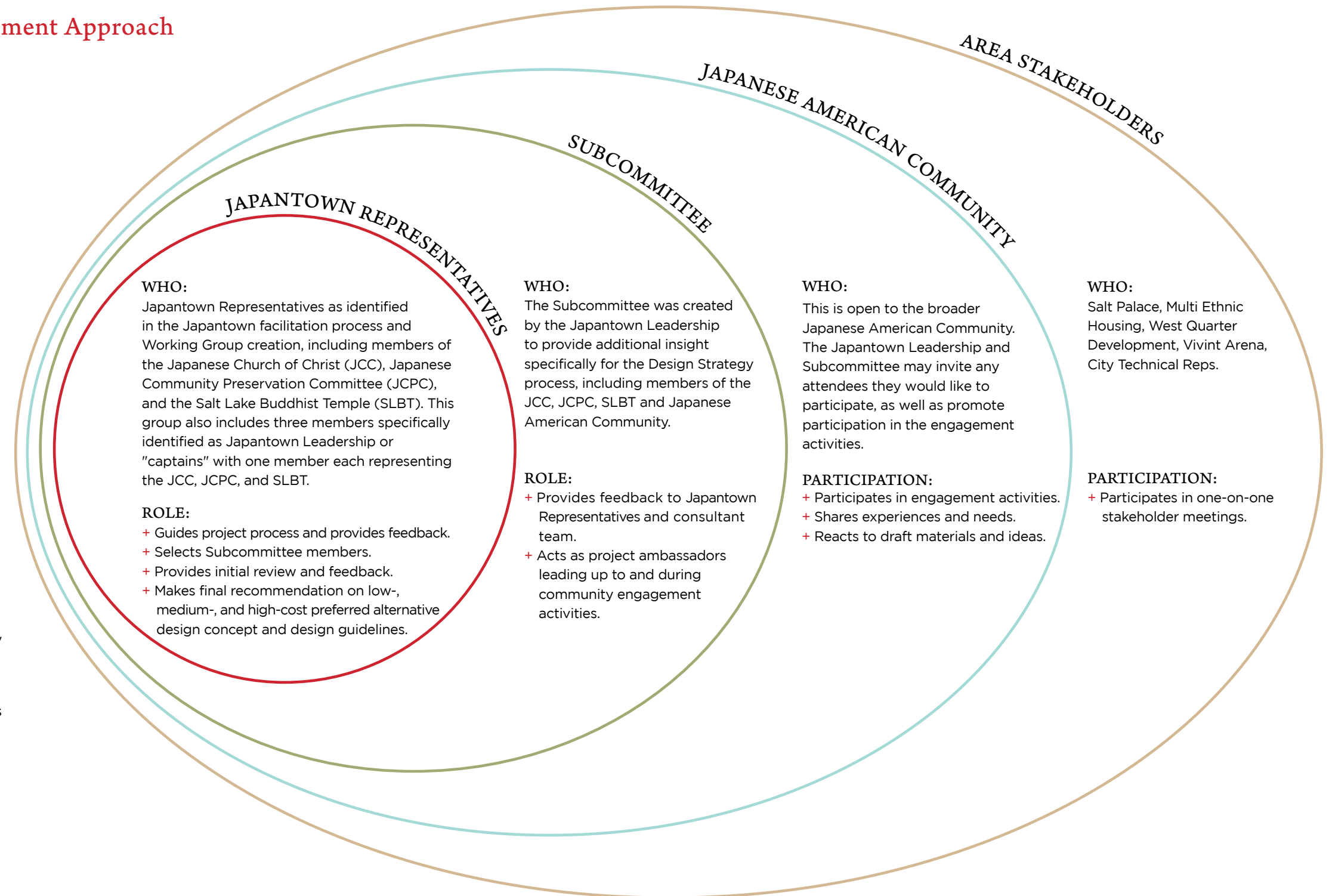


Figure 3-1: Japantown Roles and Responsibilities



A photo from Japantown Community Event 1

Japantown Representatives

The Japantown Representatives were identified in the Japantown facilitation process and Working Group creation. The Working Group included members of the Japanese Church of Christ (JCC), Japanese Community Preservation Committee (JCPC), and the Salt Lake Buddhist Temple (SLBT). This group also includes three members specifically identified as Japantown Leadership or "captains" with one member each representing the JCC, JCPC, and SLBT. Their responsibilities included guiding the process and providing feedback, selecting Subcommittee members, providing an initial review of materials, and making a final recommendation for the low-, medium-, and high-cost phasing in the final design strategy. Three Japantown Representative meetings were held over the course of the project, and Japantown Representatives also attended the Subcommittee meetings and community events.

Subcommittee

The Japantown representatives invited members of the Japanese American Community to participate on a Subcommittee to guide the design process and facilitate outreach to the broader community. Members included representatives from the Japanese Church of Christ, Japanese Community Preservation Committee, Salt Lake Buddhist Temple and the Japanese American Community. Their responsibilities included providing feedback on materials and events to the Japanese Representatives and consultant team and acting as ambassadors to the design process and engagement activities. The Subcommittee met seven times during the process, and Subcommittee members were encouraged to attend the community events.

Japanese American Community

Members of the Japanese American Community participated in three community events. This group included community members from the Japanese Church of Christ, Japantown Representatives, Japanese Community Preservation Committee, Salt Lake Buddhist Temple, the Subcommittee and other community members who share an interest in the future of Japantown Street.

Area Stakeholders

This group includes Area Stakeholders including the Multi Ethnic Housing Highrise, West Quarter Development, Vivint Arena, the Salt Palace, and City Technical representatives.

Timeline

Figure 3-2 outlines the community engagement process leading to the development of the Japantown Design Strategy and Guidelines. Community engagement and outreach for the Japantown Design Strategy and Guidelines began in February 2020 with Community Event 1 at the Salt Lake Buddhist Temple. Each subsequent community event was followed by a meeting of the Subcommittee to review the takeaways from the event and to review material revised by the Design Team to reflect the comments and ideas received during the event.

The Subcommittee reviewed the draft design strategy which incorporated feedback from the community event and prior Subcommittee meetings. The Subcommittee also reviewed material in preparation for the next community event. This was repeated after each event until the final meeting of the Subcommittee in January 2021, when the group reviewed the draft design strategy for recommendation to the Japantown Representatives.

The Japantown Representatives met one last time in mid-January to confirm the preferred low-, medium-, and high-cost implementation phases. This group provided feedback before the presentation of the final draft design concept to the RDA Board in April 2021.

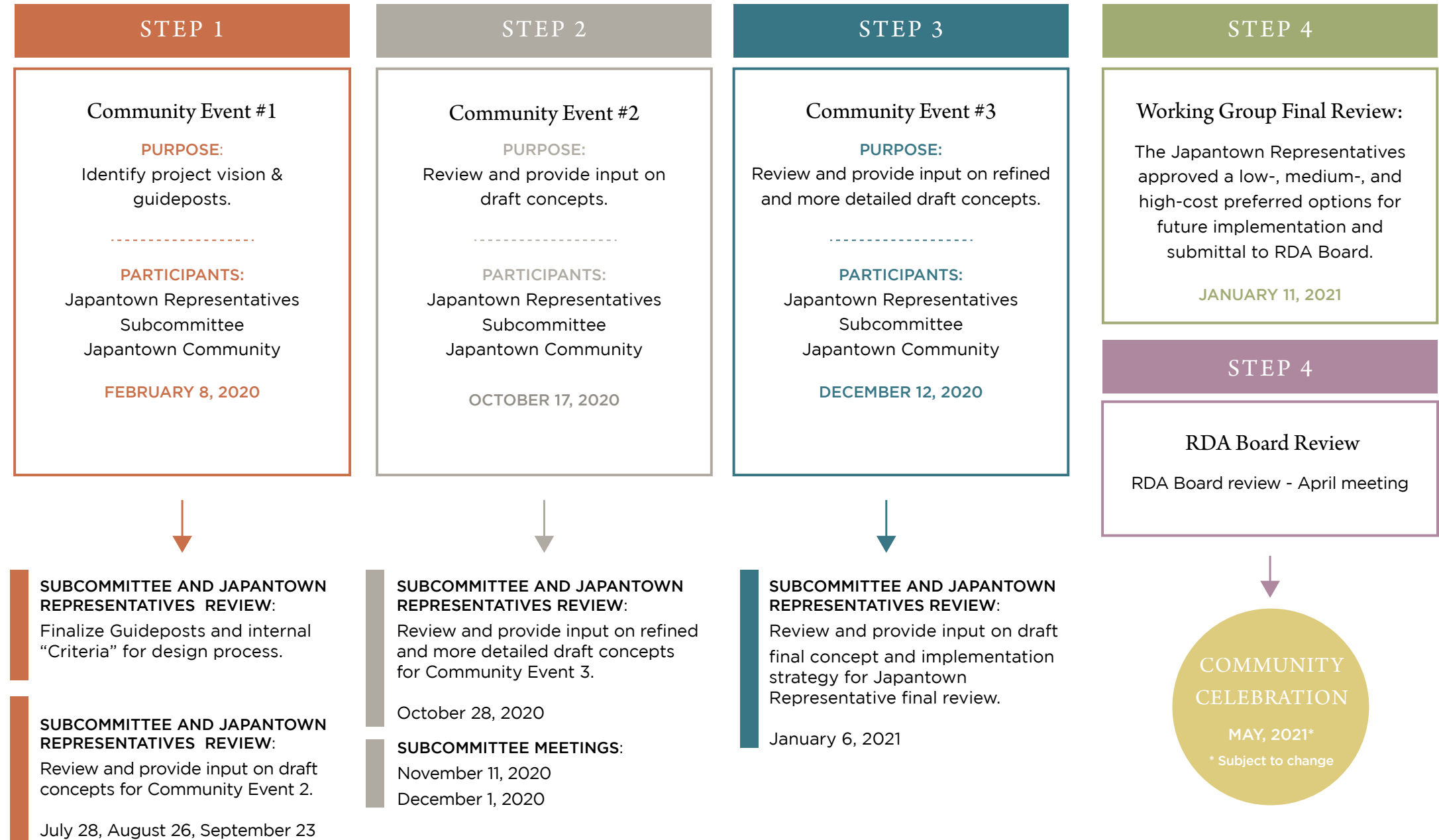


Figure 3-2: Japantown Engagement Schedule



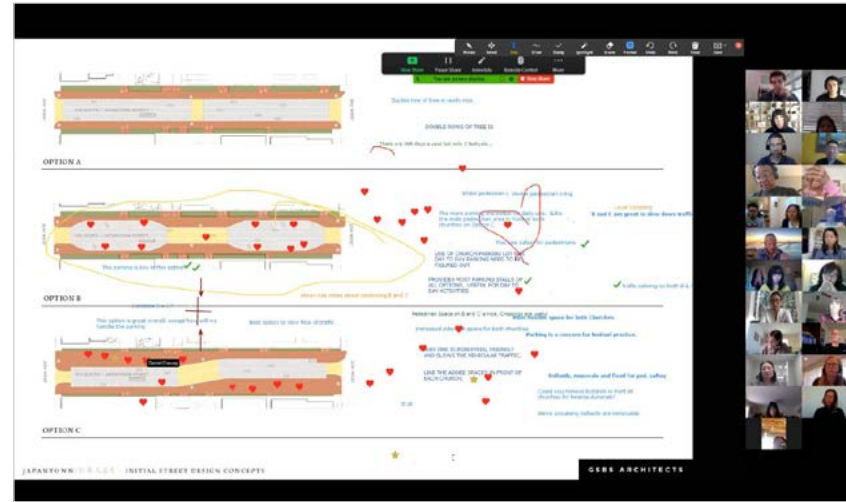
Small group work during Japantown Community Event 1

Community Event 1

February 2020

Location: Salt Lake Buddhist Temple

The Japantown Representatives hosted this event to provide an introduction and background to the project and identify the key elements for the design vision and guideposts. The Japantown Representatives invited members of the Japanese American Community, the Japanese Church of Christ, the Salt Lake Buddhist Temple and the Japanese Community Preservation Committee to participate in the three hour event. Following presentations on the history of Japantown, the design process, and public placemaking, participants completed small group exercises to identify community goals and priorities for the street. Participants then identified and prioritized recurring ideas and themes. The outcome of these community exercises was a draft design vision and guideposts. The draft was reviewed and revised by the Japantown Representatives and Subcommittee to ensure accurate reflection of Community vision and goals prior to Community Event 2.



A screenshot of the preferred street concept shape from Japantown Community Event 2

Community Event 2

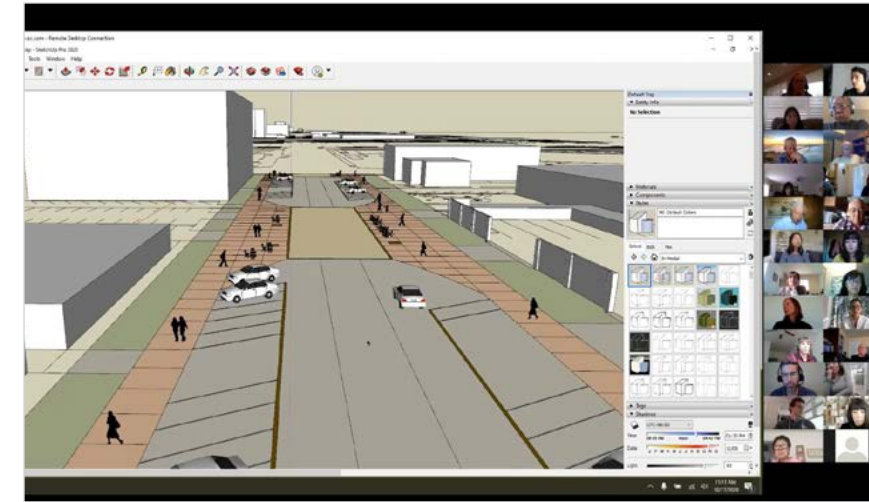
October 2020

Location: Virtual / Zoom

The Japantown Representatives and Subcommittee hosted this event to review and generate input on the design vision and guideposts developed as a result of Community Event 1. Participants also provided feedback on three different design concepts for Japantown Street based off of the 2018 Ideas list and Community Event 1. This event was open to the Japanese American Community, Japanese Church of Christ, the Salt Lake Buddhist Temple and the Japanese Community Preservation Committee.

Following a presentation outlining the design process and providing the draft vision and guideposts, community members were divided into small break-out groups to discuss the draft materials. Participants gave feedback and input to the design team in the break-out groups and when the larger group was reconvened.

A discussion and examples of what defines the public realm prepared participants to evaluate three preliminary design concepts reflective of the design vision and guideposts. Participants again broke into small groups to review the concepts and provide ideas and feedback. The images above show Japanese American Community feedback through an interactive Zoom format.



A screenshot from Japantown Community Event 2

Community members unable to attend the Saturday morning event reviewed meeting materials, a recording of the meeting, and completed a questionnaire hosted on the Salt Lake City RDA website. The Design Team incorporated feedback and ideas from the questionnaire and event into the design concepts. The Subcommittee reviewed the updated concepts following Event 2.

Community members identified the following preferred outcomes for the redesign of Japantown Street:

- + Pedestrian and visitor safety
- + Preserve existing on street parking
- + Accommodate current festivals
- + Improve the pedestrian environment
- + Create a sense of place and uniqueness
- + Meet technical criteria for Salt Palace dock access, fire lane access, and City engineering design

Community Event 3

December 2020

Location: Virtual / Zoom

Community members reviewed and provided input on refined and more detailed draft concepts for Japantown Street. This event was open to the Japanese American Community, Japanese Church of Christ, the Salt Lake Buddhist Temple and the Japanese Community Preservation Committee.

During this event, the Design Team presented the proposed design including festival dimensions, pedestrian way dimensions, parking stall

counts, roadway dimensions, street trees, and right of way dimensions. Table 3-1 summarizes the elements on the street that contribute to Community-identified preferred outcomes identified in Community Event 2.

The Design Team reviewed precedent images from public spaces around the country, and Japan, to illustrate how streetscape elements can be used to create a sense of place. These placemaking elements

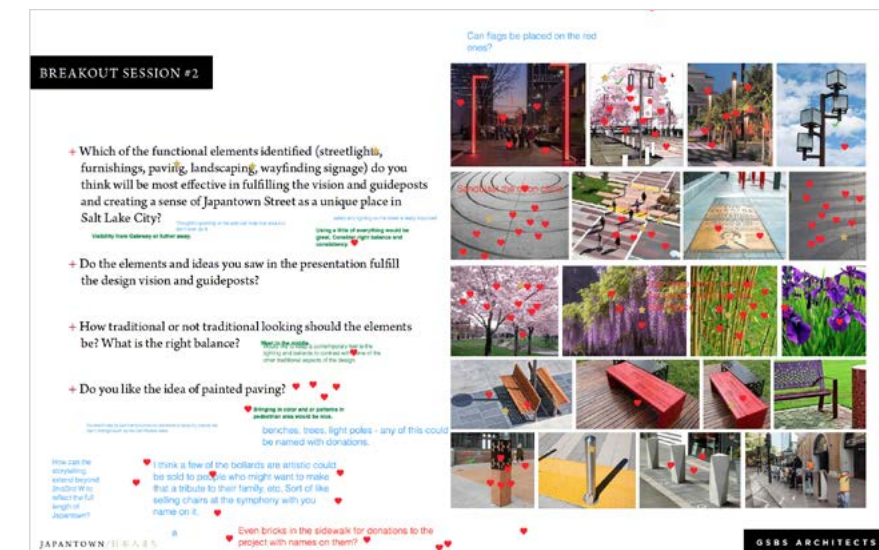
included art elements, history, and storytelling elements, and functional placemaking elements like light poles and benches. This also included patterns and colors, entry elements and opportunities for art. Participants discussed the importance of history, storytelling and art elements in fulfilling the vision and guideposts for the street in small group sessions. The large group reassembled and the Design Team asked participants to annotate on their screens what they heard in their breakout sessions.

The group reviewed functional placemaking elements and took part in another breakout and annotation session to discuss which functional elements best fulfill the vision and guideposts and create a sense of place on Japantown Street.

Community members unable to attend the Saturday morning event reviewed meeting materials, a recording of the meeting, and completed a questionnaire hosted on the Agency website. The Design Team incorporated feedback and ideas from the questionnaire and event into the final design concept. The Subcommittee reviewed the updated concept following Event 3.

Table 3-1 : Elements on Japantown Street

SECTION	CRITERIA	EXISTING	RECOMMENDED
FESTIVALS	Obon Dancing Circle	45 ft	60 ft
	Nihon Matsuri Booth #	39	39
	Nihon Matsuri Vendor Lane Location - 14'	North	North & South Sidewalk
	Festival Fire Lane Location - 20'	Street	North Sidewalk
PEDESTRIAN WAY	Width - North Side	8 ft	40 ft
	Width - South Side	8 ft	40 ft
	Length - North Side	730 ft	730 ft
	Length - South Side	712 ft	712 ft
PARKING STALLS	Total On Street Parking	48	50
	Accessible Parking Stalls	0	2
ROADWAY	Total Lanes of Travel	4	2
	Width - Lane of Travel	12 ft	10 ft
	Turning Lane	0	1
	Width - Turning Lane	N/A	10 ft
	Street Width - minus parking	60 ft	30 ft
STREET TREES	Trees in Public Right of Way	17	42
RIGHT OF WAY	Width	124 ft	124 ft



A screenshot from Japantown Community Event 3

第四章

Section Four

Design Approach

Design Approach

Vision and Design Guideposts

The vision statement guides project design and provides necessary direction for decision-making throughout the design process. The Subcommittee dedicated great thought and deliberation to the vision statement, to capture both the Community's reason for existence and its promise for the future. It is motivating and inspirational while reflecting the Community's core values and culture.

The five design guideposts provide goals and plans for implementing the vision through the design concept and guidelines. Each guidepost begins with "A Place of..." to evoke the aspirations of the Japanese American Community and the physical characteristics that will make Japantown a distinct, identifiable and valued place within the city.

Vision Statement

Okage sama de
"I am who I am because of you"

A place of remembrance and respect
 A place that thrives over time
 A place of inclusion

Design Guideposts

A PLACE OF VIBRANCY

A PLACE OF GENERATIONS

A PLACE OF GATHERING

A PLACE OF SENSES

A PLACE OF INTRINSIC BEAUTY

A PLACE OF GENERATIONS

GOAL

Memory and transformation that honors the past and inspires the minds and hearts of future generations.

PLAN

Use of contemporary and historical design elements, design the street and create spaces for festivals and activity for all ages.

A PLACE OF GATHERING

GOAL

Celebration. A place that feels like home, a place to meet and welcome new friends.

PLAN

A safe street designed for festivals and celebrations that showcases Japanese and Japanese American culture and arts.
Create opportunity for pop-up interaction.

A PLACE OF VIBRANCY

GOAL

Create a place of vibrancy that supports commerce and brings life to the street.

PLAN

Provide elements that bring people into the area and creates visual interest.

