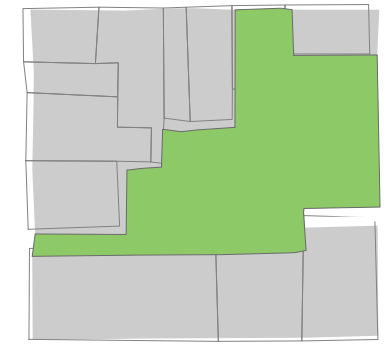
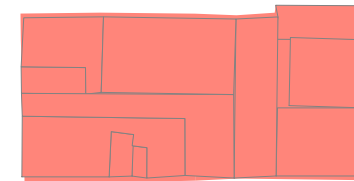
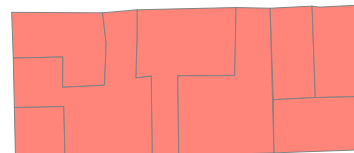
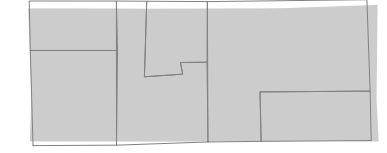
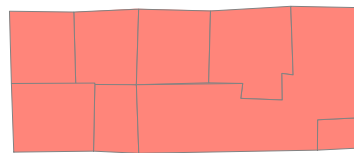
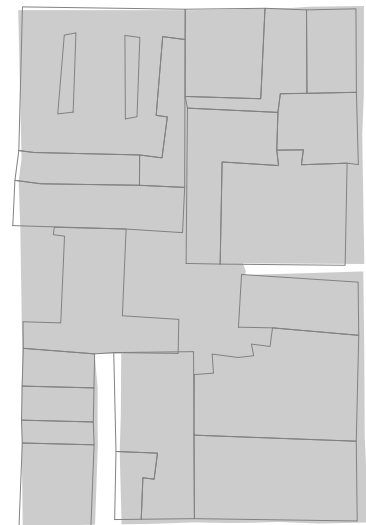
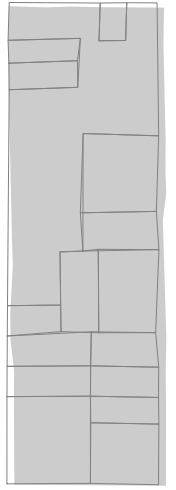
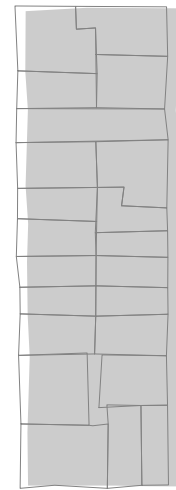
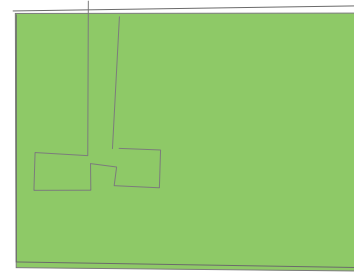
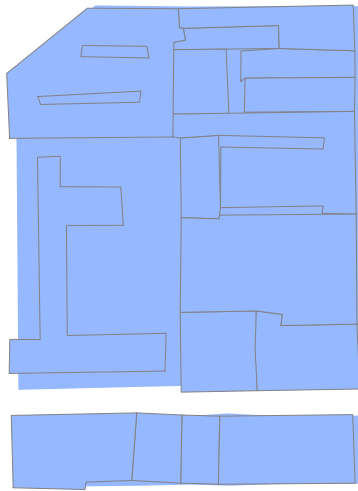
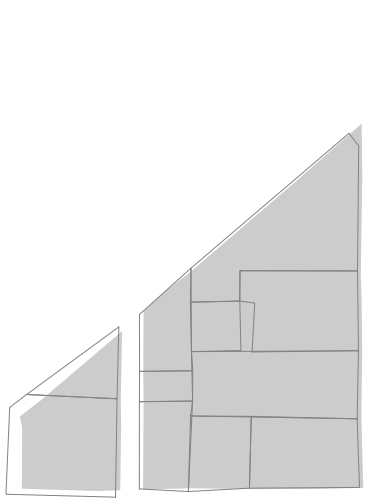


# *“Reactivate Grant Avenue”*



Chinatown Community Development Center

Urban Institute 2012

# GRANT AVENUE CORRIDOR

Michelle Fong  
Betty Huey  
Sandra Lee  
Eric Wu

CHINATOWN COMMUNITY DEVELOPMENT CENTER  
URBAN INSTITUTE 2012

1525 GRANT AVENUE  
SAN FRANCISCO, CA 94133  
(415) 984-1450

FACILITATORS: DELAND CHAN, ANGELINA YU

August 15, 2012

## Contents

INTRODUCTION	1
Project Rationale	2
History of Grant Avenue	3
Zoning	4
Cultural and Economic Significance	5
PART I: EXISTING CONDITIONS	6
Transportation	7
Open Space	14
Economic Development	18
Housing	21
PART II: PROPOSALS	23
Transportation	24
Open Space	29
Murals	32
FUTURE AREAS OF STUDY	33
CONCLUSION	34
REFERENCES	35

## INTRODUCTION

Grant Avenue is a welcoming corridor featuring intricate dragon gates at its entrance, buildings with pagoda tops and curving eaves, colorful murals of lion dancing and dragons, and other Asian motifs. As the first and oldest street in San Francisco, Grant Avenue continues to be a heavily used corridor serving both tourists and residents alike.



**Grant Avenue gates**

## Grant Avenue

Broadway

Pacific

Jackson

Washington

Clay

Sacramento

California

Pine

Bush



**Grant Ave Concept Map<sup>1</sup>**

## Project Rationale

We recognize that Chinatown is heavily populated and in fact, it is the second most densely populated neighborhood in the U.S.<sup>1</sup> To accommodate the large volume of people, everyone is on the constant move to search for creative ways to work and use the space more efficiently. This ongoing pursuit is coupled with the quest to improve and upgrade the open space in Chinatown. The means conducive to these goals including alleyway renovation projects, multi-usage of buildings, and transit improvements has given locals, tourists, and anyone in Chinatown a better quality experience and outlook of Chinatown. Grant Avenue is an integral part of Chinatown that presents to our group, numerous opportunities to turn Grant Avenue into a corridor that would help satisfy the need of open space and a corridor that will further complement its distinct character of a tourist attraction site.



**Crowded Grant Ave Sidewalks**

There are many different attractions in San Francisco, but any adventurous vacationer exploring this city, with no exception, will pay a visit to the famous Grant Avenue in Chinatown. The distinguished features of Grant Avenue, the Asian-styled building façade and decorative motifs, gives Chinatown its sharp distinctive character that draws in tens of thousands of tourists annually. While Grant Avenue serves tourists, many locals in the neighborhood also use Grant Ave. as a complement to Stockton Street. Grant Avenue is the converging point of tourists and local residents that result with heavy pedestrian congestion in this corridor.

Our report will first describe the existing conditions on Grant Avenue corridor and then discuss the goals of creating new open space and investing in existing open space to enhance the quality of the corridor. Our proposals are to support the goal of providing an intellectual and enjoyable experience for pedestrians by focusing on expanding usable sidewalk space and implementing a historical walk along the corridor. Art enhances the aesthetics and sets the tone for this cultural scene and so our goal is to beautify the corridor with artistic displays such as murals, and bring community life to Jack Kerouac Alley.

## History of Grant Avenue

Grant Avenue was once the hub of Yerba Buena, the small town that would later become the City of San Francisco. It was called Calle de la Fundacion, or Street of the Founding then, but subsequently after July 9th, 1846, when Yerba Buena became part of U.S territory, it was renamed Dupont Avenue in honor of an American admiral from the USS Portsmouth.<sup>3</sup> Following the 1906 earthquake, Dupont Avenue was renamed Grant Avenue after President Ulysses S. Grant.<sup>4</sup>



**Chinatown Ruins of 1906 Earthquake<sup>2</sup>**

When considering the historical significance of Grant Avenue and how it was shaped to be what it is today, it is fitting to start off with the story of a young Chinese American merchant, Look Tin Eli, who fought to keep Chinatown's original location after the 1906 Earthquake. After the earthquake and fire occurred, like the rest of San Francisco, the Chinatown neighborhood was largely burnt down and destroyed. The city government wanted to relocate Chinatown to what is now the Bayview Hunter's Point, which was and still is a toxic neighborhood even to this day.

A major reason for the relocation was that many wealthy surrounding neighborhood interests wanted to expand and develop on the real estate that Chinatown occupied.<sup>5</sup> Another reason was the racism and anti-Chinese sentiments of the Caucasian communities that wanted to move Chinatown, which they considered a slum, to the outskirts of the city.<sup>6</sup> The city government, however, did not entirely want to relocate Chinatown, because they would risk losing revenue from taxes paid by the Chinese and the profitable China trade that threatened to move to other ports around the Bay Area. The Chinese Six Companies also made a strong opposition but still, relocation seemed inevitable with the strong support and backing of Chinatown's surrounding neighborhoods.