A PLACE OF SENSORY EXPERIENCES

GOAL

Include sights, sounds, textures, and smells that evoke a memorable experience of the Japanese and Japanese American aesthetic.

PLAN

Use streetscape elements and landscape materials with a variety of scales and textures.

A PLACE OF INTRINSIC BEAUTY

GOAL

Draw on existing beauty of the space and place.

PLAN

Provide the infrastructure and purpose to draw people and activity to the street and showcase Japanese and Japanese American design approaches. Attract the broader community to support activities in nearby areas of downtown.



Source: Salt Lake Nihon Matsuri Committee

Initial Design Concepts and Feedback

This project focuses on the public realm, defined as the publicly owned places and spaces that belong to and are accessible by everyone. Before automobiles became the dominant form of transportation, streets were active mixes of pedestrians, shoppers, vendors with their wagons, horse-drawn carriages and bicycles. The public realm was a natural place to meet and interact. Though 20th century street design took a vehicle-centered approach, there has been a movement in recent decades to reallocate the public realm, putting more focus on people and less on vehicles. On Japantown Street, the public realm includes sidewalks, park strips, and street parking, but the majority of its width is dedicated roadway. The public realm here is used not only for getting from one place to another, however, but for festivals, socializing and recreation.

Three preliminary street design concepts, based on the Community's initial ideas, were presented to the Community for feedback. They illustrate alternative ways to change the balance of use in the public realm and give more space to pedestrians, gathering areas and other people-focused uses, while:

- + Meeting the technical needs for traffic volume
- + Maintaining Salt Palace truck access, and
- + Implementing Community's preliminary list of goals and priorities, including placemaking and preferred festival layouts
- + Meeting City code and requirements

In each concept, the number of drive lanes has been reduced from four lanes to two, one in each direction.

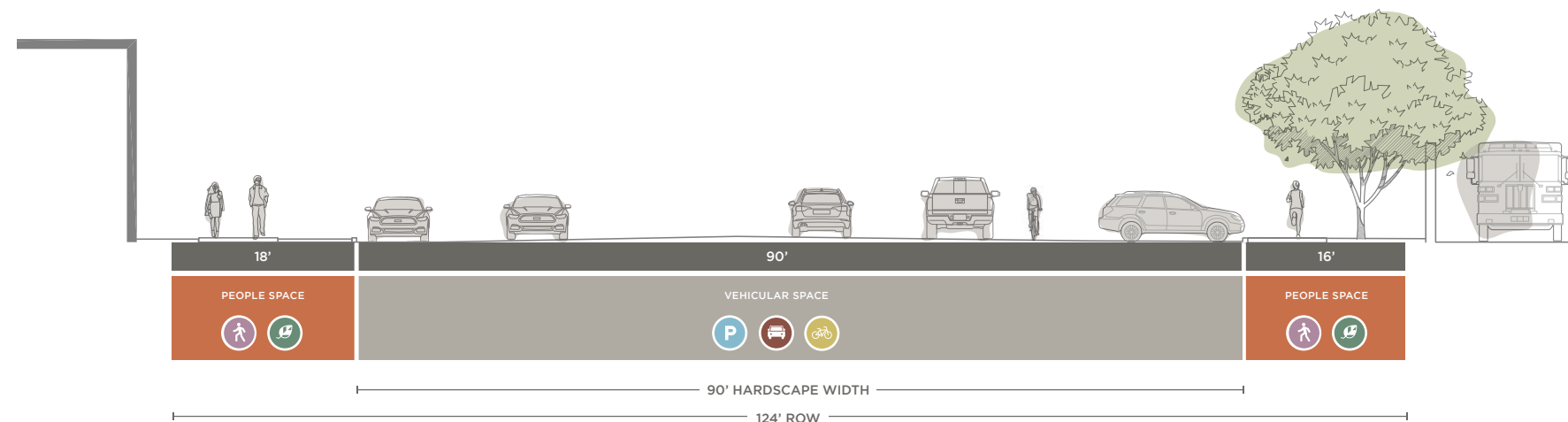


Figure 4-1: Existing 2020 Japantown Street and Roadway Section

Option A

The first concept presented, Option A, maintains a typical straight-line street edge, with one vehicle lane in each direction (rather than two) and a center turning lane. It creates considerably wider sidewalks to accommodate a double row of trees on each side, planted in tree wells, to create an urban tree-lined walk. The north and south sides of the street are connected by a mid-block crossing. Street parking is accommodated in stalls parallel to the curb, rather than the combination of angled and parallel stalls that currently exist. (Figure 4-2)

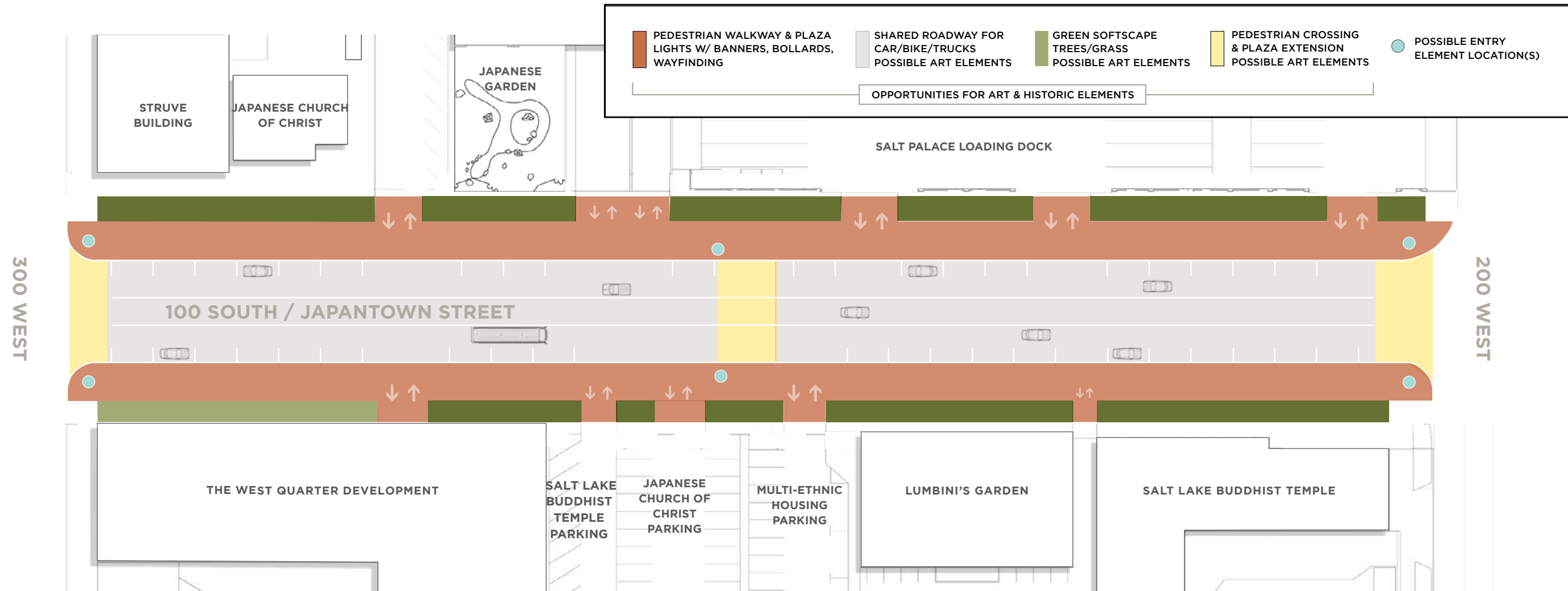
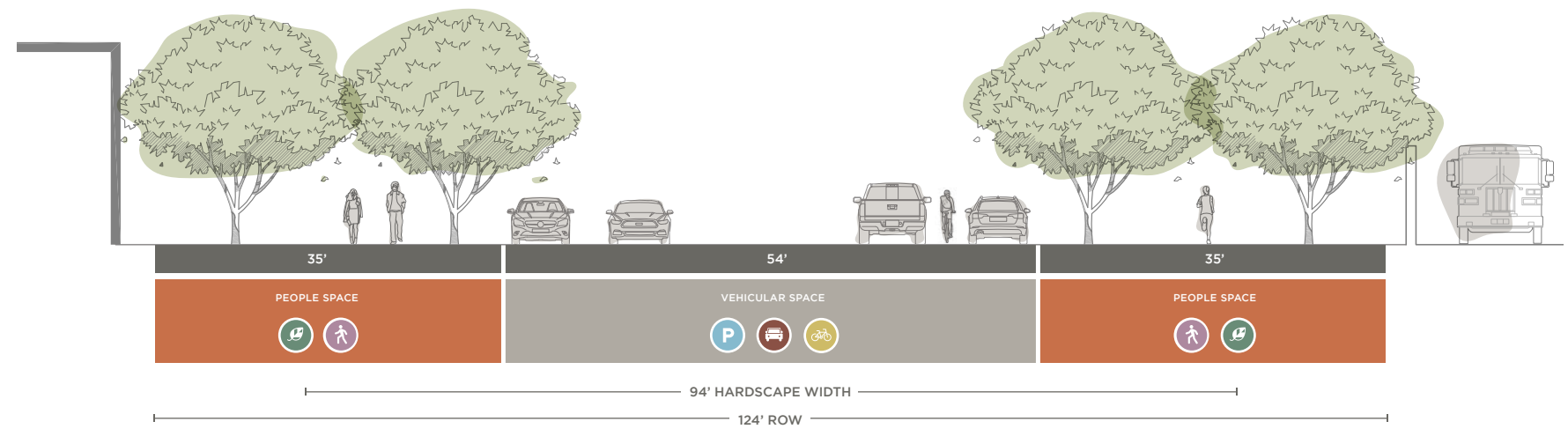


Figure 4-2: Japantown Street Concept Option A and Roadway Section

Option B

The second concept presented, Option B, creates two ovular street areas, one in front of each church, joined by a wide mid-block crossing. The entries to the street, at the west and east ends, are narrowed to signify a place that is special and unique within the city. This concept emphasizes the presence of the two churches and the connection they share as anchors of the Japanese American Community. It enhances the mid-block portion of the street, creating a widened pedestrian area and generous raised crosswalk that becomes a literal and figurative connector. This concept maintains angled parking in the ovular street areas. (Figure 4-3)

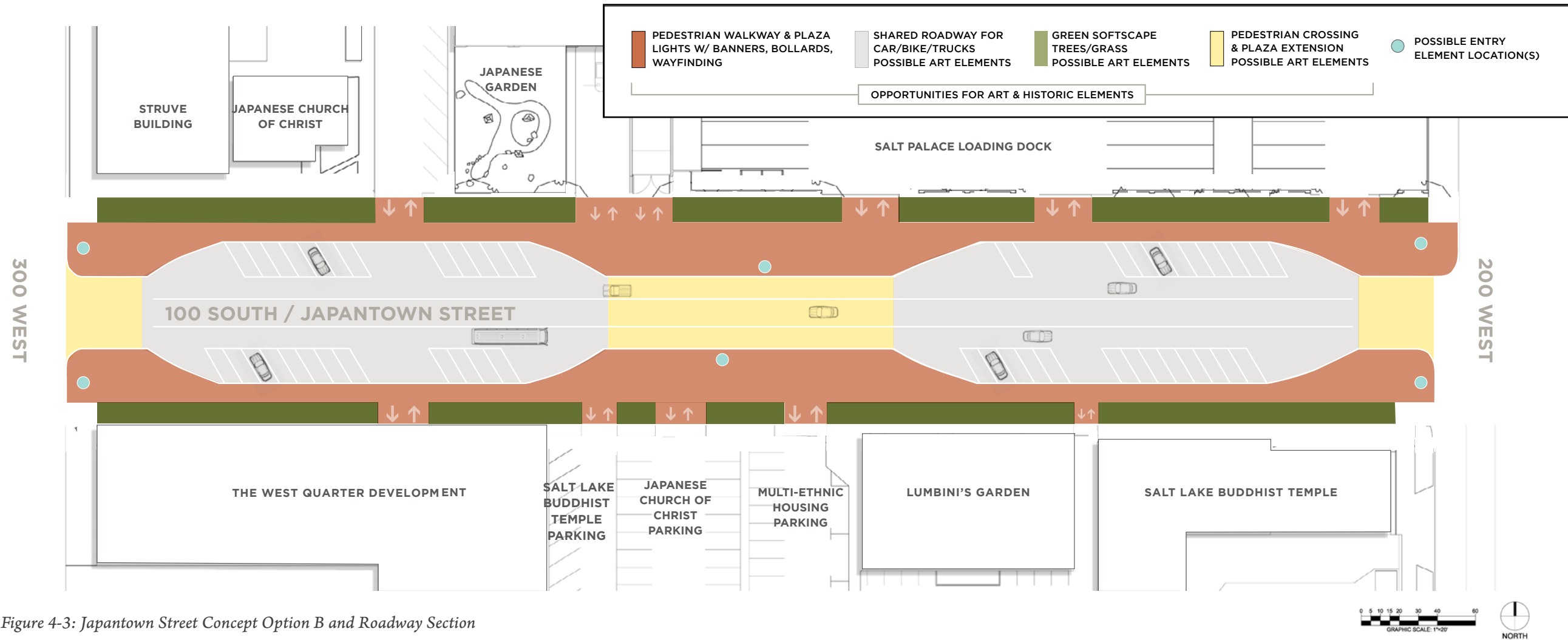
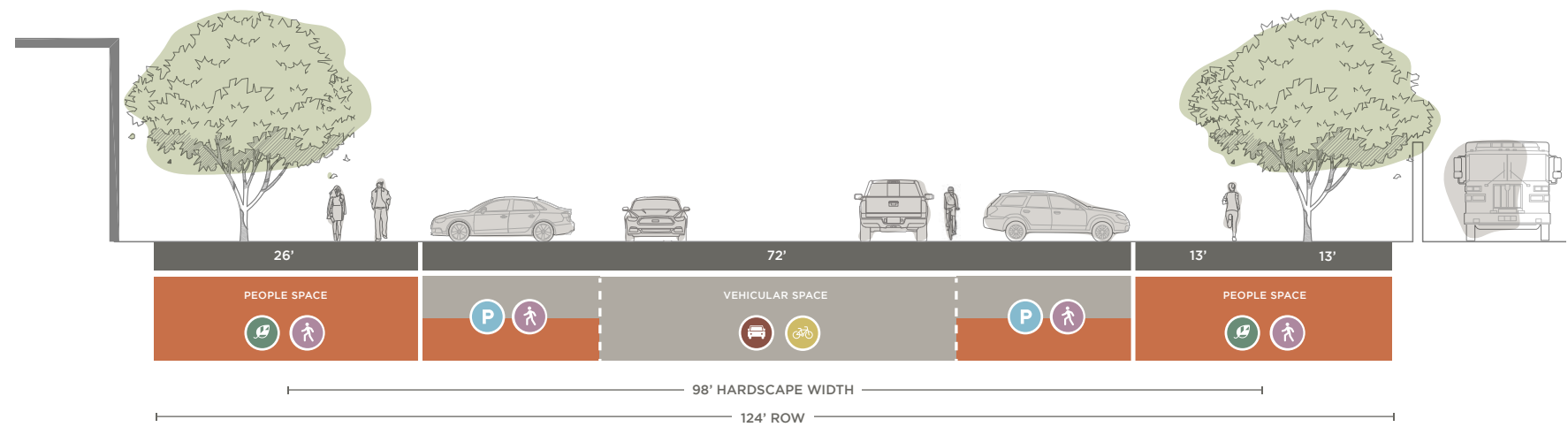


Figure 4-3: Japantown Street Concept Option B and Roadway Section

Option C

The third concept presented, Option C, offsets the west and east street entries and creates a “zig-zag” movement through the block that slows traffic and creates interest. The offset results in wide sidewalk areas in front of each of the two churches, creating plaza-like spaces for each. Similar to the previous concept, it creates a wide mid-block crossing. The center turning lane is omitted in this concept. Parking is accommodated in stalls parallel to the curb. (Figure 4-4)

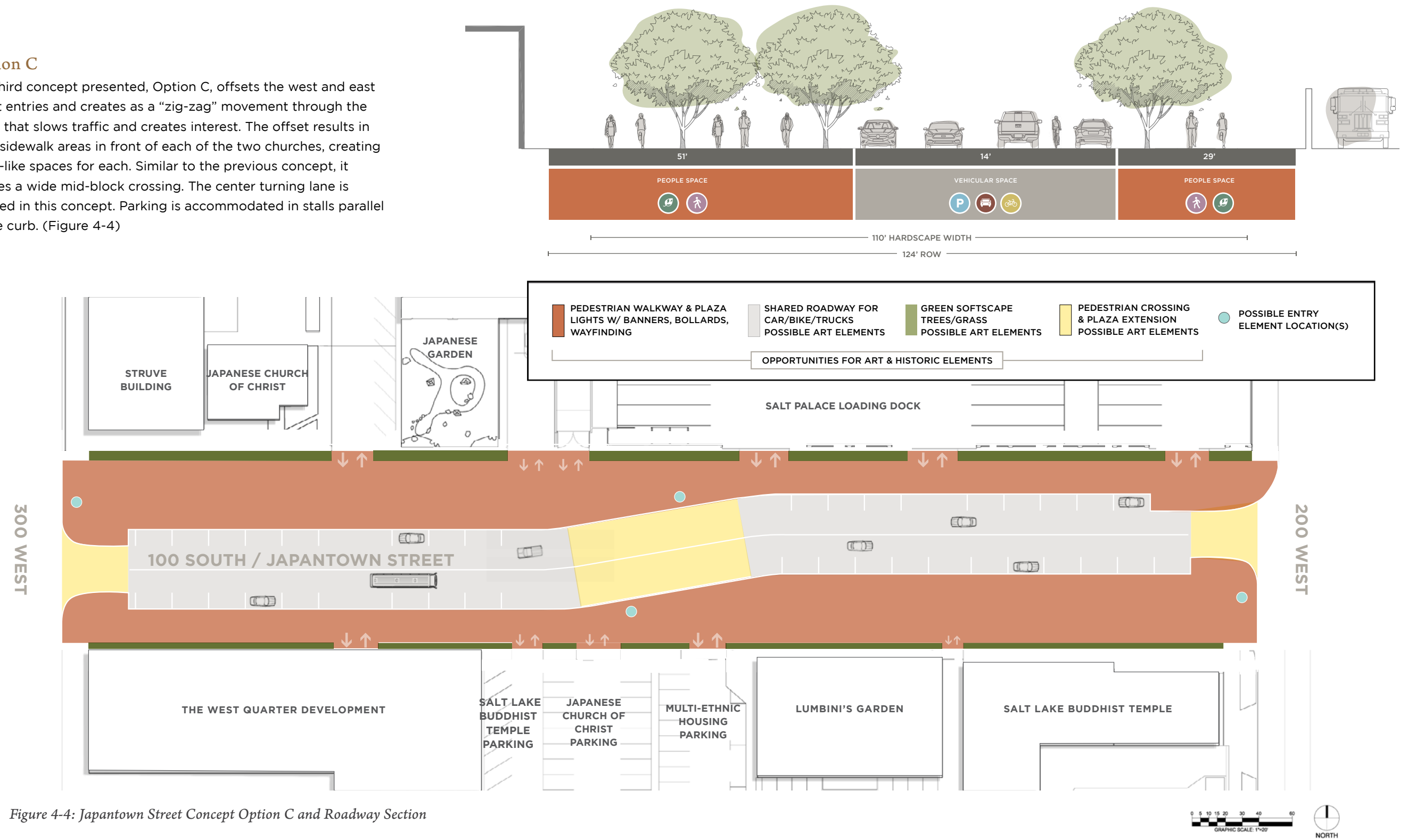


Figure 4-4: Japantown Street Concept Option C and Roadway Section

Feedback

The Community expressed a strong preference for Concept Options B and C, both of which alter the shape of the street, create narrowed street ends with the potential to slow traffic, and offer a significant mid-block crosswalk to facilitate movement between the churches and improve pedestrian safety. They favored the additional sidewalk space in front of the two churches afforded in Option C but recognized the loss of on-street parking, and width for festivals and turning lane for trucks to queue before entering the Salt Palace loading dock.

The Community's concerns focused on maintaining street parking capacity, maintaining enough street width to accommodate the Obon, Nihon Matsuri, and other festivals such as the Aki Matsuri (largely as they are set up today), creating a universally accessible street without barriers, and maintaining a safe and non-threatening environment.