It was under these desperate circumstances that Look Tin Eli and a group of Chinese merchants decided to present a proposal to the Board of Supervisors that would keep Chinatown where it was and also generate extra revenue, which was greatly needed after the earthquake. Look Tin Eli's strategy was to turn Chinatown into a tourist attraction site or a "Mini China" that would bring revenue to the city if Chinatown was allowed to remain where it was.



**California Street Cable Car line<sup>3</sup>**

To finance his proposal, he borrowed \$3 million Hong Kong dollars from the Bank of Canton and specifically hired two Caucasian architects who never been to China before to rebuild Chinatown according to how they think buildings in China looks like. The two Caucasian architects envisioned pagoda roof tops and other Asian motifs brightly colored with red, yellow, and green on the facade of the buildings.<sup>7</sup> Most of these styles were implemented on Grant Avenue. Look Tin Eli's plan was successful in promoting tourism, bringing revenue to the city, and keeping Chinatown where it is today, but it also created a stereotype of how China looks like. When foreigners visit San Francisco's Chinatown, they often go away with the misconception that buildings in China are similarly decorated with Asian motifs when in fact, many of the buildings in China are actually very modern and developed-the only buildings that even come close to resembling those in Chinatown are the ones in China's Forbidden City. This story of Look Tin Eli essentially explains the origin of why many buildings along Grant Avenue looks the way it is today and why it is a corridor catered for tourist attraction.

## Zoning

Like many of the other buildings in Chinatown, those along Grant Avenue, specifically between California and Jackson Street, are zoned for both commercial and residential usage. The height limit for buildings between those blocks along Grant Avenue is 4 stories tall with the first two stories permitted for commercial/retail uses except financial services, and the above two floors used to accommodate housing or other institutional uses.<sup>2</sup>