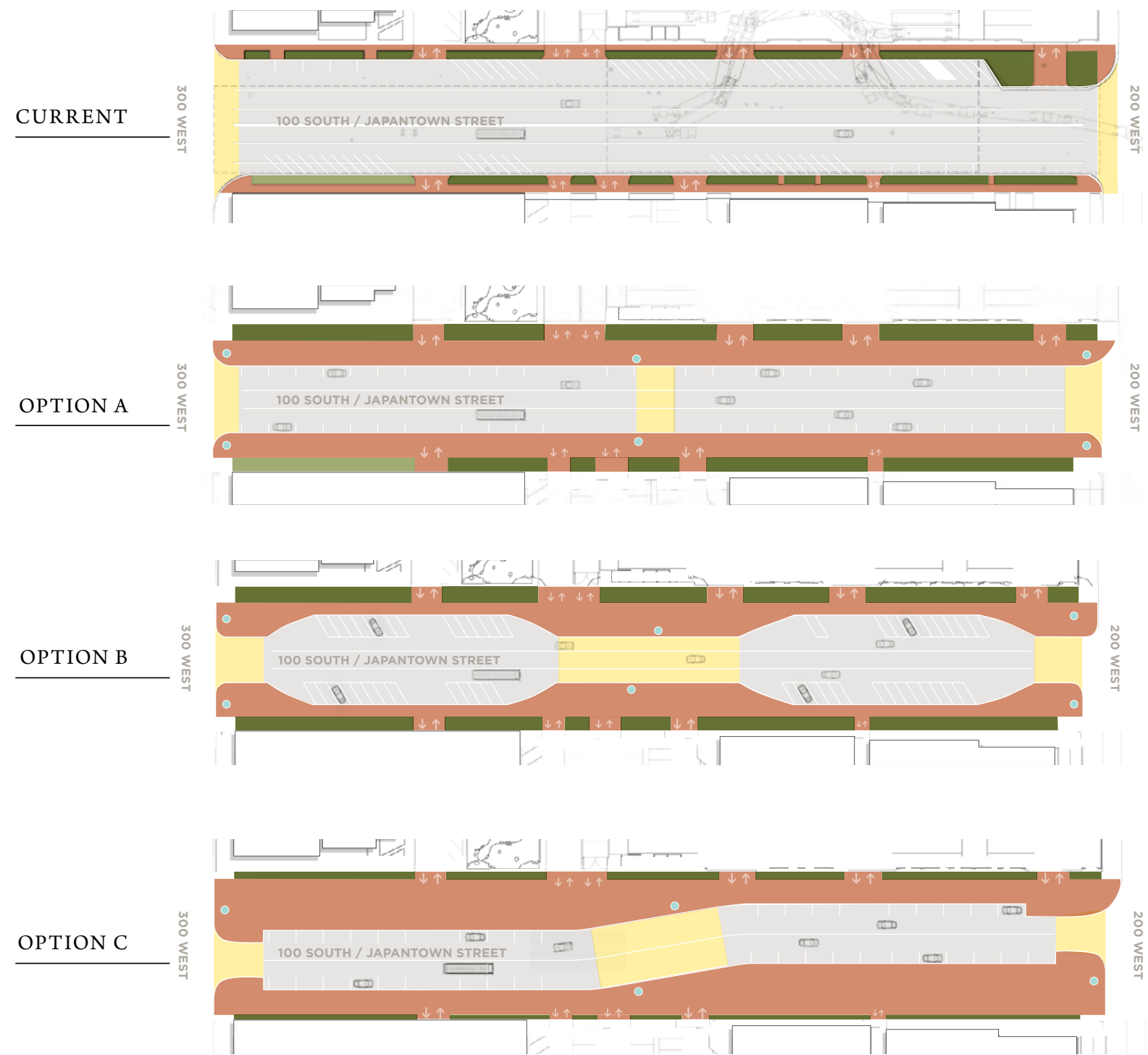


Figure 4-5: Japantown Street Concept Options

Preferred Design Concept

The Community's feedback on the initial design concepts led to a deeper dive into the lay-out and access requirements for the Obon Festival and Nihon Matsuri, the two largest festivals held on Japantown Street. Though the Community acknowledges they occur but two weekends during the year, they are culturally and traditionally significant and successful in their ability to bring the Japanese American Community together and share their culture with the public. The layout and activities have been worked out and refined over the

years as the festivals have grown. However, because there were few documented festival layout maps, three-dimensional digital models were created to help the Community consider how to balance festival needs with the year round uses of the street. It should be noted that the churches plan to hold other street festivals also. They are smaller than the two large festivals that the concept was designed around and should be able to fit accordingly. More detail about the festivals can be found in the Existing Conditions Appendix.

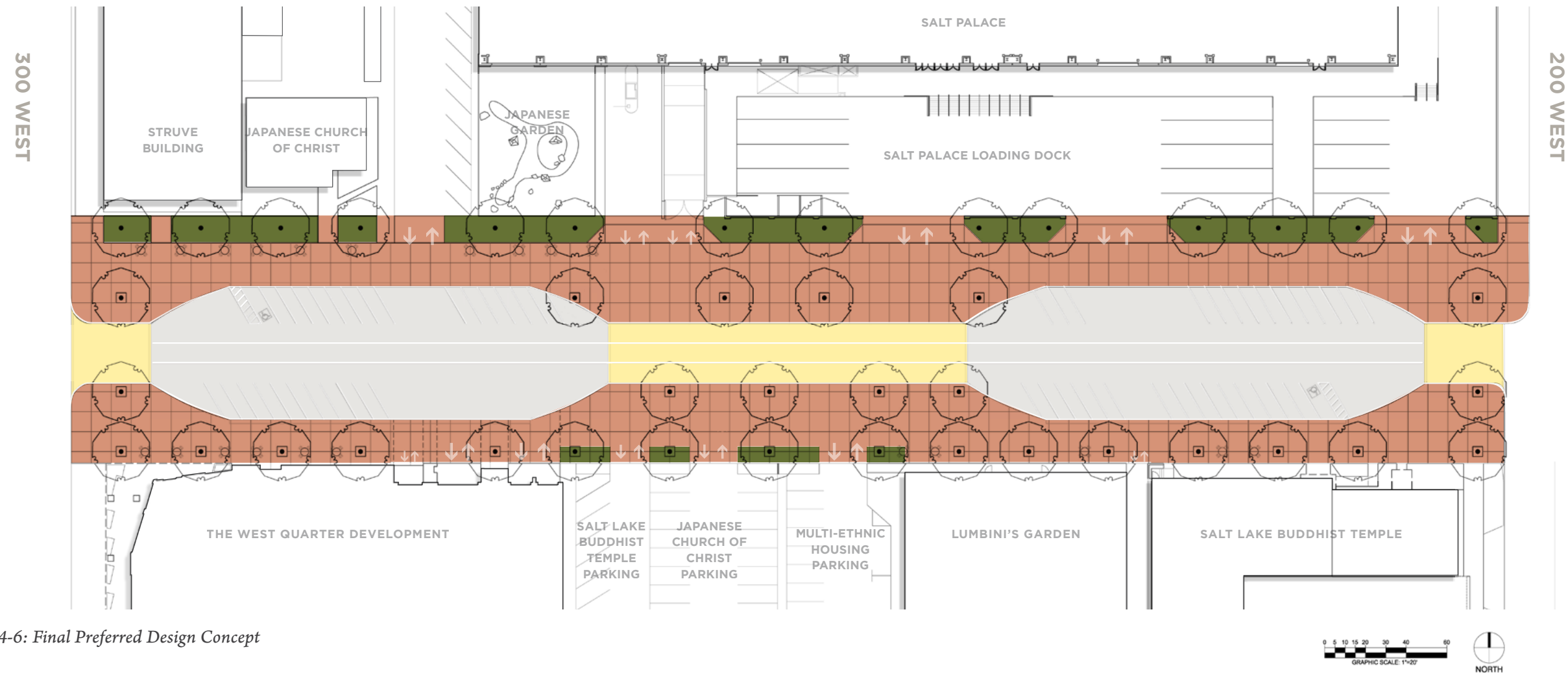


Figure 4-6: Final Preferred Design Concept

Constraints on the street redesign include:

- + Required fire truck access through the street during festivals
- + A clear lane for vendor vehicles to access the booths during the Nihon Matsuri
- + Access to the many driveways along the street, including those into the surface parking lots owned by the Salt Lake Buddhist Temple, the Japanese Church of Christ, and the adjacent lot serving the Multi-Ethnic Housing facility, as well as service and parking structure entries to the West Quarter Development.
- + Access into the Salt Palace loading dock

- + Minimum width of unobstructed festival street for the Obon dancing circle and seating
- + Maintaining street parking stall capacity while allowing for temporary festival parking, in the middle of the west half of the street

Conclusion

Design Concept B proved to be the most successful at realizing the design guideposts while providing for the functional needs of the street both day-to-day and during festivals, and maintaining street parking capacity. It was therefore, the Community's preferred concept.



Figure 4-7: Final Street Concept with Nihon Matsuri



Figure 4-8: Final Street Concept with Obon Festival

Key Features of the Design Concept

+ EAST AND WEST STREET ENTRIES

The narrowed street entries identify and define Japantown Street and provide generous paved areas for street trees, entry monuments, sculpture and other placemaking elements.

+ MID-BLOCK CROSSING

The wide mid-block crosswalk functions as a safe crossing and enhanced pedestrian zone that unifies the two sides of the street and provides space for streetscape, history and story-telling elements. The paving surface is raised to match the sidewalk and provide a barrier free crossing for all who visit the street

+ STREET TREES

The streetscape features Japanese Cherry trees, as identified on the SLC Urban Forestry approved list of tree species and types. They are located in double rows at the street ends and mid-block, to create a pleasant pedestrian experience with shade and colorful blossoms that are a recognizable element of the Japanese landscape.

+ LANDSCAPE PLANTING

Opportunities for plants and groundcover are primarily at the edges of the right-of-way to maintain all of the clear access requirements noted above. Plants and groundcover are opportunities to reinforce the design vision and guideposts and to make a visual connection to the Japanese Community Garden on the north side of the street.

+ STREET EDGE

The use of paving at the street edge, rather than planted park strip, allows fluid movement between the sidewalk and street for greater flexibility during festivals and events. The Subcommittee had lively discussions about the potential for a curb-less street design that utilizes linear trench drains with decorative grates and bollards to delineate the transition from pedestrian to vehicular zones. This idea was well-received as a way to make the street universally accessible and ultimately, more flexible. The preferred concept works either as a curb-less street or with traditional curb and gutter.

+ FESTIVAL CONSIDERATIONS

Fire Truck Access Lane

A 20-foot-wide fire truck access lane is provided on the north side of the street along the sidewalk, between the rows of trees and vertical placemaking elements. The lane requires 13 foot 6 inches of overhead clearance and rolled curbs where the lane crosses the ends of the street and the raised mid-block crossing. Paving at the fire truck access lane is required to be HS-20 rated construction to accommodate the firetrucks and semi-trucks driving over it.

Vendor Vehicle Access

A 14-foot-wide vendor access lane is provided on the south side of the street along the sidewalk, between the rows of trees and vertical placemaking elements. Rolled curbs at the street ends and the mid-block crosswalk will be required. The vendor lane can also provide access to the parking lots on the south side of the street during the festivals.

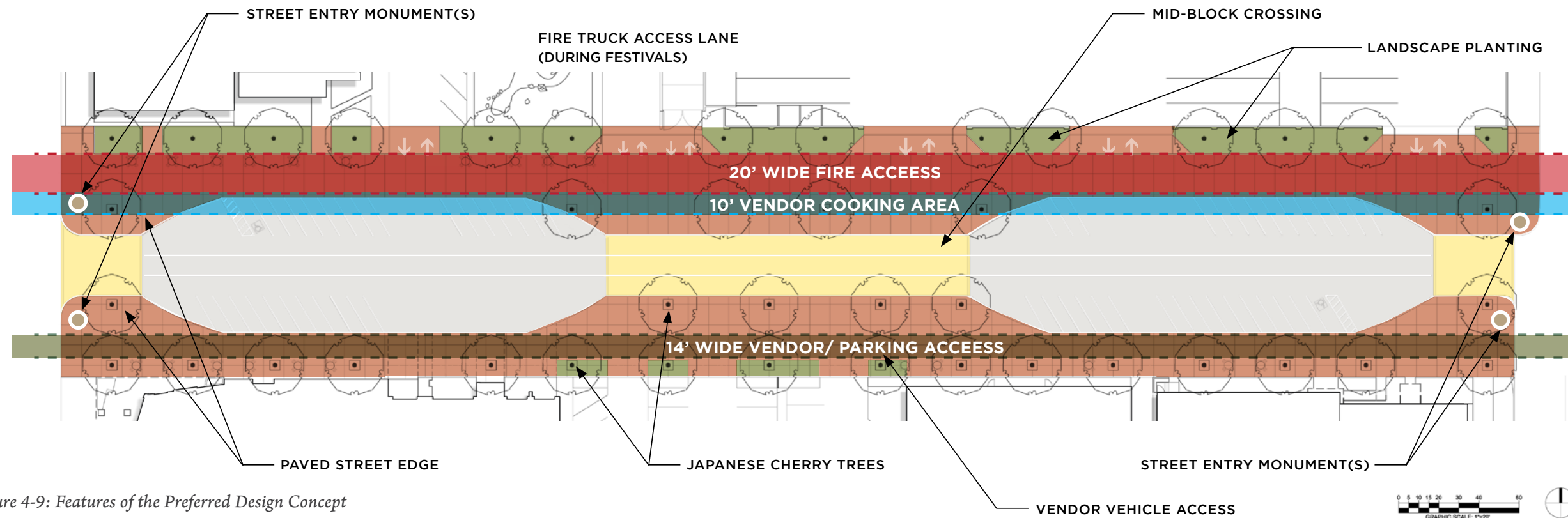


Figure 4-9: Features of the Preferred Design Concept

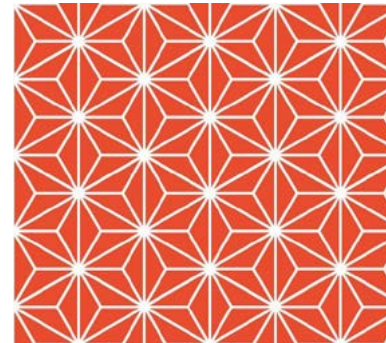
Placemaking Elements

Japantown was once marked by the storefronts and signage of its businesses and amenities and the activity of its residents and patrons. Today, it is identified primarily by the architecture of the Salt Lake Buddhist Temple and the Japanese Church of Christ, and the landscape of the Japanese Community Garden. An important part of the Japantown Design Strategy is a series of new placemaking elements that tell its history and story, create a safe and people-oriented streetscape, and bring opportunities for place-inspired art.

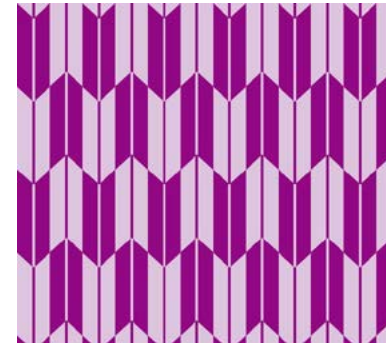
By virtue of their look and feel, shapes, colors, textures, patterns, and materials, these placemaking elements will help realize the Community’s vision for Japantown as a place of remembrance, importance and inclusion - one that thrives over time. They will add vibrancy, support multi-generational use, encourage gathering, engage the senses and bring intrinsic beauty to this unique place in downtown Salt Lake City.



Japanese-American owned storefronts and signagae along Japantown Street
Source: Japanese Americans in Utah



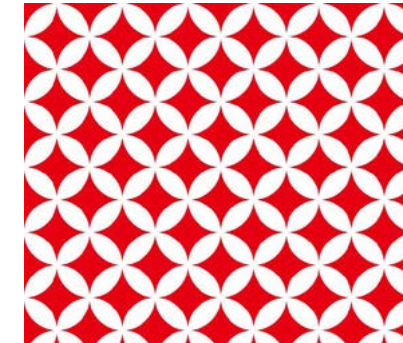
Asanoha (Hemp Leaves)
Kids & babies’ healthy growth and strength



Yagasuri (Arrow Feathers)
Aiming for a target and not to return—marriage & graduation



Seigaiha (Ocean Waves)
Used for ancient court dancers clothing—prosperity & peace



Shippo (Seven Treasures)
Prosperity of descendants, relationships and harmony



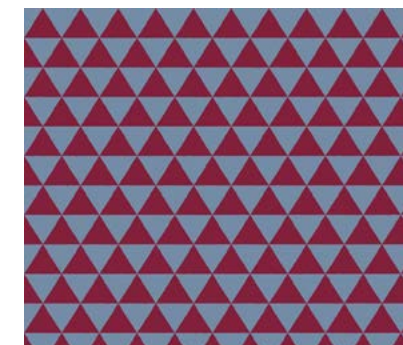
Kikko (Turtle Shell)
Turtle like longevity



Ichimatsu (Laid Stones)
Prosperity of family, business and projects



Kojitsunagi (Interlaced Ko)
Infinite pattern—Good fortune



Uroko (Fish Scales)
Used for Samurai’s kimono as a talisman to protect themselves

Figure 4-10: Japanese patterns designs and meanings

The placemaking elements identified for this project are grouped in three categories:

- + Art Elements
- + History and Story-telling Elements
- + Functional Streetscape Elements

Sketches and photographs of varying design approaches were presented to the Community. They offered feedback about how the ideas resonated with the vision and design guideposts and identified preferred approaches.

HISTORY & STORY-TELLING ELEMENTS:

- + Historical markers and plaques
- + Culturally-inspired patterns, colors, textures
- + Banners and other graphic or photo imagery

ART ELEMENT / ENTRY MONUMENT:

- + Entry monuments or iconic sculpture at ends of street
- + Art integrated with other placemaking elements



FUNCTIONAL PLACEMAKING ELEMENTS:

- + Trees and landscape planting
- + Benches
- + Bollards
- + Tree grates
- + Utility elements such as manhole covers and trench drains

Figure 4-11: Placemaking Elements in the Preferred Concept



Feedback

Art Elements

The Community indicated a preference for entry elements that are scaled appropriately to the street, unique to this place and make clear it is Japantown. Three general forms were illustrated as possibilities for the entry elements - arches or frames, vertical forms and sculptural forms. Feedback indicated that vertical and sculptural elements are preferred to arch or frame elements. Entry elements should celebrate the people of Japantown and should not be confused with specific religious symbols such as Torii gates. The Community expressed strong interest in giving preference to Japanese American artists, particularly those from the Community.

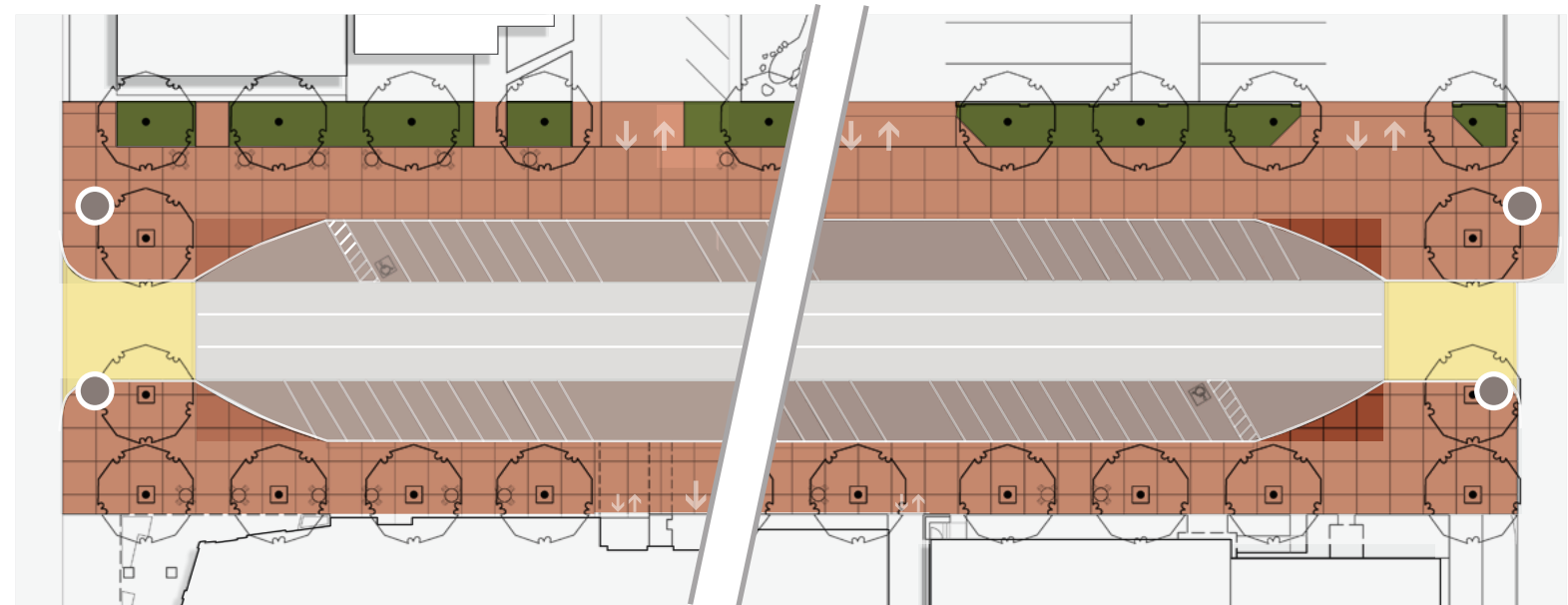


Figure 4-12: Entry Element Locations on 200 West and 300 West



Photo of Koi Nobori - An Example of Japanese Art Elements



Figure 4-13: Entry Element Concepts

History and Story-telling Elements

The Community is deeply committed to telling the story of Japantown, thereby honoring its pioneers, sharing its contribution to the city, and countering collective indifference while looking toward the future. Interpretive elements should be vertical, above-ground elements that people can see or read without looking down. In-ground elements can be included as well but should be thoughtfully vetted and respectful to the content. Elements should be located on both the north and south sides of the street to create a sense of order and balance. They should also be durable for longevity on the street.