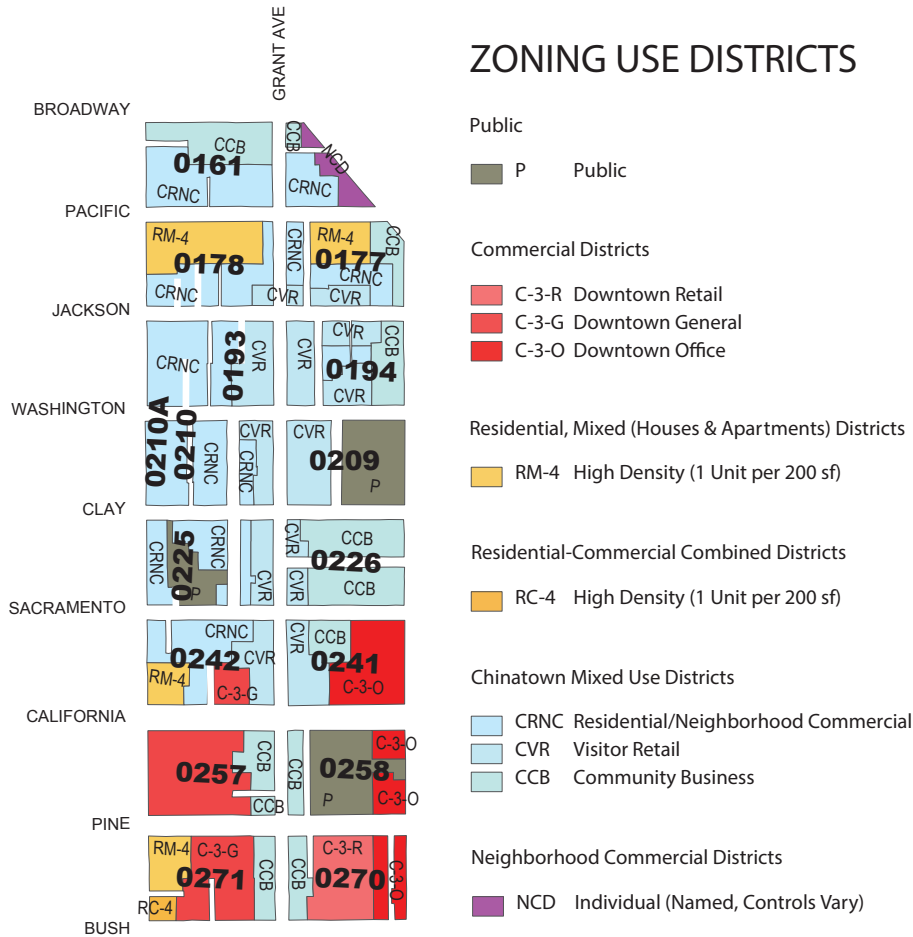


**Four story buildings**

The purpose of the zoning height limit is to ensure the preservation of the Chinatown neighborhood. For instance, a condominium developer wanting to demolish several Single Room Occupancy (SRO) buildings in order to build condominiums or mansions, or in another instance, a corporation from the Financial District wanting to expand their office space by buying the Kearny Street buildings and evicting its tenants could not do so because it would make neither economic nor pragmatic sense. This essential zoning exists to protect the Chinatown neighborhood from encroachment or to the extreme of gentrification from its surrounding affluent neighborhoods.

## Cultural and Economic Significance

Grant Avenue is a vital cultural and economic corridor in Chinatown where major festivals such as Autumn Moon Festival and Chinese New Year are hosted. These festivals are celebrations of Chinese traditions with mooncakes and other Chinese food, cultural exhibits, Chinese opera performances, lion dancing, etc. that draws local residents, foreign tourists, and other Bay Area residents to Chinatown. These festivals not only retain the community's cultural heritage but revitalizes businesses in Chinatown, particularly those along Grant Avenue by drawing more potential customers to the area. On a city scale, Chinatown is a vital part of San Francisco's tourism, which is San Francisco's number one revenue-generating industry.<sup>8</sup> Chinatown is consistently listed as a top attraction among tourists.



Source: SF Planning Department<sup>4</sup>

# **PART I: EXISTING CONDITIONS**

Transportation  
Open Space  
Economic Development  
Housing



# PART I: EXISTING CONDITIONS

## Transportation

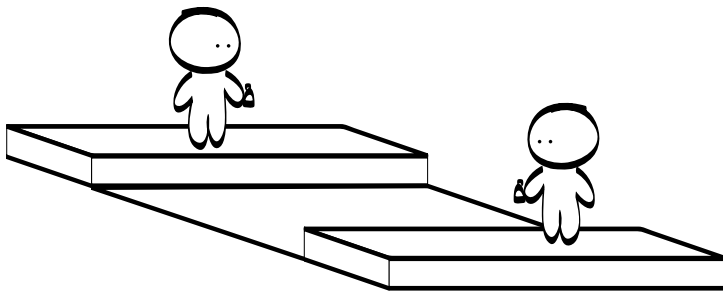
### Overview

The Grant Avenue corridor is very efficient in terms of transit. It is a moderately wide, one-way corridor with enough width to fit three cars from curb to curb, and not to mention, a leveled and walkable street. There is relatively low vehicle traffic in the mornings, but a huge flow of people on the sidewalks throughout the day. Traffic can be somewhat slow when there is high number of trucks unloading, cars parking, and pedestrians crossing on the street. There are always parents and children walking along Grant, which creates a warm and welcoming atmosphere. Even though Grant has minor issues, improvements can be made to increase safety and efficiency. To look into transportation, we focused on pedestrians, vehicles, bikes, and parking.

### Methodology

#### i. Pedestrian Count

We examined who and how many pedestrians use Grant Ave to determine what priority population to cater to.

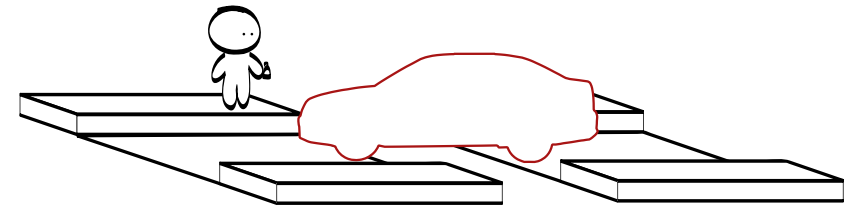


We conducted a pedestrian count along Grant: Bush, Pine, California, Sacramento, and Clay because we were unable to obtain data from those streets. We stood parallel to each other on each sidewalk and used manual counters for fifteen minutes. We then multiplied this number by 8 to bring us to total counts per 2 hours to correspond to the CCDC Chinatown Pedestrian Safety Needs Assessment - Pedestrian Counts. Finally, we incorporated our data into the CCDC report map. As for sidewalk space, at the center of each block, we used a tape measure storefront sidewalk space on both the left and right sides.

#### ii. Vehicles

We observed the types of vehicles -cars, tourbus, bikes- and how many passengers were in the vehicles when they passed by.