Examples of History and Story-Telling Elements

Functional Streetscape Elements

Streetscape elements should be consistent in look and feel, striking a balance between the modern and traditional aspects of Japanese design and aesthetics. The Community wishes to capture and make visible the care and detail embodied in Japanese culture and practices. For example, hand-painted manhole covers can be found throughout the streets of Japan that celebrate icons of the neighborhood or district.

Existing light poles on the street are sparsely located and inconsistent in design. New light poles with banner arms are a high priority. In addition to providing a well-lit, safe environment, they provide opportunity for identifying the street, celebrating the history and culture, and advertising festivals and events. All new light poles must have power outlets in the bases to facilitate the staging of festivals.



Figure 4-14: Examples of Light Fixture Options



Figure 4-15: Examples of Bollard Options



Figure 4-16: Examples of Seating Options



Figure 4-17: Examples of Paving Options

There are many opportunities along the street to incorporate patterns whether in the paving, painted crosswalks, tree grates or trench drains covers. Traditional Japanese patterns are subtle and beautiful ways to incorporate cultural symbols, branding and detail. An idea the Community embraced enthusiastically is an etched or painted pattern in the street that reflects the Obon dancing circle. See Figure 4-17 on previous page.

The diagram, shown in Figure 4-19 below, was made to show locations available for different kinds of placemaking elements with respect to the clearances required for festival layouts, fire department access, vehicle access and existing uses such as driveways. Fixed elements, such as light poles, trees, benches and vertical monuments, must not be placed within or encroach upon the required clear areas, as indicated in the color legend.



Figure 4-18: Landscape

Plants Considerations:

- + Periwinkle
- + Jasmine
- + Japanese Iris
- + Wisteria
- + Chinese Yellow Bamboo
- + Cherry Trees

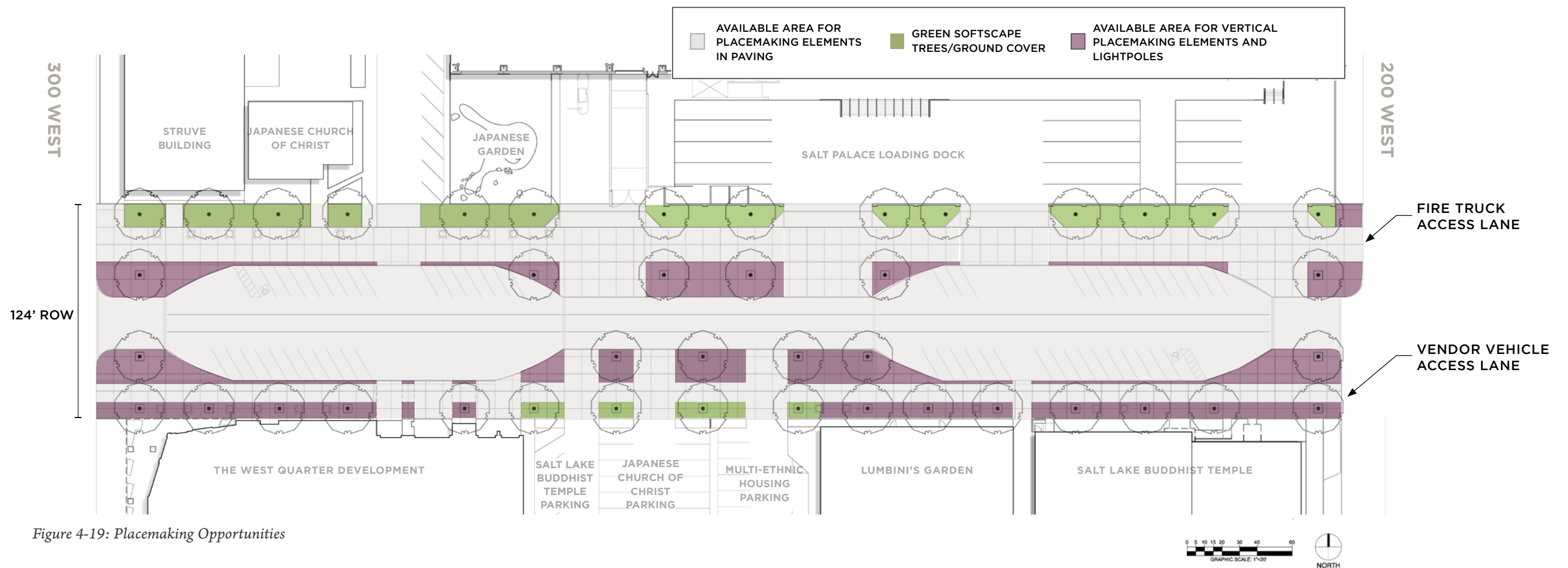


Figure 4-19: Placemaking Opportunities

第五章

Section Five

Implementation and Operations

Phasing and Cost of Improvements

A phased implementation strategy allows the design to be constructed as funds become available, while maintaining the integrity of the full vision. Key to the phasing strategy is a sequence of work that anticipates the full build-out and minimizes the necessity to remove and rebuild improvements from one phase to the next. The phases were developed with the goal of realizing some of each type of improvement in the earliest phase - functionality, safety, and placemaking - so that tangible benefits are there from the start.

The phasing plans in Figure 5-1 illustrate the sequence of work and outline the elements included in each phase. The associated costs include implementation and maintenance and are broken out by phase in a summary estimate. Costs are subject to change.



Source: Salt Lake Nihon Matsuri Committee



Figure 5-1: Phasing Plans for Implementation

Table 5-1: Phase One Cost Estimate

SECTION	ITEM	QUANTITY	IMPLEMENTATION COST RANGE	
DEMOLITION		78,367 SF	\$284,984	\$356,230
PAVING	Concrete paving at street entry	4,200 SF	\$501,802	\$627,253
	Decorative concrete paving at street entry	3,100 SF		
	Curb ramps with warning pavers	6		
	Decorative painting at crosswalk	2,600		
	Remove crown, repave, restripe existing asphalt roadway	63,000		
TREES & LANDSCAPE	Street Trees - Cherry	16	\$265,585	\$331,981
	Soil preparation	544 CY		
	Irrigation connections	16		
	Tree grates	16		
	Groundcover around trees			
	Curbing			
STREET LIGHTING	Street light poles with banner arms, power	4	\$48,000	\$60,000

Phase One

- + Reduce traffic lanes to two
- + Implement narrowed street entries with entry elements, paving, lightpoles, trees, painted crosswalk
- + Remove the crown in the roadway
- + Plant mid-block trees with protective curbs

SECTION	ITEM	QTY.	IMPLEMENTATION COST RANGE	
ART, HISTORY, STORY-TELLING ELEMENTS	Street entry elements	2	\$258,000	\$322,500
	Interpretive signage	TBD		
SITE FURNISHINGS	Benches	8	\$50,633	\$63,291
	Manhole covers	2		
UTILITIES	Bury power lines		\$685,702	\$857,128
	Storm drainage modifications			
	Traffic light modifications at 300 West			
PHASE ONE TOTAL COST RANGE			\$2,094,706	\$2,618,383

Costs subject to change

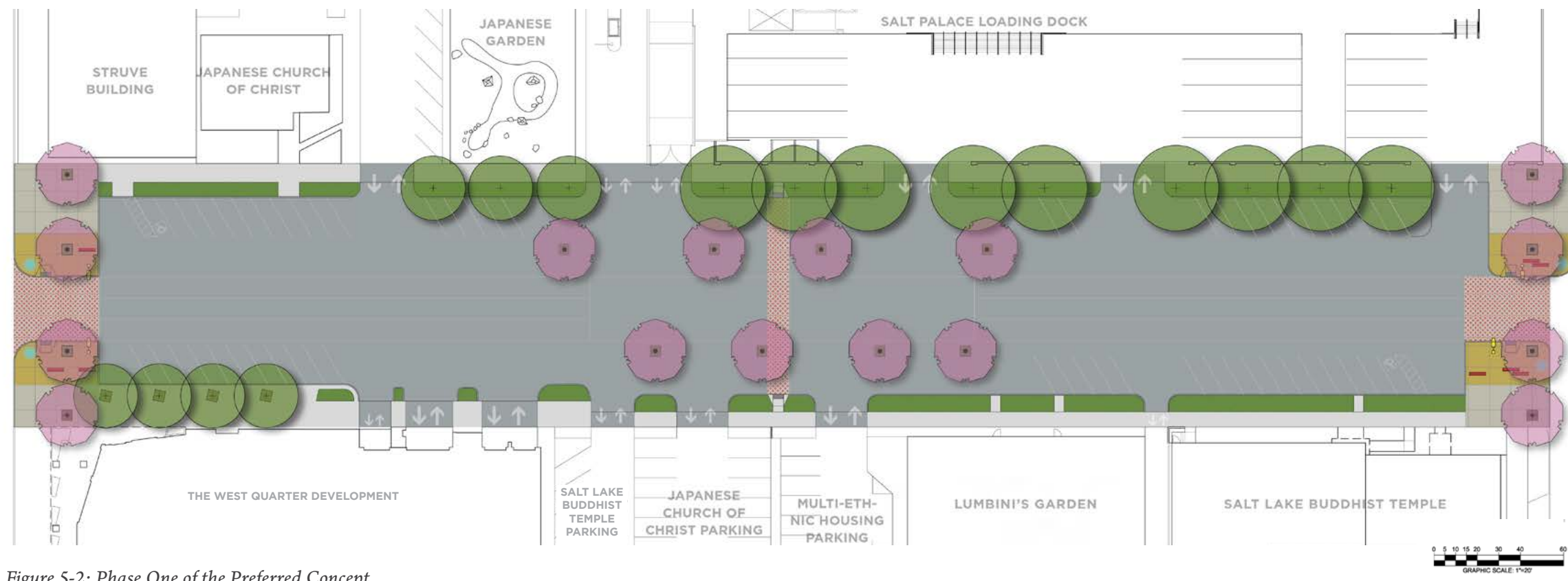


Figure 5-2: Phase One of the Preferred Concept

Table 5-2: Phase Two Cost Estimate

SECTION	ITEM	QUANTITY	IMPLEMENTATION COST RANGE	
DEMOLITION		27,987 SF	\$139,923	\$174,904
PAVING	Grading	27,987 SF	\$370,095	\$462,619
	Concrete paving at street mid-block crossing	18,281 SF		
	Decorative concrete paving at street mid-block crossing	7,781 SF		
	Decorative painting at mid-block crossing	5,517 SF		
	Curb and gutter			
	Warning pavers	364 LF		
TREES & LANDSCAPE	Street Trees - Cherry	9	\$133,412	\$166,765
	Soil preparation	225 CY		
	Irrigation connections	9		
	Tree grates	9		
	Landscape patching, new	1,559 SF		
	Curbing			
STREET LIGHTING	Street light poles with banner arms, power	2	\$119,000	\$148,750
	Pedestrian light poles with banners arms, power	12		

Phase Two

- + Implement the full mid-block crossing, including paving, trees, planting, painted crosswalk, history and story-telling elements, lightpoles, bollards, manhole covers

SECTION	ITEM	QTY.	IMPLEMENTATION COST RANGE	
ART, HISTORY, STORY-TELLING ELEMENTS	Interpretive signage	TBD	See allowance	
SITE FURNISHINGS	Benches	13	\$138,997	\$173,746
	Bollards	19		
	Manhole covers	10		
UTILITIES	Bury power lines		\$468,001	\$585,001
	Storm drainage modifications			
	Traffic light modifications at 300 West			
PHASE TWO TOTAL COST RANGE			\$1,369,428	\$1,711,785

Costs subject to change

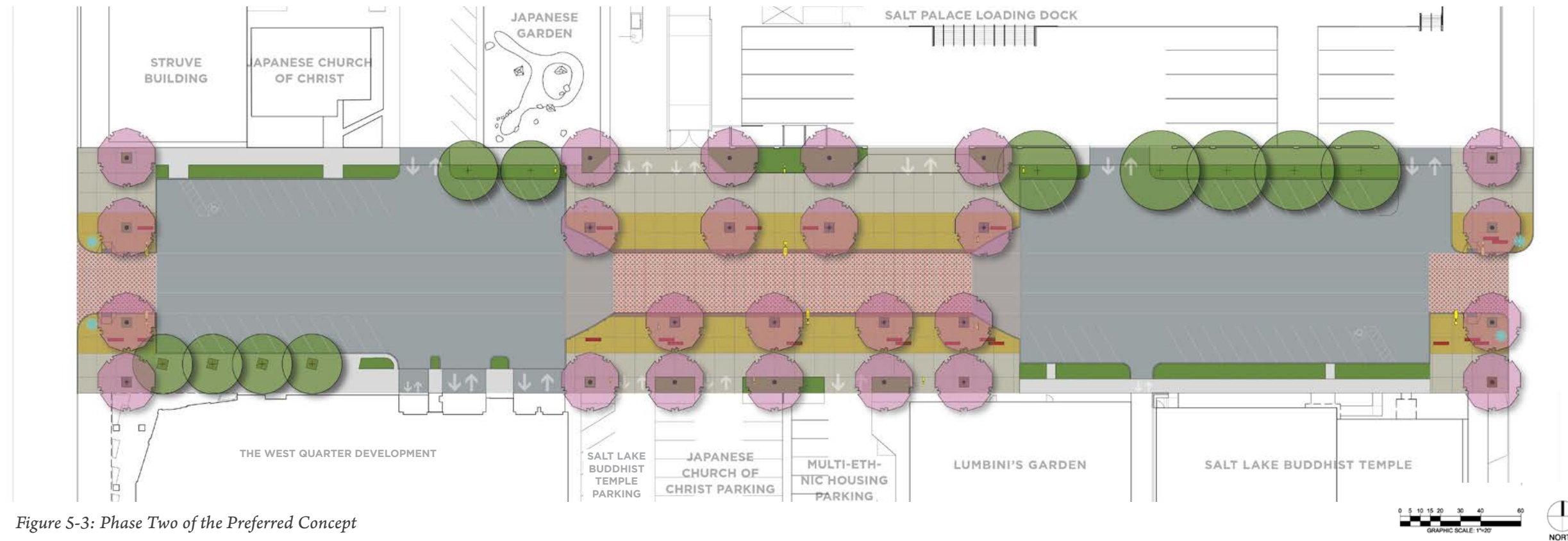


Figure 5-3: Phase Two of the Preferred Concept

Table 5-3: Phase Three Cost Estimate

SECTION	ITEM	QUANTITY	IMPLEMENTATION COST RANGE	
DEMOLITION		54,803 SF	\$246,271	\$307,839
PAVING	Grading	54,803 SF	\$557,538	\$696,923
	Concrete paving at roadway	25,908 SF		
	Concrete paving at sidewalk	22,097 SF		
	Decorative concrete paving	2,327 SF		
	Curb and gutter	1,009 SF		
TREES & LANDSCAPE	Street Trees - Cherry	17	\$220,106	\$275,133
	Soil preparation	225 CY		
	Irrigation connections	17		
	Tree grates	17		
	Landscape patching, new	1,559 SF		
STREET LIGHTING	Pedestrian light poles with banners arms, power	17	\$161,500	\$201,875

SECTION	ITEM	QTY.	IMPLEMENTATION COST RANGE	
ART, HISTORY, STORY-TELLING ELEMENTS	Interpretive signage	TBD	See allowance	
SITE FURNISHINGS	Manhole covers	17	\$14,255	\$17,819
UTILITIES	Bury power lines		\$491,392	\$61,4240
	Other utility modifications			
PHASE THREE TOTAL COST RANGE			\$1,691,062	\$2,113,829

Costs subject to change

Phase Three

- + Implement the full roadway with new curb and gutter, paving, trees, planting, lightpoles, manhole covers

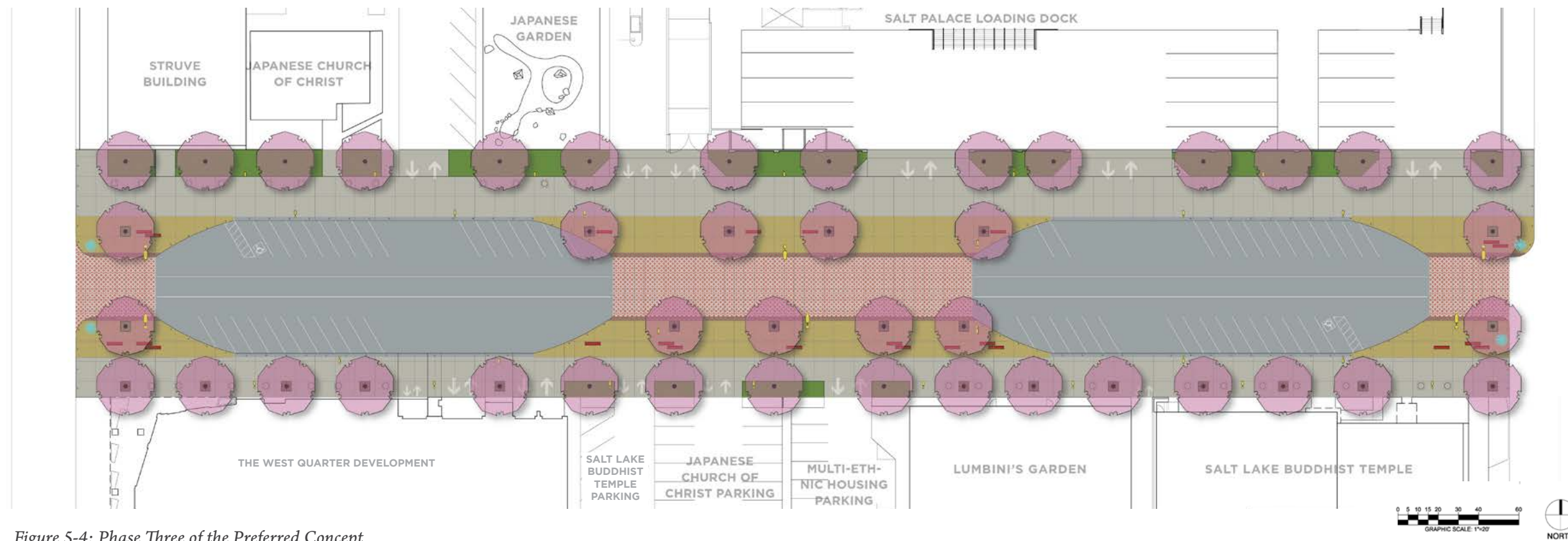


Figure 5-4: Phase Three of the Preferred Concept

The design concept includes the possibility of developing a curbless roadway edge. The cost estimate for improvements anticipates traditional curb and gutter as the base condition and includes an added cost to implement a curbless design. The curbless design includes added utility costs and a trench drain in place of gutters. It also includes bollards along the entire street edge, not just the mid-block crossing, for pedestrian safety.

Table 5-4: Cost of Improvements

JAPANTOWN DESIGN STRATEGY		IMPLEMENTATION COST RANGE	
ESTIMATED CONSTRUCTION COST SUMMARY			
Phase 1 Construction Cost Estimate	\$2,094,706	\$2,618,383	
Phase 2 Construction Cost Estimate	\$1,369,428	\$1,711,785	
Phase 3 Construction Cost Estimate w/Curbs	\$1,691,062	\$2,113,828	
Add for Curbless Design	\$592,916	\$741,145	
Allowance for History/Storytelling Elements	\$145,125	\$181,406	
Allowance for Art	\$64,500	\$80,625	
Grand Total Construction Cost Estimate Range	\$5,957,737	\$7,447,172	

Notes:

1. Contractor mark-ups and design contingency included in numbers
2. Estimate priced in today's dollars. Escalation has not been included. Add 4% per year for escalation.
3. Costs are subject to change.



Photo of Robin Doi, Wada Doi, Craig Nagasawa, Marry Wallace and Kimmie Doi
 Photograph courtesy of The Mitsugi M. Kasai Memorial Japanese American Archive, Special Collections, J. Willard Marriott Library, University of Utah

Table 5-5: Maintenance Estimate - Phase One

PHASE ONE

SECTION	ITEM	LABOR COSTS	HARD COSTS	ANNUAL MAINTENANCE COST RANGE	
PAVING	Snow Removal	\$16,224	\$10,200	\$26,424	\$33,030
	Cleaning				
	Concrete Repair				
	Reapply Concrete Sealer				
	Reapply Concrete Joint Sealant				
	Asphalt Repair				
TREES & LANDSCAPE	Irrigation Maintenance	\$6,912	\$6,300	\$13,212	\$16,515
	Trees Pruning				
	Pest Management				
	Planting Replacement and Maintenance				
STREET LIGHTING	Street Light Repair	\$480	\$2,000	\$2,480	\$3,100
ART, HISTORY, STORY-TELLING ELEMENTS	Art, History, Story-telling Element Repair	\$4,800	\$4,500	\$9,300	\$11,625
	Street Light Banner Replacement				
SITE FURNISHINGS	Replacement of Traffic Sign Poles	\$1,200	\$3,500	\$4,700	\$5,875
	Replacement of Site Furnishings				
UTILITIES	Storm Drain Maintenance	\$960	\$5,000	\$5,960	\$7,450
	Utility Cost for Electrical				
	Utility Cost for Irrigation				
PHASE ONE TOTAL COST RANGE		\$30,576	\$31,500	\$62,076	\$77,595

Costs subject to change

Maintenance Estimate continues to next page

Table 5-6: Maintenance Estimate Continued - Phase Two

INCREASE FOR **PHASE TWO**

SECTION	ITEM	LABOR COSTS	HARD COSTS	ANNUAL MAINTENANCE COST RANGE	
PAVING	Snow Removal	\$3,264	\$10,200	\$13,464	\$16,830
	Cleaning				
	Concrete Repair				
	Reapply Concrete Sealer				
	Reapply Concrete Joint Sealant				
	Asphalt Repair				
TREES & LANDSCAPE	Irrigation Maintenance	\$3,216	\$1,200	\$4,416	\$5,520
	Trees Pruning				
	Pest Management				
	Planting Replacement and Maintenance				
STREET LIGHTING	Street Light Repair	\$960	\$4,000	\$4,960	\$6,200
ART, HISTORY, STORY-TELLING ELEMENTS	Art, History, Story-telling Element Repair	\$4,800	\$10,500	\$15,300	\$19,125
	Street Light Banner Replacement				
SITE FURNISHINGS	Replacement of Traffic Sign Poles	\$960	\$3,000	\$3,960	\$4,950
	Replacement of Site Furnishings				
UTILITIES	Storm Drain Maintenance	\$0	\$5,000	\$5,000	\$6,250
	Utility Cost for Electrical				
	Utility Cost for Irrigation				
PHASE TWO TOTAL COST RANGE		\$13,200	\$33,900	\$47,100	\$58,875

Costs subject to change

Maintenance Estimate continues to next page

Table 5-7: Maintenance Estimate Continued - Phase Three

INCREASE FOR **PHASE THREE**

SECTION	ITEM	LABOR COSTS	HARD COSTS	ANNUAL MAINTENANCE COST RANGE	
PAVING	Snow Removal	\$3,264	\$10,200	\$13,464	\$16,830
	Cleaning				
	Concrete Repair				
	Reapply Concrete Sealer				
	Reapply Concrete Joint Sealant				
	Asphalt Repair				
TREES & LANDSCAPE	Irrigation Maintenance	\$3,792	\$1,200	\$4,992	\$6,240
	Trees Pruning				
	Pest Management				
	Planting Replacement and Maintenance				
STREET LIGHTING	Street Light Repair	\$960	\$4,000	\$4,960	\$6,200
ART, HISTORY, STORY-TELLING ELEMENTS	Art, History, Story-telling Element Repair	\$4,800	\$14,500	\$19,300	\$24,125
	Street Light Banner Replacement				
SITE FURNISHINGS	Replacement of Traffic Sign Poles	\$960	\$3,000	\$3,960	\$4,950
	Replacement of Site Furnishings				
UTILITIES	Storm Drain Maintenance	\$0	\$5,000	\$5,000	\$6,250
	Utility Cost for Electrical				
	Utility Cost for Irrigation				
PHASE THREE TOTAL COST RANGE		\$13,776	\$37,900	\$51,676	\$64,595

Costs subject to change

Table 5-8: Maintenance Estimate - Trench Drains

INCREASE FOR **TRENCH DRAINS**

SECTION	ITEM	LABOR COSTS	HARD COSTS	ANNUAL MAINTENANCE COST RANGE	
INCREASE FOR TRENCH DRAINS	Trench Drain Repair	\$5,760	\$0	\$5,760	\$7,200

Costs subject to change

Table 5-9: Maintenance Estimate - Total

TOTAL ANNUAL MAINTENANCE COST

TOTAL ANNUAL MAINTENANCE WITHOUT TRENCH DRAINS	\$160,852	\$201,065
TOTAL ANNUAL MAINTENANCE WITH TRENCH DRAINS	\$166,612	\$208,265

Costs subject to change

Best Practices for Management

Introduction

As part of the design process, the Agency requested a case study review of management, programming, and operations structure at other successful Japantowns so that Salt Lake City’s Japantown could model the applicable best practices to help bring about their vision of a vibrant and activated space.

Case Study Selection Process

The three Japantowns reviewed were selected by the Japantown Representatives from a list of western U.S. Japantowns. They represent Japantowns in metropolitan areas of differing size. Two of the Japantowns – San Francisco and San Jose – represent long-term, ongoing areas of cultural significance. The third case study location, Denver, represents an area that, like the Salt Lake City Japantown, experienced a loss of physical cultural resources and a more recent resurgence in interest to recognize and revitalize the area of historical significance.

Elements Evaluated

As part of the design process, the design team identified the approach to decision making, management, and funding for each of the communities reviewed.

The best practices process collected the following information for each of the communities reviewed:

- a. Type of District
- b. Ownership
- c. Management

The analysis identifies the governing structure and approach for each area, identifies the lessons learned and evaluates the applicability of the lessons to Salt Lake City’s Japantown Street.

Best Practice Areas

The three Japantowns selected for the best practices evaluation vary in terms of size, concentration of Japanese Americans in the Community and history. They share a purpose to provide an area to showcase their history within the Community, hold cultural celebrations, and reflect their unique aesthetic qualities. Table 5-10 is a comparison of population base and key demographic factors. The size and demographics of the Community in which the Japantown is located are important considerations when comparing governance structures and funding. Although the population of Salt Lake is smaller than the case study locations, management and organizational issues are comparable.

Table 5-10: Regional Demographics

	SALT LAKE REGION	DENVER REGION	SAN JOSE REGION	SAN FRANCISCO REGION
TOTAL POPULATION	1,277,854	2,988,896	1,984,930	4,652,663
PERCENT ASIAN	3.8%	3.6%	34.9%	23.4%
MEDIAN INCOME	\$76,256	\$80,666	\$125,772	\$110,994
ORGANIZATIONAL TYPE	TBD	Non-Profit Development Corp.	501c3 Non-Profit	501c3 Non-Profit
FUNDING SOURCE	TBD	Development Proceeds and Donations	Local Improvement District, State & Local Funds, Grants	Local Improvement District, State & Local Funds, Grants

Source: U.S. Census





Figure 5-5: Map of San Jose's Japantown (Nihonmachi)

San Jose

Introduction

San Jose's Japantown (Nihonmachi) is immediately north of San Jose's central business district. The City of San Jose has a population of 1,030,119 within a broader metropolitan area of approximately 2 million. The San Jose region has a median income of \$125,772, which is significantly higher than the Salt Lake region median of \$76,256. The San Jose region is the most racially diverse of the three Best Practice areas with 54 percent of the population identifying as non-white. The Asian population in the San Jose region is approximately 35 percent of the total population. The San Jose region also has the highest percent of population of Japanese descent of all of the areas evaluated at 1.4 percent of the total population and 4.0 percent of the Asian population.

Japantown San Jose hosts a variety of events and festivals. San Jose's Japantown area is 13 blocks and provides a mix of uses including historic residential and commercial. The area also provides retail and social services to the surrounding community. There are over 20 food establishments, 3 markets, 20 shops, two bars, 10 salons, 15 event and arts locations and over 20 other services. The mixed-use environment is supported by 6 apartment buildings in addition to an inflow of visitors from outside Japantown.

History

San Jose's Japantown began in the late 19th century with an influx of Japanese agricultural workers to the Santa Clara Valley. Initial Japanese immigrants, the Issei generation, found refuge in San Jose's Chinatown, but by the early 20th Century, had established a flourishing community adjacent to Chinatown. It was during this time that many of San Jose's Japantown structures were constructed. The area steadily grew through the great depression and became the primary Asian-American cultural center for San Jose and the surrounding area.

This steady growth came to an abrupt halt in 1942 with the internment of Japanese Americans through the remainder of World War II. Japantown remained largely vacant during this time until 1945 when the Japanese community was allowed to return. This area provided a

refuge from anti-Japanese sentiments after the war and the population grew rapidly into the 1950's, marking the peak of activity in Japantown. By the 1970s Japantown saw a decline as much of the founding Issei were aging and acculturation in mainstream American culture disbursed Japanese descendants into the greater community.

Starting in the 1980s, community and neighborhood organizations in and around Japantown initiated several projects to attract new investment and activity to the area. Redevelopments include upgrade of building facades, construction of new housing complexes, and planning for the development of the land that was once Chinatown.

Streetscape and civic projects include the installation of historic markers and plaques that identify and preserve Japantown's heritage. There are several organizations working together in the planning, development and operation of San Jose's Nihonmachi.

Today, the Yonsei and Gosei play a greater role in a community that is becoming more diverse than ever. Japantown's role in the lives of Japanese Americans is different today than when it was founded.

Type

San Jose's Japantown is a Naturally Occurring Cultural District (NOCD) with historical roots dating back to the late 19th century. There are a mix of uses within Japantown's boundary including light industrial, commercial and residential uses. San Jose City ordinances do not include design guidelines specific to Japantown although some sources of funding for historic preservation or culturally focused projects include design criteria.

Management

There is a Business Improvement District (BID) provides coordinated decision making and oversight of infrastructure in Japantown. There are multiple organizations involved in the activities, management, and preservation of San Jose's Japantown that are represented on the BID. They range from non-profit arts organizations to religious

organizations to the (BID) representing the needs of the businesses in the area. The organizations cooperate and collaborate but each organization has a unique focus and individual funding sources.

The BID funds maintenance and operations of Japantown infrastructure. The purpose is to attract customers and visitors to the area to support the businesses and organizations. San Jose's Japanese American non-profit organizations worked with the City of San Jose to create the BID. The Japanese American Business Association was recreated as a non-profit 501c6 organization to manage the use, maintenance and funding of the public infrastructure as the BID, working with the City of San Jose, identified district boundaries. The BID is renewed annually by vote of San Jose City Council after a review of the work and budget of the district. The non-profit has over 150 members from local businesses, associations, and community organizations.

Japantown Community Congress of San Jose engages community members to advocate for the preservation of the area and promotes ongoing efforts to enhance Community.

Fiscal

Japantown San Jose's BID status means that commercial property and business owners are assessed a predetermined fee when they locate in the area. This fee goes towards management items such as street cleaning, farmers market logistics, banner poles, website, marketing, permits, office rent and salaries.

Membership fees associated with BID status vary according to entity size. Corporate membership fees are \$150 annually, non-profits are \$60 annually, associates are \$75 annually, and individuals and farmers market vendors are \$25 annually. These fees have remained constant since 1987 when the BID was formed.

In addition to funding through the BID, Japantowns in California receive funding for the development of plans for the cultural preservation of remaining Japantowns within the state.



Top: Annual Shukai, or car show held in San Jose's Japantown.

Bottom: San Jose's Naturally Occurring Cultural District is home to dozens of local businesses.

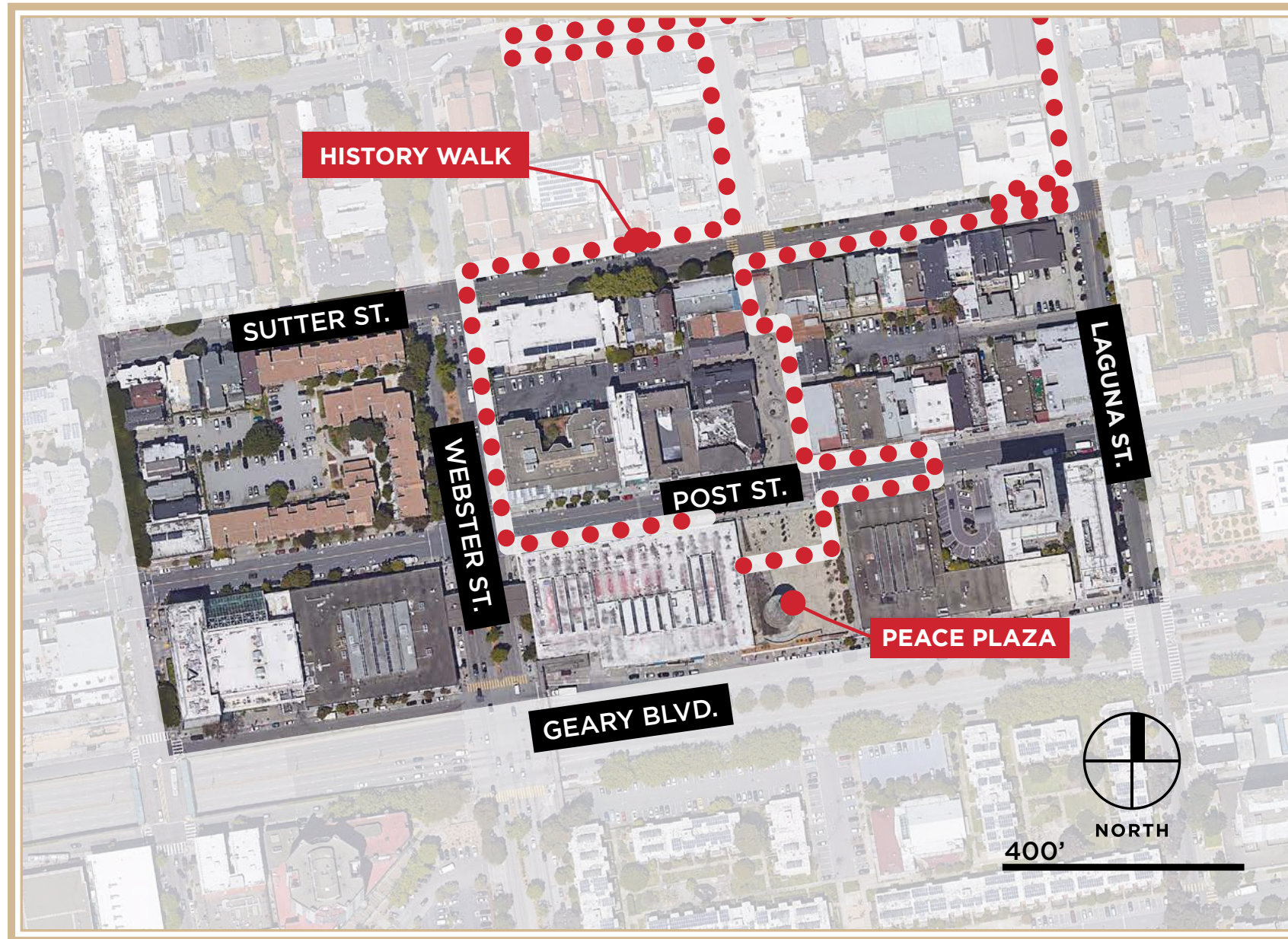


Figure 5-6: Map of San Francisco's Japantown

San Francisco

Introduction

The San Francisco region's 2018 estimated population was approximately 4.7 million. San Francisco has a median income of \$110,994 which is significantly higher than the Salt Lake region median of \$76,256. The San Francisco area is racially diverse with 45 percent of the population identifying as non-white. The Asian population in the San Francisco region is approximately 23 percent of the total population. People of Japanese descent are 4.3 percent of the Asian population.

San Francisco's Japantown comprises six blocks in the Western Addition neighborhood of the city. San Francisco's Japantown hosts over 58 food and drink establishments, 39 shops, 32 salons and 7 event and arts locations. The mixed-use environment is supported by a dense multi-use urban setting with both commercial and residential space.

History

Early Japanese immigrants to the San Francisco area arrived in 1867. Initial immigrants, or Issei, worked on silk and tea farms and the Japanese population grew steadily until the mid-1880s when Japan liberalized emigration restrictions and the Japanese population in the U.S. grew rapidly. The 1906 earthquake and fires destroyed much of the early Japanese settlements in the city and prompted the community to relocate to the present Japantown area in the Western Addition. This marked the establishment of today's Japantown.

San Francisco's Japantown prospered through the 1920's and 30's eventually becoming home to over 5,000 residents and 200 Japanese owned businesses by 1940. The area drew a culturally diverse audience and was a part of the web of modern American commerce. Restrictions

on property ownership meant that most businesses located in buildings designed for other uses. However, a handful of purpose-built structures provide an example of Japanese American development.

Japantown was impacted in 1941 and 1942 with the internment of the Japanese community until their release in 1945. The period after WWII saw a period of urban renewal effort led by the city's political and business elite. The San Francisco Redevelopment agency began acquiring properties through eminent domain. Urban decentralization during this period caused displacement within the community and led Japanese American families to relocate elsewhere.

The 1960's continued to see redevelopment as funds from the federal highway program funded the Geary Expressway through what had formerly been the Japantown-Fillmore neighborhood. This era also saw the development of St. Francis square and the Japanese Cultural and Trade Center. By 1976 Buchanan Mall was built and a village highlighting Japanese design characteristics. The area also provided services to the community. Japantown continued to see redevelopment efforts to increase housing availability and to preserve ethnic characteristics into the 1980's.

Type

The San Francisco Japantown is a Naturally Occurring Cultural District (NOCD) with historical roots dating back to the late 19th century. Multiple land uses are included in the San Francisco Japantown area including residential, retail, office and services. In addition, the City of San Francisco has imposed design guidelines and other land use restrictions to protect the character of Japantown by requiring new land uses to be compatible with the cultural and historic integrity, neighborhood character, development pattern and design aesthetic. The regulations are imposed through the Japantown Special Use District (SUD).

Management

San Francisco Japantown formed a Community Benefit District (JTCBD) in 2017 to improve and convey special benefits to properties

within Japantown. The JTCBD was formed to meet the goals of the district. The JTCBD has developed a Management Plan to respond to today's market opportunities and district challenges.

The District is responsible for the provision of new improvements and activities, including both environmental and economic enhancements. These enhancements include:

- + Street and sidewalk cleaning
- + Safety Ambassadors who provide information about activities and work with local police to prevent crime and improve quality of life
- + Beautification
- + Business Liaison services to connect the business community with available resources
- + Economic and business development to support the growth and vitality of existing business investments
- + Marketing
- + Employment of a full-time professional district coordinator to manage all initiatives, maintain ongoing communications between JTCBD and district property owners. Funds are also budgeted for administrative support for the district and a budget reserve.

Fiscal

The San Francisco Japantown maintains a \$400,000 budget. Economic Enhancement and Environmental Enhancements represent the highest spending categories (\$195,000 and \$125,000 respectfully) with Administrative and CBD Reserve costs (\$70,000 and \$10,000) constituting the remainder of the annual budget.

Of the total revenue, \$393,750 is generated by Assessment Revenues and \$6,250 from other sources. This revenue is largely dependent upon a real property levy. Annual assessments are based upon an allocation of program costs and building square footage, as well as land use and linear street frontage.



Top: San Francisco Japantown's center square with the Peace Pagoda in the Background.
Bottom: The five story Peace Pagoda in the center of San Francisco's Japantown was gifted by sister city Osaka in 1960.