#### Driving on Grant



We conducted a vehicle count in the beginning (Bush & Pine), middle (Sacramento & Clay), and end (Pacific & Broadway) of Grant intersections for 15 minutes. One person stood at the corner of a street and a vehicle exiting the intersection of Grant and California would be counted. Again, we multiplied the count by 8 to correspond the pedestrian count per 2 hours.

## Turning on to Grant

We wanted to thoroughly study traffic on Grant, and so we also considered how many vehicles drove on the intersecting street, like Pine for example, and how many of those cars turned on to Grant from the intersecting streets. Even though the vehicles do not drive directly on Grant, those also contribute to traffic congestion. This second vehicle count was conducted for 15 minutes at the following intersections of Grant: Bush, Pine CA, Sacramento, Clay. using a similar methodology as previous vehicle count and standing at intersections.

## ii. Parking

We recorded the number of commercial parking and regular meters and then observed the surroundings of parking spaces.

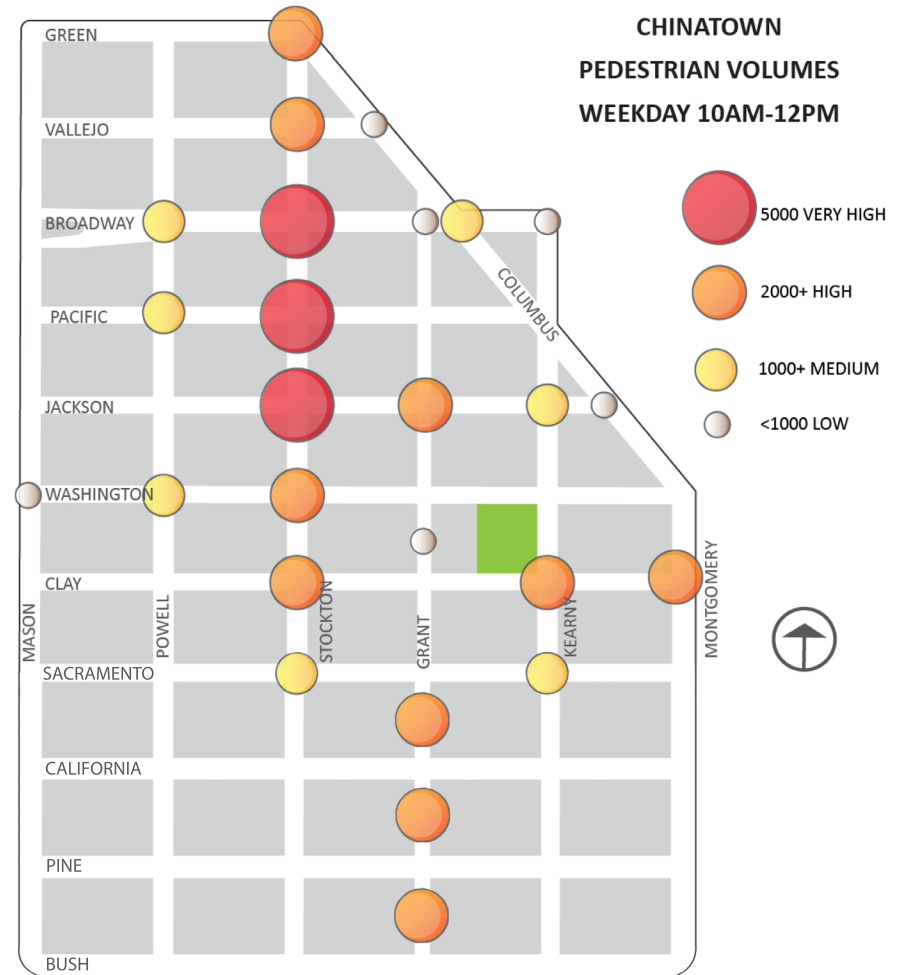
## Observations

## i. Pedestrians

Our field study shows that traveling by foot is the most commonly used mode of transportation. There is a high concentration of tourists near the Chinatown entrance, but as one walks down toward Broadway, there are more residents who walk on Grant because of the resident-catering businesses on the northern blocks. At the Chinatown entrance gates, 2,224 individuals walk by at peak afternoon hours, which is the most pedestrians of the 4 studied intersections. A slight decline in pedestrians occurred between Pine and California with 2,080 and an increase occurred between California and Sacramento with 2,440 individual. Wandering tourists who observe and purchase goods from the commercial businesses contributed to most of the foot traffic on Grant street.