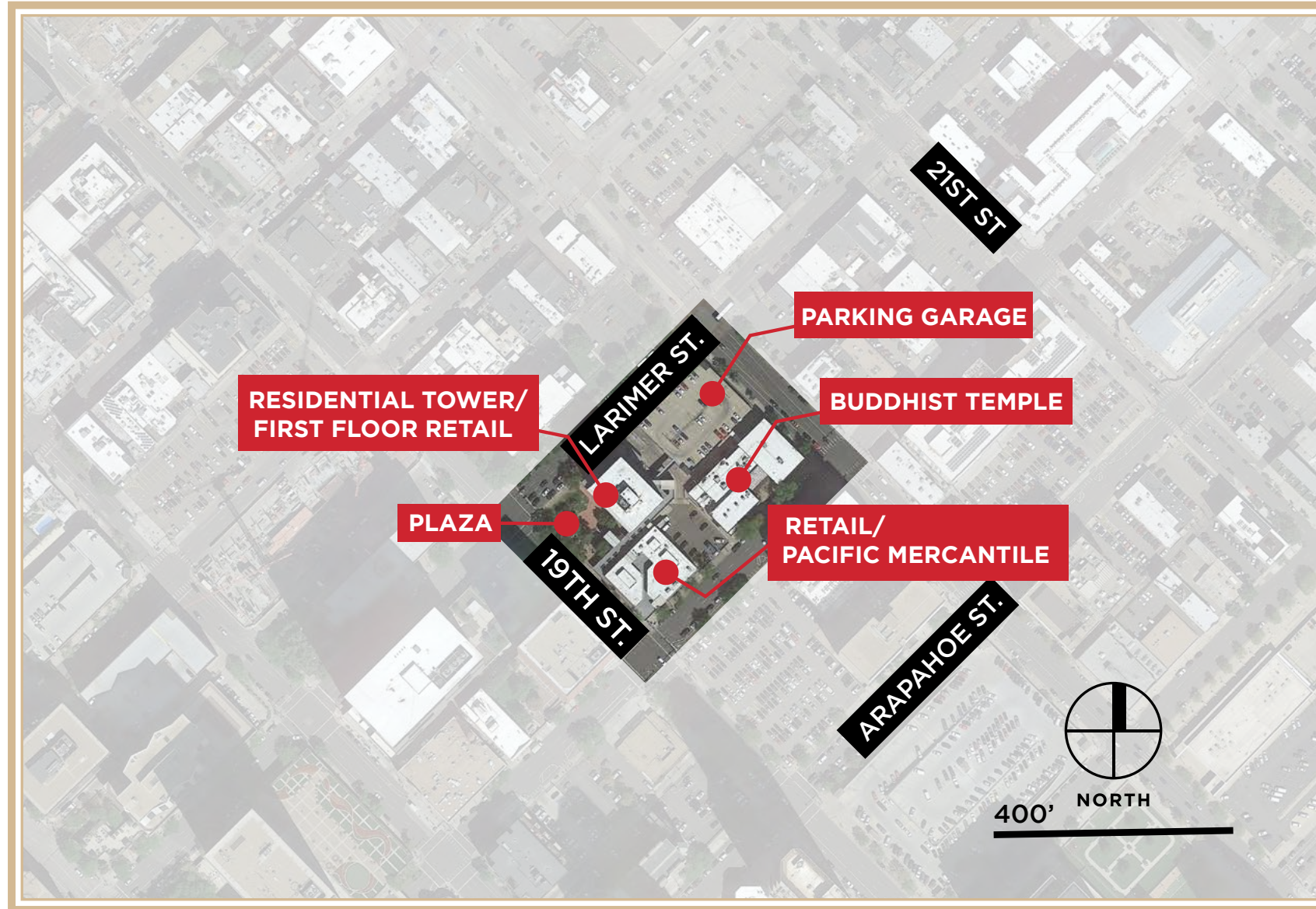


Figure 5-7: Map of Denver's Japantown (Sakura Square)

Denver

Introduction

The Denver region's 2018 estimated population was approximately 3 million. The Denver region has a median income \$80,666 slightly higher than the Salt Lake region median of \$76,256. In Denver approximately 19 percent of the population identifies as non-white, this is roughly comparable to the Salt Lake region. The Asian population in the Denver region is estimated at 3.6 percent of the total population. People of Japanese descent are 0.3 percent of the total population and 8.3 percent of the Asian population.

Denver's Japantown, Sakura Square, is one block immediately north of Denver's central business district. Sakura Square is a central plaza with surrounding businesses. Businesses within the block include two restaurants, four businesses/services, and a market. The square also has a 20-story apartment tower.

History

Denver's first Japanese immigrants, Issei, migrated to Colorado in the late 19th century following the expansion of the railroad and demand for laborers in farms, mines and domestics. By 1910, the Japanese population in the state reached nearly 2,300.

Following Pearl Harbor, Japanese Americans were permitted to "voluntarily" relocate to Colorado. Prewar Governor Ralph Carr welcomed Japanese Americans and Denver's Japanese population grew to approximately 5,000 with 258 Japanese American businesses in 1945. However, in 1942 Carr was defeated by opponent Edwin Johnson who took an avid anti-Japanese stance. Despite Colorado's reputation of being tolerant of war-spurred Japanese American



The Buddhist Temple in Sakura was originally built in 1947 and acts as an anchor to Sakura Square.

immigration, Colorado saw the imprisonment of nearly 7,500 persons at Granada Relocation Center in the southeastern part of the state.

The Japanese American population in the state peaked in 1945 at 11,700, but rapidly fell to 5,412 following the release of internees, as restrictions lifted in the western states. A vibrant community remained in the heart of Denver stretching over 9-square blocks. In the early 1970s Denver Urban Renewal Authority began a redevelopment process of the Downtown area and threatened to divide the community. However, the community was given the option to move into a one-block Sakura Square area housing the existing Tri-State Denver Buddhist Temple. Sakura Square was officially established in 1973. Although the community shrank as families moved back to the West Coast, third, fourth and even fifth-generation Japanese Americans have grown up in the Denver area, and today keep alive cultural traditions and celebrate their identity in an annual Cherry Blossom Festival.

More than forty years after its creation, the block is undergoing a resurgence of cultural significance while reinvigorating its residential and commercial assets. Since its dedication in May 1973, Sakura Square has been a multi-generational, multi-cultural community and a destination for those seeking Japanese goods and services. Sakura

Square is an example of a truly successful multi-use project in the heart of downtown Denver.

Type

Denver's Japantown is an historic regeneration type of cultural area. Sakura Square has its roots in the historic Japantown but, because of redevelopment pressures from the broader community, has now concentrated in a one block area.

Management

As a redevelopment entity, Sakura Square is governed by a Limited Liability Corporation or LLC. There is a nine-member Board of Managers as well as a five-member staff including a Chief Executive Officer, Director of Business Operations, Program Director, Operations Coordinator and Groundskeeper/Maintenance individual. Sakura Square, LLC oversees the leasing, maintenance and activities of the residential high rise, retail shops, parking garage and public plaza located on Sakura Square.

Sakura Square LLC recently initiated an investigation into redevelopment options to reposition Sakura Square for current and future generations of the community and the Temple members. The future of the existing structures on the block has not yet been determined. Should Sakura Square LLC and Tri-State/Denver Buddhist Temple decide to move forward with re-development, the goal will be to create a mix of private uses which may include retail, commercial and parking venues, plus community uses which will highlight the Japanese American heritage and culture. The Temple will remain on the block for the continued use of its members. The intent of the possible redevelopment is to create an area that is sustainable and reflects Japanese-influenced design and architecture.

Fiscal

Funding for operations, maintenance, activities and events on Sakura Square are a result of lease payments, parking fees and other real estate related funds.



*Top: Tamai Tower at Sakura Square offers housing and helps fund programming on the block.
Bottom: The view from the Japanese garden at Sakura Square.*

Future of Salt Lake City's Japantown

Key Lessons Learned

Management & Budget

Each of the best practice areas include an organization such as a Business Association or similar committee to provide a reliable decision making process and unified business plan. Individual agencies or groups that provide programming or own property in the area serve on the decision-making association or committee. Maintenance and operations of infrastructure in the two California areas is funded through a BID or similar levy on property benefiting from the infrastructure investment. Funding for initial capital improvements in the two California Japantowns was primarily through state grants.

Sakura Square in Denver has a somewhat different management structure through the redevelopment corporation that owns and operates the facilities on the block. Funding for improvements, maintenance and operations is primarily generated from lease payments and parking fees. Infrastructure improvements were made as part of the initial investment on the block.

Planning and Design

In all Japantowns reviewed there is some form of design guidance for new development and redevelopment in the area based on the history of the area. New construction in the San Francisco Japantown is required to meet the provisions of a design overlay zone intended to preserve architecturally significant structures, building scale and massing of structures and enhance resident and visitor experience in the area. There are two sections in the San Francisco zoning code that define Japantown's boundaries and identify and govern development activity in the area.

Planning and zoning for the San Jose Japantown is part of the City's overall approach. The area is defined in the City's general plan and zoning map.

Sakura Square in Denver is owned and operated by a single entity giving that entity complete control over the development of buildings on the site, within Denver's general zoning provisions.

Recommendations

Management & Budget

In all three of the areas evaluated there is a single organization that acts as the official and formal decision-making body relating to funding, use and maintenance of infrastructure. Other organizations participate in the business association or similar group to ensure roles and responsibilities are clearly defined and competition for limited funding sources minimized.

In the City, there are several organizations with an interest in Japantown, including the JCC, SLBT, JCPC and other organizations. As the Community pursues implementation of the design and continues to attract visitors and interest to the street through programming, it is recommended that the Japantown Community create a Japantown Management Group with the following responsibilities:

- + Formal decision making process for Japantown
- + Identification and management of funding sources for infrastructure projects and ongoing operations and maintenance
- + Budgeting and fiscal control
- + Coordination and scheduling of events on Japantown Street
- + Hosting a website that provides comprehensive information concerning the area
- + Hiring of professional staff to oversee the organization, as funding becomes available.

Funding Improvements

There are two categories of funding needed to implement the Japantown vision:

- + Capital investment for infrastructure
- + Operating funds for maintenance and operations

The following potential funding sources, among others, should be evaluated and pursued as appropriate:

- + City funding allocations
- + County grants and funding allocations
- + Federal grants
- + Special Improvement District or Business Improvement District levies on area property owners
- + Private donations



Nihon Matsuri on Japantown Street in Salt Lake City.

Next Steps

Create a governance structure to oversee implementation and management of the design concept and create a reliable, consistent decision-making process for Japantown.

- + Establish a management group to oversee following steps
- + Identify co-leaders for:
 - Fund Raising
 - Historic content development
 - Artistic content development

Using the design concept, guidelines, and phasing strategy identified as part of this process:

- + Prioritize design elements for short-, medium- and long-term implementation
- + Identify needed funding and potential funding sources
- + Develop a strategic approach to pursuing funding and management of funding

In addition to the infrastructure improvements and design elements identified in the design guidelines, the Management Group should work with community partners to:

- + Identify Japantown on visitor and other similar maps.
- + Create City planning and zoning tools to aid in implementation, as appropriate
- + Work closely with State, City, County, Salt Palace, and Convention and Visitors Bureau and other partners to achieve community goals



Annual Obon Festival in Salt Lake City.



第六章

Section Six

Appendices

Existing Conditions Report

Overview

Salt Lake City's Japantown is an historical area that was once much larger than it is today. As of 2020, the Japantown area includes the stretch of 100 South Street from 200 West to 300 West streets in downtown.

As part of the design strategy and guidelines project the consultant team completed an evaluation of the current built environment in order to identify opportunities and constraints to implementation of the design vision. Critical to the evaluation was information gathered through a series of meetings the consultant team held with City departments and neighboring stakeholders to understand codes, policies, technical requirements and functional considerations. The information learned through the existing conditions evaluation process will be used to inform the final design and implementation steps.

Regional Context

Salt Lake City has a population of 200,519 in the 2018 U.S. Census Bureau estimate. It falls within a large population along the Wasatch Front that includes Salt Lake, Davis, Weber and Utah Counties. The total population along the Wasatch Front is 2,412,366 (U.S. Census 2019) and is expected to increase by 60% by 2040 (WFRC). The extent of Salt Lake City can be seen in Figure 6-1.

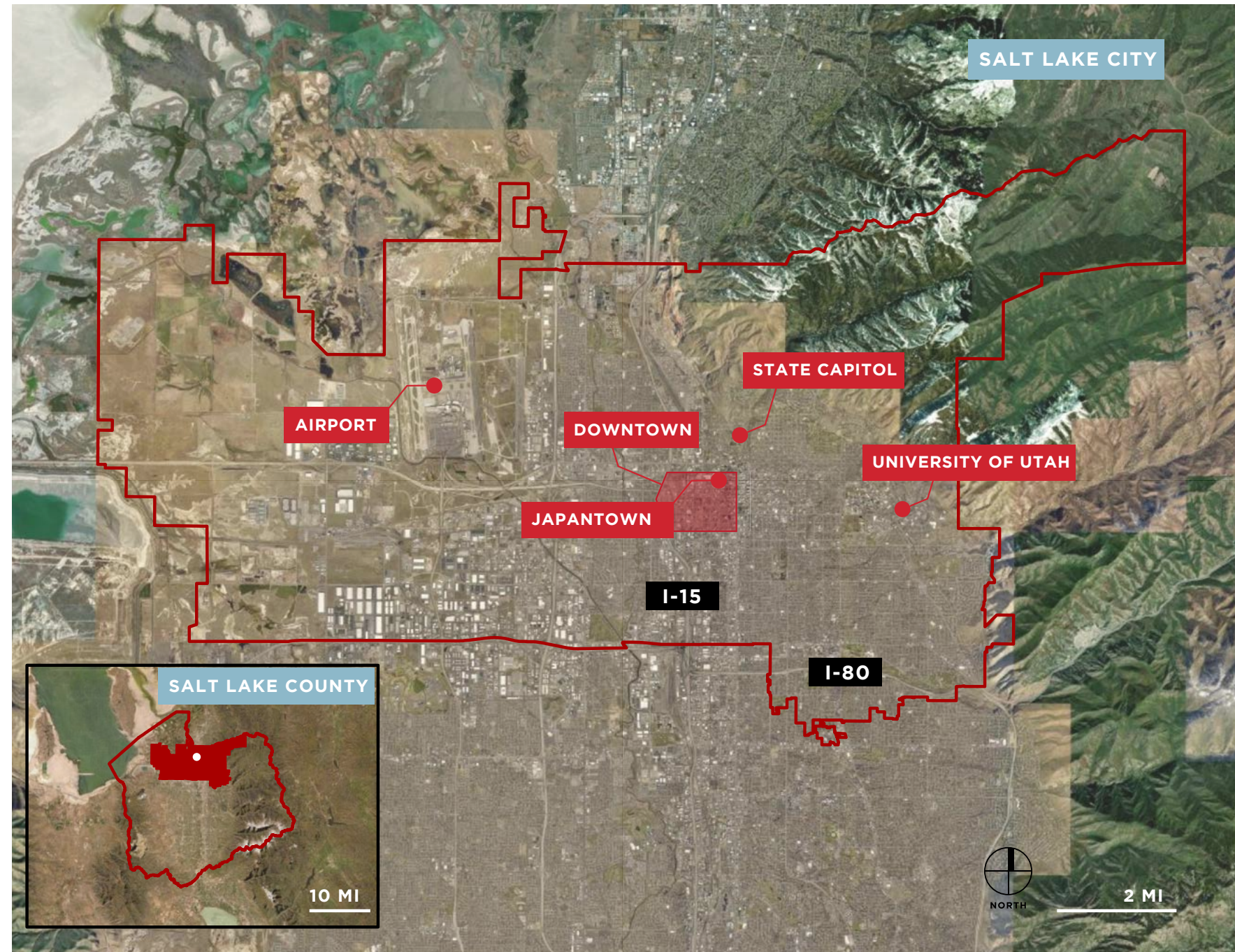


Figure 6-1: Regional Context Map



Figure 6-2: Regional Context Map

Local Context

Japantown currently stretches from 200 West to 300 West along 100 South. The Japanese Church of Christ sits on the north block, Block 78, and the Salt Lake Buddhist Temple sits on the southern block, Block 67. The Street also hosts various festivals and gatherings throughout the year including the Nihon Matsuri, the Obon Festival, the Aki Matsuri, and an assortment of private and community-based events. This area is zoned as D-4 Secondary Central Business District, an area classified to foster an environment consistent with the area's function as a housing, entertainment, cultural, convention, business and retail section of the city that supports the Central Business District. Per the 2010 Census, the total population of Block 67 is approximately 240 people with an estimated 220 housing units. Most of these residents are within the Multi-Ethnic Housing and Jackson Apartments.



1965, Salt Lake City's Japantown on 100 S between West Temple and 100 West.

Source: Japanese Americans in Utah

Past & Future Planning Efforts

Existing Plans

Japantown is subject to existing City plans which guide future development of the area.

The Downtown Master Plan provides a vision for future growth and development within the City. Japantown is part of the Salt Palace District, identified in the Downtown Master Plan as a major economic driver for the city. Initiatives for this area emphasize the development that:

- + Is vibrant and active through:
 - Improvement of signage and wayfinding
 - Inviting street activity
 - Long-term viability of the convention space
- + Is welcoming and safe by:
 - Maximizing visual transparency
 - Providing a well lit pedestrian network that enhances safety and quality of experience
- + Unites city and nature by developing water management programs to capture and reuse storm water and groundwater for landscape irrigation

The Salt Lake City Pedestrian & Bicycle Master Plan envisions that *“Walking and bicycling in Salt Lake City will be safe, convenient, comfortable, and viable transportation options that connect people to places, foster recreational and economic development opportunities, improve personal health and the environment, and elevate quality of life.”* This vision illustrates the community and Salt Lake City's desire for complete streets and multi-use paths.

The section of 200 West between 200 South and South Temple is designated as a Multi-Use Path/ Bikeway, although established bike lanes do not yet exist.

The Pedestrian and Bicycle Master Plan recommends the implementation of a buffered bike lane along 100 South between 200 West and 600 West.

300 West is recommended to include a separated bikeway as a long term recommendation within 10-15 years.

200 West is recommended to receive a buffered lane within the 20 year Vision Map.

Future Plans and Development

Japantown is in an area of downtown that is undergoing significant new private investment and redevelopment. The West Quarter Development, by the Ritchie Group, is under construction along the southwestern frontage of the street and extends through the block to 200 South. Since its construction, the County has owned and operated the Salt Palace Convention Center that is now part of Japantown's frontage. Japantown Street is used for access to loading docks for both the main exhibit hall to the east and for the secondary exhibit halls that are located on the street.

THE WEST QUARTER DEVELOPMENT - ON BLOCK 67

The West Quarter Development will have a significant impact on Japantown Street both in terms of the built environment and in terms of activity and traffic on the street.

The first phase of the development, which includes the Japantown frontage, consists of:

- + Apartment tower
- + Plaza and private street
- + Hotel
- + Parking garage
- + Retail

The parking garage and service entrances are on Japantown Street. Active uses at street level of the apartment building, that will become part of Japantown Street, are limited to the corner of Japantown Street and 300 West. The opportunity exists for a potential connection to the midblock via a walkway between the West Quarter Development and the SLBT parking lot.

An increase in activity is expected on the street, along with an increase in traffic at levels that can be accommodated in a two-lane with center turn-lane road configuration.

CONVENTION CENTER HOTEL (200 S. West Temple)

A new convention center hotel is under construction on the Salt Palace Convention Center property at West Temple and 200 South. The new hotel is located on what used to be a plaza, used as an outdoor venue by the Convention Center operator. Although the new hotel does not directly impact Japantown Street, the loss of an outdoor venue for the Convention Center may be an opportunity for the street.



The West Quarter approved development, on Block 67

Area & Site Evaluation

Pedestrian Environment

Japantown is in the city’s Central Business District. As seen in Figure 6-3, Japantown is near a variety of different pedestrian draws including over 52 restaurants within a ten-minute walking distance, the Salt Palace, Vivint Smart Home Arena, The Gateway and various event destinations. This area is also surrounded by multiple high-rise housing options which are served by multiple bus and TRAX lines.

The pedestrian environment on Japantown Street faces several challenges. The Salt Palace inhibits movement on Japantown Street

and forces pedestrians to navigate an extra quarter of a mile to 200 South to reach Japantown. The large blocks of this area in the city also presents obstacles to pedestrians. Large setbacks, fencing and parking lots on the south side of the block makes mid-block crossing difficult if not impossible.

In addition, there are safety concerns related to loading and unloading for the Salt Palace along the street. Japantown Street feels wide, when crossing on foot, and lacks a mid-block crossing to connect the north and south sides of the street.

Table 6-1 : Existing Elements on the Japantown Street

SECTION	CRITERIA	EXISTING
FESTIVALS	Obon Dancing Circle	45 ft
	Nihon Matsuri Booth #	39
	Nihon Matsuri Vendor Lane Location - 14'	North
	Festival Fire Lane Location - 20'	Street
PEDESTRIAN WAY	Width - North Side	8 ft
	Width - South Side	8 ft
	Length - North Side	730 ft
	Length - South Side	712 ft
PARKING STALLS	Total On Street Parking	48
	Accessible Parking Stalls	0
ROADWAY	Total Lanes of Travel	4
	Width - Lane of Travel	12 ft
	Turning Lane	0
	Width - Turning Lane	N/A
	Street Width - minus parking	60 ft
STREET TREES	Trees in Public Right of Way	13
RIGHT OF WAY	Width	124 ft

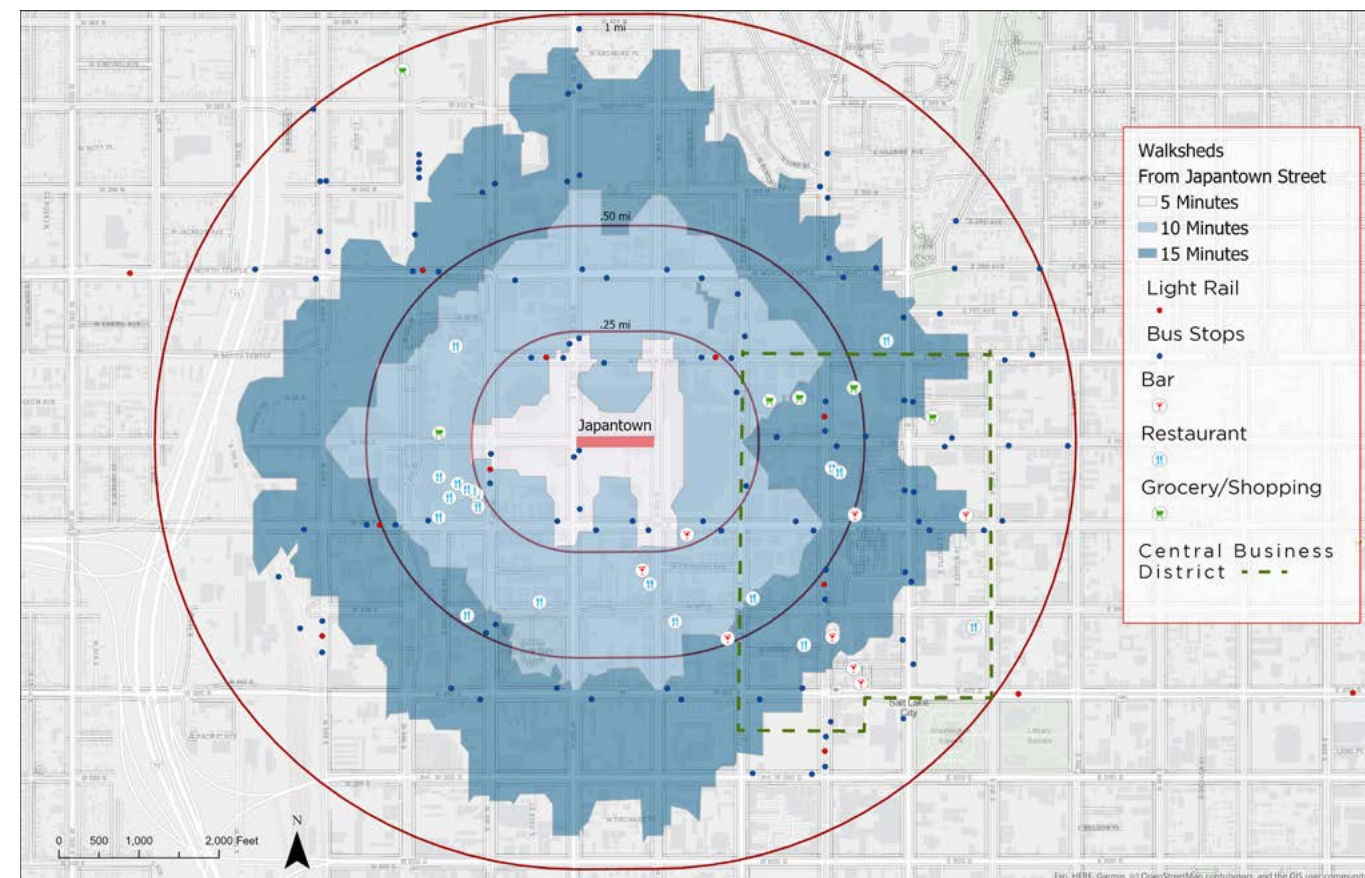


Figure 6-3: Pedestrian Amenities Map

Site Conditions

Figure 6-4 is a map of the existing utilities and site conditions on Japantown Street. All utilities serving buildings in the area are located in the street including water, sewer, and storm drain. In addition, there are significant communications lines located beneath the northern-most lanes of the road. The communications facilities include a vault and junctions that are critical to operations of the Salt Palace.

The presence of the communications infrastructure beneath Japantown Street poses a challenge for lowering the crown in the road.



Figure 6-4: Utilities and Site Conditions on Japantown Street

Technical Representative Meetings

The design team met with representatives from the applicable City departments to gather preliminary information regarding existing conditions and comments for the Japantown area. Key information from each meeting is summarized below.

PLANNING AND ZONING DEPARTMENT

- + An existing conditions report in the Downtown Master Plan mentions the different cultural influences on the area. The Downtown Plan encourages projects to tell the story of each place with reference to culture and history.

- + There is a precedent for street narrowing, downtown, along 300 South Street between 300 East and the Rio Grande Depot. A similar concept could be considered for Japantown Street.

PUBLIC UTILITIES DEPARTMENT

- + The City is pushing toward sustainable street design including providing water management in the street through permeable surfaces, bioswales, and similar water retention strategies.
- + Japantown Street has water main lines running on both the north and south side of the street.
- + Water is being drained from north loading dock of the Salt Palace to just in front of the Japanese Garden, on the east side of the Japanese Church of Christ.
- + There is existing street lighting on the north side of Japantown Street. The city has considered replacing with standard acorn style fixtures. There is one street pole and five pedestrian poles, three of which were installed as part of a previous effort to acknowledge Japantown. The detail of these three pole tops reflect a Japanese aesthetic. The fixture arms are oriented over the curb, however, rather than the sidewalk, making them less effective as pedestrian fixtures. The other two pedestrian poles are standard acorn style fixtures. There are no pedestrian poles on the south side of the street and only one street light head, mounted to a wooden power pole. According to Public Utilities, fixtures that are not the city's standard fixtures have to be coordinated with the city's street lighting division and maintenance (including lamp replacement) is the responsibility of the special improvement district.
- + The West Quarter Development will bury power on 300 West and along their property on Japantown Street. The remaining overhead power lines on Japantown Street will remain and should be buried as part of the Japantown Street redesign. There is an opportunity to work with the West Quarter development to select new fixtures that are consistent with the Japantown Design Strategy and Guidelines.
- + The wood power pole on the north side of Japantown Street is decommissioned.

TRANSPORTATION DEPARTMENT

- + City's pedestrian/bike master plan shows protected bike lanes on Japantown Street. The additional parking between 400 and 500 West prevented a dedicated bike lane near the Gateway.
- + A shared street might be a good option for Japantown Street. (Shared streets remove the formal distinctions between spaces dedicated to pedestrians, cyclists, and motorized vehicles. The street is shared by everyone, with each user becoming increasingly aware and respectful of the others.) City is interested in creating true shared streets.
- + Consider instead of angled parking, narrowing the street and creating more sidewalk and green space.
- + Only one lane is needed in each direction. There is a precedent for this on Japantown Street between 400 West and 500 West. Narrowing the street to one lane will require modification to the signals at the intersection of 300 West to make the eastbound right-hand lane on Japantown Street, a right turn only. 300 West is a UDOT road and changes will have to be coordinated with them.
- + City prioritizes pedestrian movement and green space over vehicular movement in this area.
- + The idea of a wide mid-block crossing on Japantown Street was discussed. Transportation is not opposed to the idea but because it is unconventional within SLC, will require more detailed discussion.

SUSTAINABILITY DEPARTMENT

- + The design team met with representatives of City's Office of Sustainability to review programs that may be available to building owners on the street.
- + City is working towards the implementation of bioswales and solar lighting throughout the city, which may be a possibility for infrastructure improvements on Japantown Street.

ARTS COUNCIL

- + The design team met with representatives of the Salt Lake City Arts Council to discuss opportunities for public art on Japantown Street. The Arts Council observed that some of the best opportunities will come from incorporating art into as many of the street elements as possible. Examples included artist designed bollards and signage. The Arts Council stated they are available as a resource to the project moves forward.

ENGINEERING DEPARTMENT

- + City allows pavers in public sidewalks
- + Multiple examples of downtown frontage with a combination of brick pavers and concrete paving.
 - The Salt Lake City Downtown Master Plan discusses the use of paving patterns to help establish and characterize different districts.
 - Engineering Department will consider proposals to remove curbs and use materials other than asphalt and concrete in the street.
- + Engineering's primary concern is for safety and ADA compliance
- + Where curbs are not used, boundaries between pedestrian and vehicular zones must be continuously delineated with tactile materials that alert pedestrians, both sighted and sight-impaired as implemented on Regent Street.
- + Wide mid-block crossings are unconventional in City and will require additional discussion and coordination with City departments.
- + There could potentially be fiber, electrical, telephone lines running under Japantown Street
 - There are 32 manholes along that section of Japantown Street (See Figure 6-4)

FIRE DEPARTMENT

- + A 20-foot wide fire access lane must be maintained along the entire length of the street during festivals. Nothing may be placed in this access lane, not even chairs. The minimum overhead clear height of the fire access lane is 13'-6".
- + The West Quarter development will have fire access from 300 West. Fire access will not be required from Japantown Street.
- + City is currently discussing adopting alternate means and methods that would allow more flexibility to Appendix D105.3 of the International Fire Code (IFC) regarding the 15-foot to 30-foot proximity requirement for aerial fire apparatus to buildings over 30 feet in height.
- + The fire code requires a 10-foot separation between festival booths with cooking equipment. If the cooking equipment uses propane, the propane tank must be separated from the cooking equipment by 10 feet.



Vendors selling Japanese snacks during the Aki Matsuri

The Japanese Church of Christ and the Salt Lake Buddhist Temple

The SLBT and JCC still function as the gathering places of the Japanese American Community and are the enduring vestiges of City's Japantown. They anchor the east and west ends of the street and generate activity on Sundays, special gatherings and activities during the week, seasonal events, and the traditional street festivals attended by community members from across the Wasatch Front and the public at large, sharing their culture with the greater community.

Church-goers often utilize street parking in addition to the surface parking lots adjacent to their buildings and on the south side of Japantown Street. The SLBT and JCC have a memorandum of understanding with the County to allow free parking in the Salt Palace parking structure for events and festivals. Temporary event parking is also set-up in the middle of the street for activities as described below.

Funerals are often held at each of the two churches requiring clear space along the curbs in front of their entry doors for hearse parking and casket processions.

Cultural Festivals

Japantown Street is the venue for several annual festivals, hosted by the SLBT, the JCC and independently. These festivals are the lifeblood of Community and a primary way they welcome and share Japanese and Japanese American culture with the public. Three of the larger and more well-know festivals are the Obon Festival, the Nihon Matsuri, and the Aki Matsuri. The street is closed to through traffic during festival times.



The Japanese Church of Christ was built in 1924 and is on the National Register of Historic Places. It is significant as one of the few remaining sites to have been continuously associated with ethnic minorities in Utah.

Photograph courtesy of The Mitsugi M. Kasai Memorial Japanese American Archive, Special Collections, J. Willard Marriott Library, University of Utah

OBON FESTIVAL

The Obon Festival is held each year on a Saturday during the month of July. It is a Buddhist tradition that commemorates and remembers deceased ancestors. Chochin (paper) lanterns are hung and Obon dances (bon odori) are performed. The festival begins early in the day and continues late into the evening. It features a variety of Japanese American food and gifts, music, taiko drum performances, and traditional Japanese dances that are performed in a very large circle on the east half of the Street. The circle represents oneness and is symbolically important however, in reality the circle has become an oval to accommodate the large number of dancers within the width of the street. There are three rows of dancers around the oval. Chairs are set up around it for spectators. On the north side, the chairs are set well within the curb line to allow a 20-foot clear fire truck access lane during the festival.

Food is served primarily inside the SLBT gymnasium though there are a few food and drink booths outside. One is in front of the temple at the east end of the street, within the SLBT property. The other is in front of Lumbini's Garden adjacent to the sidewalk. A beer garden with seating is held on the patio that is south of the temple and enclosed from the streets.

Festival parking is provided in three areas. Volunteers park in the SLBT lot on the south side of Japantown Street, just east of the West Quarter development. Festival-goers park either in temporary street stalls, angled in two rows at the center of the west half of the Japantown street, or in the Salt Palace parking structure immediately to the North, or on surrounding streets. The SLBT and JCC have a memorandum of understanding with the County for free parking in the parking structure during festivals and events.



Annual Obon Festival in Salt Lake City.

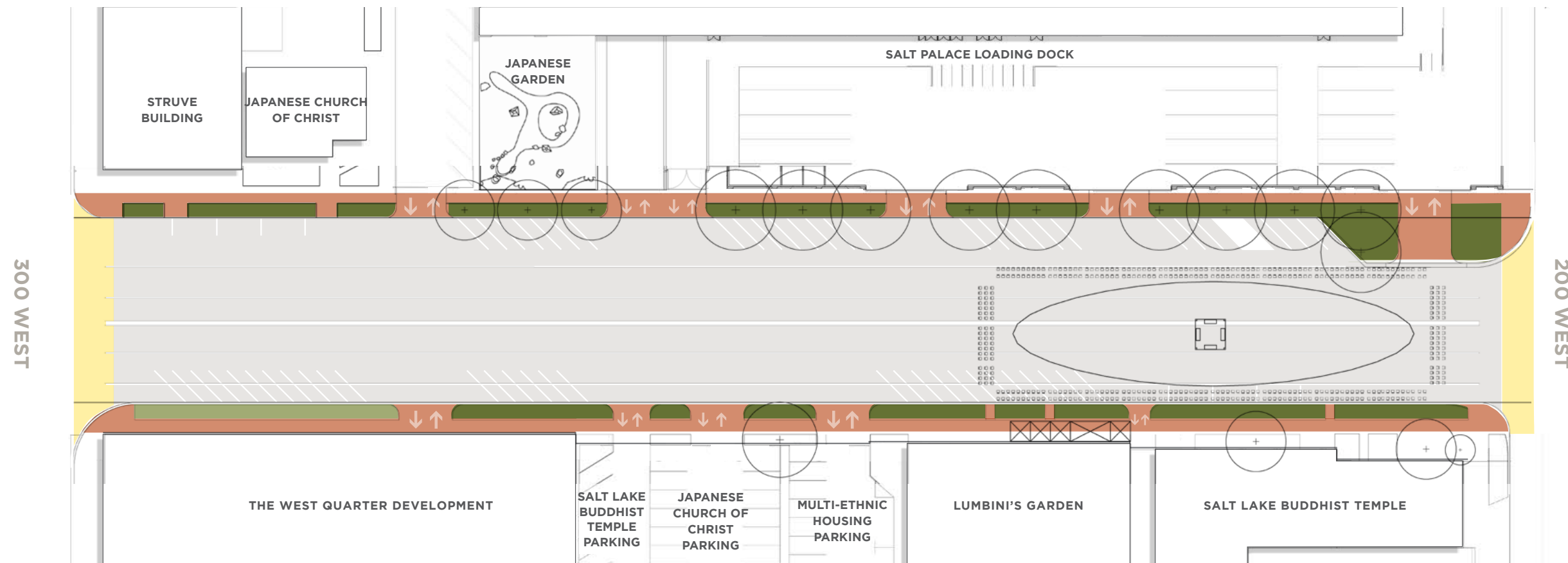


Figure 6-5: Obon Festival diagram on existing Japantown Street

NIHON MATSURI

Nihon Matsuri, meaning “Japan Festival”, is held each year on a Saturday during the month of April. It is organized by the Utah Nihon Matsuri Committee and supported by the JCC. Its mission is “To share and educate the larger Utah community about Japanese and Japanese American culture, history, and traditions as well as to be a way to pass on the Japanese traditions and culture to younger fifth, sixth, and seventh generation Japanese Americans and to help them identify with their heritage.” For more information about the Nihon Matsuri, visit <https://www.nihonmatsuri.com/>.

The festival is set up along the entire length of Japantown Street with stages and audience seating at the east and west ends, and booths lining the north and south sides of the street. The booths are arranged to allow for fire truck access on one side and a vendor lane on the other. Food booths are located on the north side of the street for proximity to the JCC facilities. The fire code requires a 10-foot separation between booths with cooking equipment. If the cooking equipment uses propane, the propane tank must be separated from the cooking equipment by 10 feet. These constraints inform the festival layout.

AKI MATSURI & OTHER FESTIVALS

The churches have hosted a number of other festivals and events over the years, such as the JCC’s Fall festival - the Aki Matsuri, and have indicated a strong interest to continue and to use the street as the venue. They are expected to be no larger in footprint than the Obon Festival and Nihon Matsuri so the same spatial criteria and physical constraints can be assumed adequate for them as well.

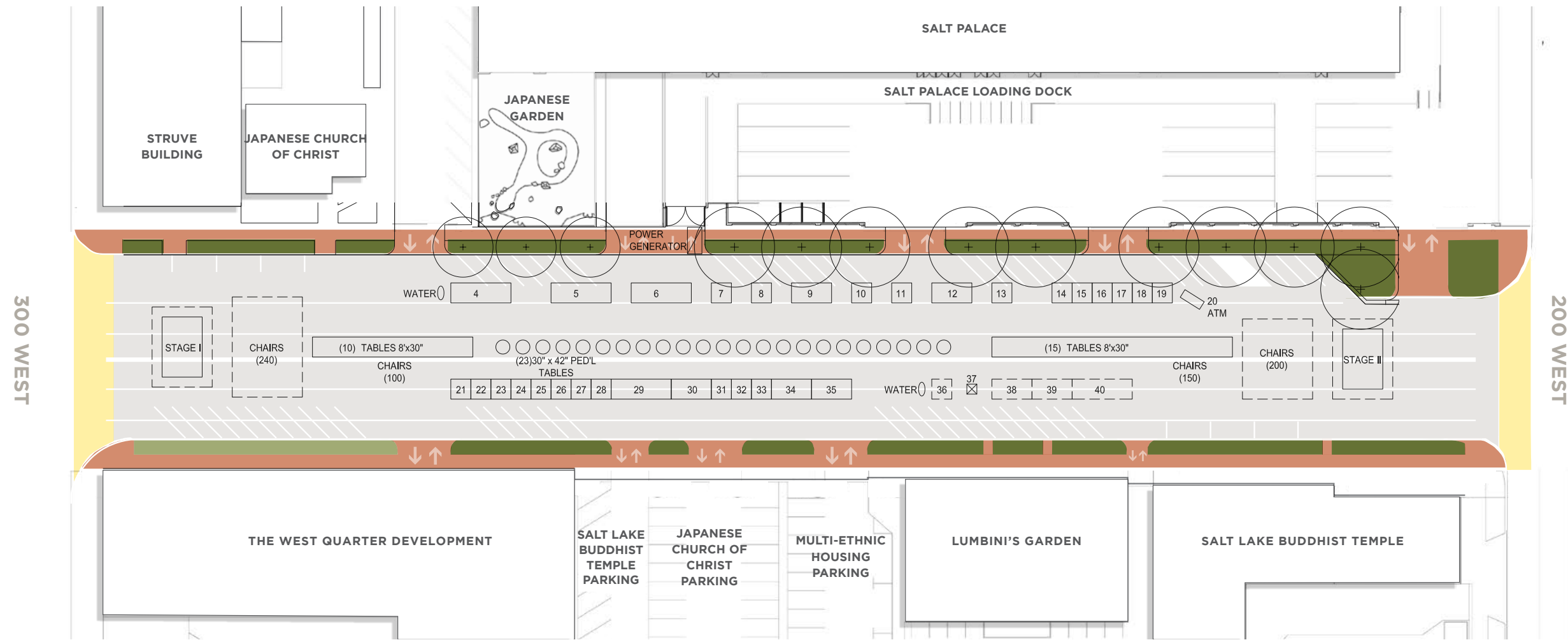


Figure 6-6: Nihon Matsuri diagram on existing Japantown Street



The Salt Palace Convention Center

The County-owned Salt Palace Convention Center terminates the east end of Japantown Street along 200 West. A 2006 addition bridges 200 West and occupies much of the block between Japantown Street and South Temple. Over half of the frontage along the north side of the street is occupied by its loading dock and parking structure entrance and exit. There is a screening wall at the back of the sidewalk on Japantown Street and the loading dock and dumpsters. Large trucks access the loading dock through gated entries from Japantown Street. They also queue in the street for periods of time in preparation for conventions and events. In the past there have been instances

of packing and other materials stored on the street, outside of the screening wall for extended periods of time. Salt Palace management and representatives of the SLBT and JCC have work closely to minimize the queuing and storage impacts on the street.

The Salt Palace's main functional concerns relating to the redesign of Japantown Street are:

- + Maintaining adequate queuing space for trucks on the street,
- + Ensuring adequate turning access into the loading dock, and

- + Continued coordination of festival schedules with loading and unloading requirements at the facility.

Any narrowing of the public right-of-way should include angled curb cuts at the entrances from the street into the loading dock area to accommodate truck turning radii. All streetscape elements placed in the right-of-way must similarly respect requirements for truck maneuvering and access. See Figure 6-7.