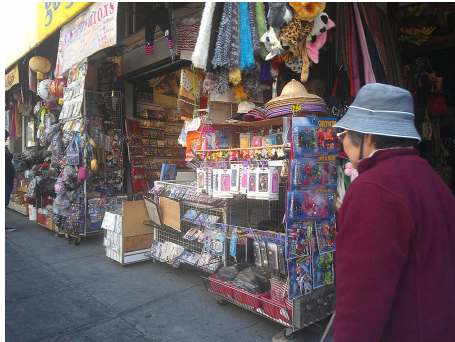
## Pedestrian Counts

Weekday (Tuesday, Wednesday, or Thursday) from 10AM-Noon

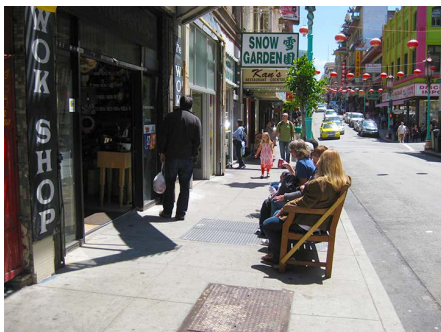


Data incorporated into Chinatown Pedestrian Safety Needs Assessment - Pedestrian Counts Map<sup>9</sup>

Sidewalk are the only paths for pedestrians, but pedestrians have to compete with objects that takes up space on the sidewalks. A majority of the businesses will take up sidewalk space by placing their goods in front of their business. Some merchandise protrude up to 55 inches and with pedestrians lingering the storefronts, this activity takes up half of the sidewalk. A few blocks near the gate there are flower pots to add to the aesthetics Chinatown. Flower pots are public because each block was consistent in pot design and flower variety, but benches in between these pots appear to be private because of at one blocks, three different styles of benches were placed in front of different antique shops. We also heard from few businesses that explained bench placement helps with businesses. Flower pots and benches take up about half the sidewalk and often forces impatient pedestrians on crowded streets to walk off the sidewalk to go around the obstruction- an unsafe practice.



**Storefront Merchandise**



**Bench on Grant**



**Crowded Sidewalk**

## ii. Vehicles

### Driving on Grant

Grant Ave. has only a left lane for parking, and the right lane is a “no stopping anytime” lane. The center lane is reserved for driving. Towards the end of all blocks, one lane splits into two, adding a 80 feet (4 parking spaces) lane to turn left or right.



Our vehicle count revealed that the beginning and end of the Grant corridor had the fewer traffic than the center of Grant - Sacramento & Clay which had 40 vehicles/ 15 min or 320 at peak hours. Clay Street traffic is high because it the only direction to go into the Portsmouth Square Parking Garage on weekdays. Portsmouth is the main parking garage for many people who come or work in Chinatown.

# Vehicular Count

Weekday 10am - 12pm



Even though there is generally low traffic on Grant Ave. San Franciscan residents and financial district businesspersons usually commute and drive along intersections on Grant Ave, but visitors and families with Chinatown connections often drive on Grant Ave.

Not only is there low traffic, but cars move along slowly on Grant. Many local drivers, knowing that Grant Ave. is a street where people commonly J-walk, proceed cautiously and stop frequently to allow them to cross. Also due to cars parking and making turns, may lead to congestion. Besides family cars, taxis, and vans, delivery trucks are pretty common. Large delivery trucks park throughout the day unloading merchandise for either a couple minutes, such as a Fedex truck, or few hours, such as the poultry store.

## Turning on to Grant

At the beginning of Grant, few of the drivers go to Chinatown at their destination. However, towards the more residential and supermarket concentration of Chinatown, thus more vehicles turn on to Grant via the streets intersecting Grant Ave.

Substantially more vehicles intersect Grant Ave. than there are cars that drive on it. For example, a higher volume of cars is shown in Pine Street. 1488 vehicles drive on Pine, but only 32 turn on to Grant. From the vehicle count data previously, the vehicles coming from the gates, only 200 vehicles that drive on Grant between Pine and California. More than seven times the traffic flow in a perpendicular comparison.