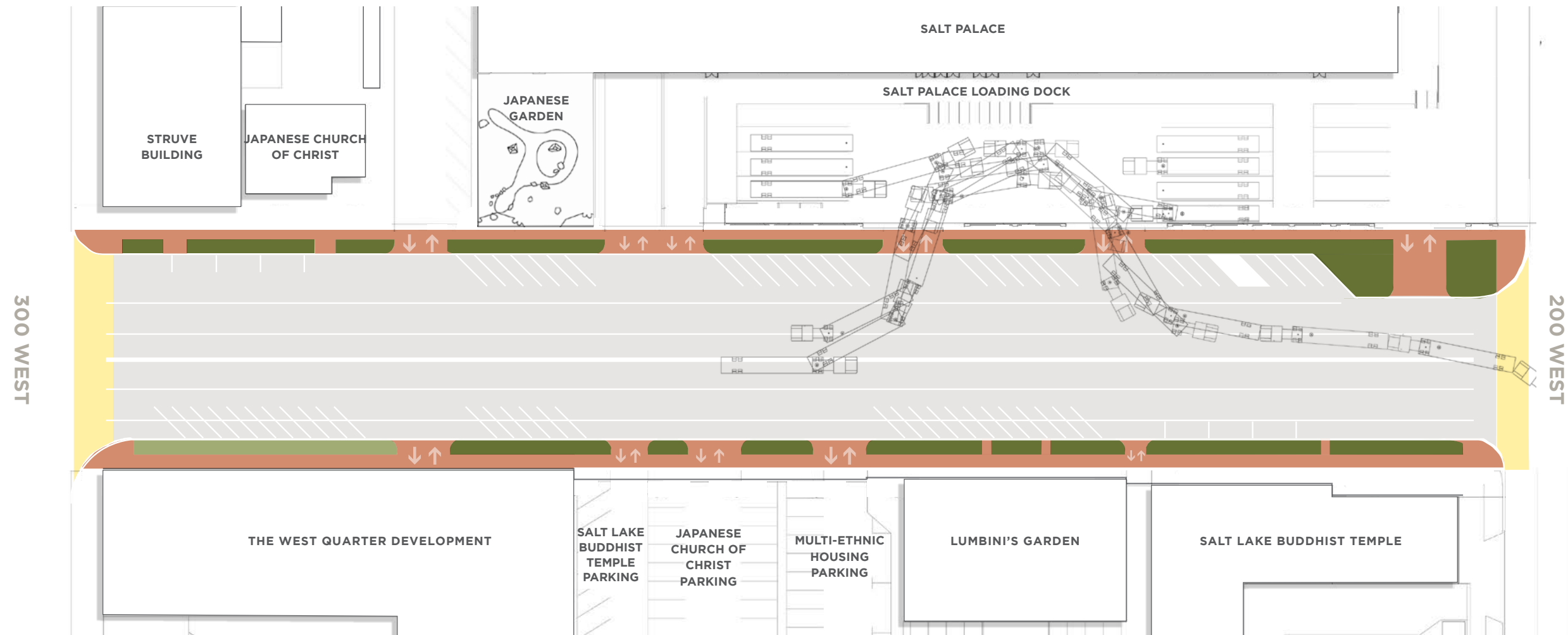


Figure 6-7: Salt Palace truck turning radius

THE JAPANESE COMMUNITY GARDEN

During the 2006 expansion, County dedicated the open space between the Salt Palace parking structure entrance and the JCC as a Japanese community garden. This was done in acknowledgment of its encroachment on the Japanese neighborhood and in living homage to the Issei and Nisei, the Japanese people who first immigrated, and their U.S.-born children.

The design of the garden is described by Gaylis Linville, former Director of Communications and Public Relations for the Salt Palace Convention Center as follows:

“Amid the concrete, bricks, asphalt and hard, angular edges of the west side of the Convention District, there lies an urban oasis that is totally unexpected. A small garden that uses light, space, wind, water, and even part of the adjoining building to create a haven in the middle of hectic. The Japanese Community Garden is tucked away between the Salt Palace Convention Center and the Japanese Church of Christ, offering visitors a compact view into the tradition, symbolism and art of the Japanese garden.

This Japanese garden is designed using the “shakkei 借景” method, meaning “borrowed landscape.” It draws the large, outer landscape – tall trees further down the street, for example – into the composition of the small garden. What it lacks in size it makes up for in content; a rich layering of textures, colors and shapes.”

The garden is maintained by SMG, the company that manages the Salt Palace. SMG consulted on maintenance with long-time community member and architect Gordon Hashimoto, who had expertise in the art of Japanese gardening techniques and a distinguished background in design. Mr. Hashimoto passed away in 2018 and his cultivation of the garden is sorely missed.

Garden plants and trees include - Periwinkle, Jasmine, Japanese Iris, Wisteria, Chinese Yellow Bamboo, Cherry Trees, Pine, Japanese Lace-leaf Maple, Linden, and Boston Ivy as a backdrop.

Photos and more detail about the garden can be found at <https://www.japanesegardening.org/site/salt-palace/>.

KIMONO GATES

The Salt Palace loading dock is enclosed with walls and gates that were embellished with materials and artwork that reference the history of the street. The following words are engraved on the dedication plaque, by artist Cliff Garten in 2006:

The Japanese Church of Christ and the Salt Lake Buddhist Temple are cornerstones of the Japanese community of Salt Lake City, which once thrived for many blocks in this area. These gates are homage to the history of the Japanese community in Salt Lake City and Utah. They are composed of the fragments of 18th century Japanese Kimonos and their textile patterns that the artist used to form a new pattern in bronze for these gates. The assimilation of Japanese culture within America is only equal to the capacity of Japanese culture to endure in order preserve the essence of being a Japanese American. The artist and the community offer these gates in honor of Japanese ancestors who walked this district, raised families, became civic leaders and contributed to American culture. The gates are a sign of the cultural connections between America and Japan that will endure as a part of our community.

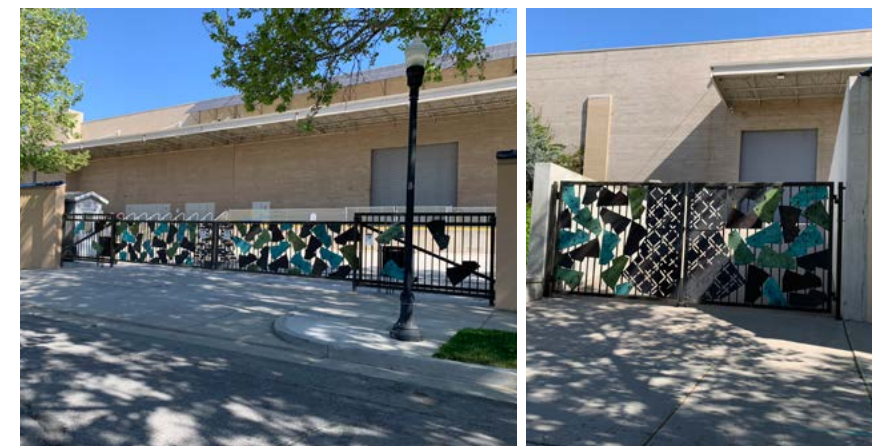
Artist Cliff Garten 2006.
Fabrication by Metal Arts Foundry, Lehi, Utah.



Photo of the Japanese Community Garden



Photo of Japantown Sign and Plaques



Photos of Kimono Gates at the Salt Palace Convention Center

The West Quarter Development

The West Quarter Development wraps the southwest corner of Japantown Street and forms part of the streetscape. Two sets of in-and-out driveways, one for service vehicles and the other for automobile access to the parking structure, occur on the street at the east end of the development. Pedestrian access connecting Japantown Street to the West Quarter Development is located along the eastern boundary of the West Quarter property adjacent to the SLBT parking lot.

The sidewalk, curb and gutter, and street trees along this section of Japantown Street should be revised to match the rest of the street design. This includes the paving materials and pattern, the tree species and grates. The tree locations, relative to the street edge, should also be revised to align with those along the rest of the street and to allow the necessary clearance for vendor vehicles during the Nihon Matsuri.



Rendering of the West Quarter development. View from Northwest. Japantown street to the left of image. - Nexas Architects



Figure 6-8: Project boundary of the West Quarter development.

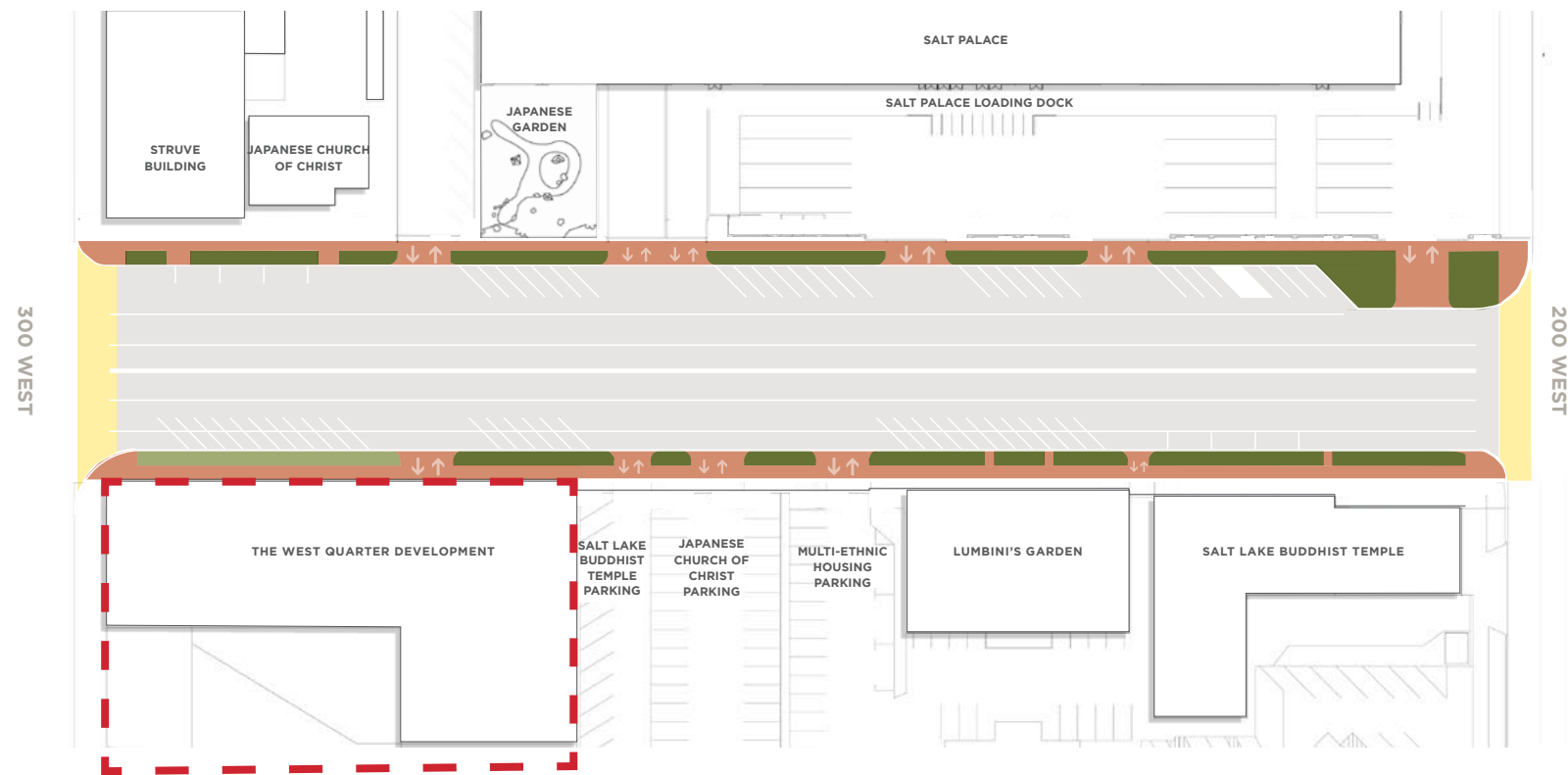
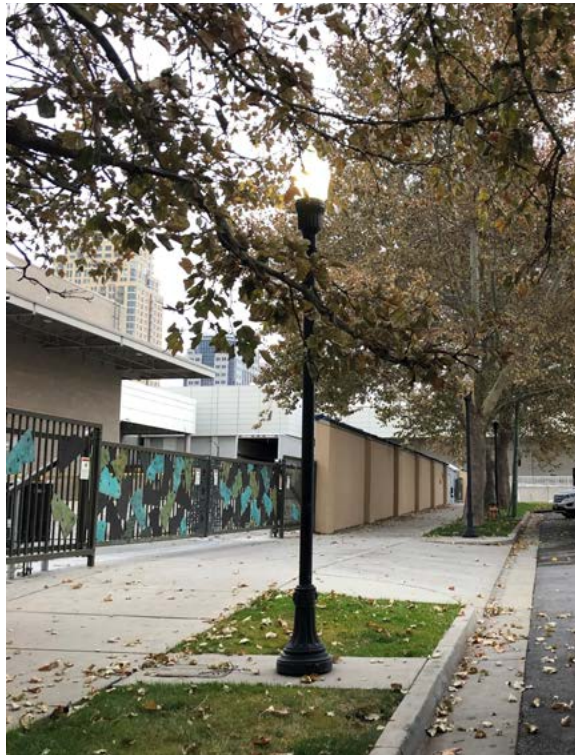


Figure 6-9: Location of the West Quarter development shown in red dotted line adjacent to the Japantown Street.

Existing Light Fixtures on Japantown Street



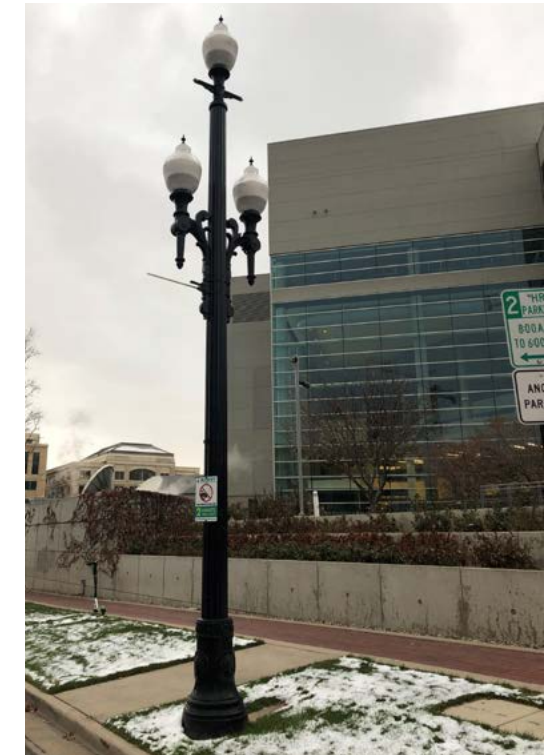
North side of Japantown Street, 5 typical pedestrian poles (Acorn head)



North side of Japantown Street, 3 specialty pedestrian pole ("lantern" style)



South side of Japantown Street, typical street pole (Cobra head)



100 South Street, typical street & pedestrian pole (Cactus style)

Photo Archive



Aloha Fountain and Saikayen Confectioner



Aloha Fountain Snack Bar Sign



Beverly Seki watching Shigeru Goto promenading in Town



Bushnell boys at the O K Cafe in Salt Lake City where the group would meet and play Hawaiian music for the customers Willie Oshiro two unidentified women Toshio Kokubun Jerry Miyashiro unidentified woman Kiyoshi Yoshii and Willie Higa



Craig Nagasawa and Robin Doi



Demolition of Japantown making room for the new convention center



Don Seki from Hawaii in Salt Lake City



First South Salt Lake City's Japan Town before it was demolished for the Salt Palace In 1923 it was also home to the Japanese Church of Christ

Photographs courtesy of The Mitsugi M. Kasai Memorial Japanese American Archive, Special Collections, J. Willard Marriott Library, University of Utah

Photo Archive



Fred Toyota in front of the OK Cafe in Salt Lake City's Japan Town



Group of men on the front steps of the newly constructed church



Hideo Ochi and Mary Murakami standing next to a car



In 1963 the Aloha Fountain moved next door and changed its name to the Aloha Cafe Next door was the Judo Center and Family Market



Jackson Muramoto standing on a sidewalk between State and Main Street on First South The KDYL Radio Station can be seen in the background across from which was the Western Hotel 1947



Jerry Miyashiro standing in front of the OK Cafe



Kiyoji Kanegai with Kimie Doi in front of Aloha Fountain



Kiyoko Tashiro in front of Hama san Tailor Shop and the Colonial Noodle

Photographs courtesy of The Mitsugi M. Kasai Memorial Japanese American Archive, Special Collections, J. Willard Marriott Library, University of Utah

Photo Archive



Mary and Kimie Doi outside the Aloha Fountain



Mary and Kiyoko Nishida on 1st South in front of the New Kimpa Cafe



Mary Murakami and Hideo Ochi standing in front of a car



Members gathered on the steps of the church circa 1920s



Mihoya Confectioner Aloha Cafe and Salt Lake Judo Center



Moving supplies out of the Aloha Cafe before its demolition



New Kimpa Cafe Sunrise Fish Market and Dawn Noodle House



Paul Iwasaki and Robin Doi with toy guns

Photographs courtesy of The Mitsugi M. Kasai Memorial Japanese American Archive, Special Collections, J. Willard Marriott Library, University of Utah

Photo Archive



Robin Doi Wade Doi Craig Nagasawa Mary Wallace and Kimie Doi



The Japanese Church of Christ shortly after completion



U S Cafe later the Mikado Restaurant operated by the Tsuyuki family



Unidentified group in front of the Japanese Church of Christ Salt Lake City Utah



View before excavation for Salt Lake Auto Parts Utah Nippo Long Hotel American Fur Co and the Greyhound Bus Depot



Wallace and Kimie Doi outside the Aloha Fountain



Wallace and Mary Doi working in the Aloha Fountain



Wallace Doi and Leo Kawa at the Aloha Snack Bar which was opened in 1947

Photographs courtesy of The Mitsugi M. Kasai Memorial Japanese American Archive, Special Collections, J. Willard Marriott Library, University of Utah

Photo Archive



Willie Oshiro Toshio Kokubun Jerry Miyashiro Kiyoshi Yoshii and Willie Higa performing at the O K Cafe in Salt Lake City Utah 1944 1945



Women s group Included Mrs Tajima Mrs Uno Mrs Takashima Mrs. Hirasawa Mrs. McDonald Mrs. Hashimoto Mrs. Lida Mrs. Shiba Mrs. K Suzuki Mrs. Tatai Mrs. Takasu and Mitsu Hayakawa



Yasuko Kawakami and Susie Ariyoshi in front of Japanese Town Sunrise Fish Market



Young boy standing outside the Aloha Cafe



First South Salt Lake City's Japan Town before it was demolished for the Salt Palace In 1923 it was also home to the Japanese Church



Fred Mishima Mary and Wallace Doi



Salt Lake Japantown's Oriental Festival, which was later changed to the Arts Festival and later to Aki Matsuri



Salt Lake Japantown's Oriental Festival, which was later changed to the Arts Festival and later to Aki Matsuri

Photographs courtesy of The Mitsugi M. Kasai Memorial Japanese American Archive, Special Collections, J. Willard Marriott Library, University of Utah

Photo Archive



Salt Lake Japantown's Oriental Festival, which was later changed to the Arts Festival and later to Aki Matsuri



Salt Lake Japantown's Oriental Festival, which was later changed to the Arts Festival and later to Aki Matsuri



Salt Lake's Japantown on First South shortly before the businesses were forced to close and residents were forced to move to make room for the new Salt Palace in 1966



Buddhist parade with young boys on 1st South



Tosh Nakaya, Carl Inoway and Ted Nagata stand across the street from where the Japanese Church of Christ's second building located at 135 West, 100 South in 1958



Business Storefront – E.D. Hashimoto Company



1965 Obon Festival. SL Buddhist Temple. 100 S, SLC photo from Ron Nishijima



Business Storefront – Fujimoto & Company

Photographs courtesy of The Mitsugi M. Kasai Memorial Japanese American Archive, Special Collections, J. Willard Marriott Library, University of Utah

Photo Archive



The Nagasawa boys in front of the Sunrise Fish Market owned by their family at 118 West, First South in Salt Lake City's Japantown, circa 1940



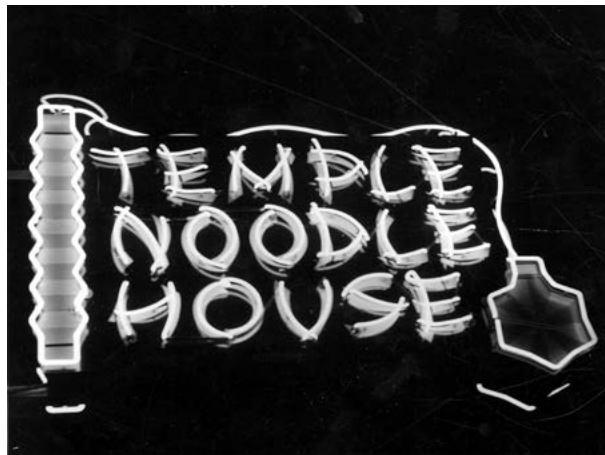
Business Storefront - Rocky Mountain Times, Japanese News



Group pictured in front of the Intermountain Buddhist Church



Shoppers inside Sunrise Fish Market



Temple Noodle House in Japantown

Photographs courtesy of The Mitsugi M. Kasai Memorial Japanese American Archive, Special Collections, J. Willard Marriott Library, University of Utah



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