Street	Intersect Grant	Turn on to Grant	Percentage
Bush		296	
Pine	1488	32	2.2%
California	440	32	7.3%
Sacramento	368	72	19.6%
Clay	440	120	27.3%

## Modes of Transportation

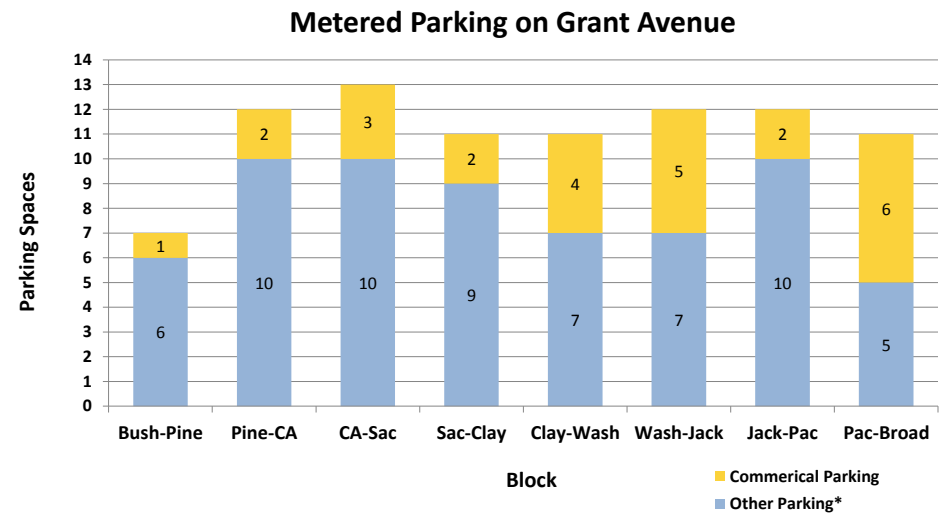
Block	Pedestrians (10am-12pm)	Vehicles (10am-12pm)	Bikes (10am-12pm)	Sidewalk (inches)
Bush - Pine	2224	264	48	L-112 R- 125
Pine - CA	2080	200	24	L-112 R- 125
CA - Sac	2440			L-117 R- 126
Sac - Clay		320		L- 122 R- 122
Clay - Wash	320		8	L- 142 R- 122
Wash - Jack				L- 115 R -122
Jack - Pac				L- 114 R- 121
Pac - Broad		208	8	L- 121 R- 120

\*Estimates based on our 15 min counts

## iii. Parking

There are a total of 89 metered parking spaces on the corridor. Scattered along Grant used to be many unloading and passenger zones, shown by the faded yellow and white paint on the curbs, but those are now gray, general metered parking spaces. As a result, there is less foot traffic because drivers would park for a longer time.

Each block has a combination of commercial and passenger parking that correlates with the different types of business. We observed that the parking spaces benefit businesses in that most are commercial unloading and passenger drop-off zones. In the first half of the corridor, some small hotels and restaurants, in which the general parking parking meters cater to. As we go down the corridor, there are fewer general parking but more commercial parking because of the restaurants around Clay, Washington, and Jackson. At the end of Grant, more local and residential-catering businesses, like supermarkets, banks, and bakeries, which may explain the increase in parking meters.



## Transportation Issues

Pedestrian transit is the main issue that arises from our transportation fieldwork, due to the high density of tourists and residents Grant Ave. serves.

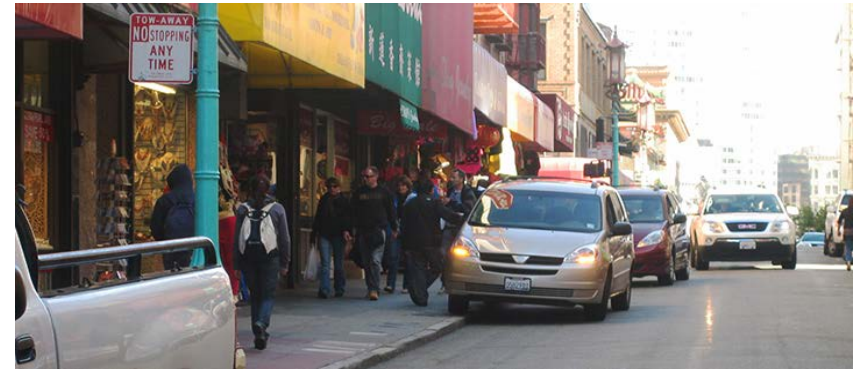
### 1. Sidewalk Safety

Vehicles, near Downtown and the tourist area, travel at much higher speeds than those on streets closer to North Beach, and transitioning from a speedy street on to a calm street like Grant Avenue raises concerns for pedestrian safety.

Frequently, pedestrians are in unsafe crosswalk situations. At the intersections of Grant Ave. and Washington, people stand at corners and hand out flyers. This causes people to receive flyers or talk, which halts the flow of the crosswalk. Some pedestrians are forced to wait in intersection for the people ahead of them, and the green light changes causing them to stand in the middle of the crosswalk with a red light.



Another pedestrian safety issue are parked vehicles on sidewalks. The right lane of Grant Ave. prohibits parking or stopping. However, delivery trucks and cars occasionally drive onto the sidewalk when there is no parking available. Drivers either park half or the nearly the entire vehicle onto the sidewalk. This is usually due to cars occupying parking space that is designated for unloading vehicles. Illegal parking is especially dangerous because the Chinatown pedestrians are made up of mostly seniors and children and drivers may not see them.



**3 Vehicles parked on sidewalk**

### 2. Sidewalk Space



Sidewalk space is heavily utilized in Grant Ave by both tourists and locals, as well as merchants. Often, commercial stores would take up a lot of sidewalk space, sidewalks become crowded, and pedestrians walk into the street to avoid the crowds.



**Pedestrian Spillover Sidewalk**



**Pedestrian Spillover Crosswalk**

### 3. Lack of Commercial Parking

Although right hand lane is a no-stopping zone, we observed many trucks illegally parked there to load merchandise. This is most likely due to the fact that there is often not enough commercial parking space on the left hand side. Also stores on the right side of Grant are currently forced to park their trucks on the left hand side and carry their merchandise across the street, creating dangerous conditions and obstructions to ongoing traffic.



**Crates of live chickens are often pushed across the street to reach the poultry shop.**

### 4. Streetscape

Some crosswalk markings on Grant are faded. This makes it difficult for drivers to see and stop properly behind the crosswalk. It is especially problematic due to the spillover on crosswalk intersections.

### Summary of Transportation Issues

Issues	Specifics
1. Pedestrian Safety	Pedestrian crowdedness leads to spillover
2. Sidewalk Space	Merchandise, benches, and flower pots obstruct sidewalk
3. Lack of Commercial Parking	Trucks often illegally park on the right lane to load merchandise
4. Streetscape	Faded crosswalk and curb markings

## Open Space

Despite being heavily used by tourists and locals, Grant Street has a very limited amount of open space. Falun Gong petitioners, tourists, ladies handing out menus to tourists, locals all compete for limited open space on sidewalks. Because Grant Ave is one of the main corridors of Chinatown there are many parties that attempt to utilize it for personal gain. The avenue is crowded with street performers, panhandlers, and restaurant employees distributing menus. The street is also crowded by visiting tourists in tour groups that are interested in learning about the cultural significance and current lifestyle of a Chinatown resident. Open space is difficult to find along Grant Avenue and even more so difficult to navigate due to the Many souvenir stores that place merchandise outside their storefront, further crowding the sidewalk.

### Methodology

To identify open space on Grant Ave, we did basic field observations to begin with. The first most apparent form of open space are sidewalks. We measured sidewalks from storefront to road to get an idea of open space available for pedestrians (see “ Sidewalk Issue” under “Transportation”). We then observed parks and other public spaces along Grant Ave and interviewed tourists and other pedestrians passing by for their opinion about the existing open space or lack thereof.

### Observations

We found that there were only two major areas of public open space , Jack Kerouac Alley and St Mary’s Square, along Grant Ave. that could use improvements.

## Grant Avenue

Broadway

Pacific

Jackson

Washington

Clay

Sacramento

California

Pine

Bush





## Jack Kerouac Alley

### Overview

Jack Kerouac Alley is a distinguished alley with beautiful murals on the building walls and Western and Chinese poetry on the neatly-paved concrete squares. The alley is located between Pacific and Jackson, a connector between Chinatown and North Beach. Although it is frequently visited by tourists, the alley is underutilized by Chinatown residents. Jack Kerouac Alley is occasionally used for Vesuvio's additional outdoor seating or holding City Lights Bookstore art exhibits and poetry events.



### History

Named after the famous Beat Poet, Jack Kerouac, the alley was once like a typical neglected alley with unsanitary and unsafe conditions. Garbage piled up in Jack Kerouac Alley, and cars passed through the dimly-lit, uneven road.<sup>10</sup> Currently however, Jack Kerouac Alley is not only an alley. It is the main entrance to several upper-level residencies. In the Chinatown Alleyway Master Plan, research revealed that JK Alley was one of the 31 alleys in need of environmental improvement. Therefore, formerly known as Adler Alley, JK Alley was renovated and renamed in 2007. This collaborative effort to renovate JK Alley included the Chinatown Alleyway Improvement Association, the Chinatown Community Development Center, and the business owners of City Lights bookstore and Vesuvio.

### Observations

Kerouac Alley is aesthetically quaint and clean. From the Columbus entrance, there are colorful murals on both sides complementing the famous City Lights bookstore and world-renown Vesuvio Restaurant. The alley road exhibits patterned blocks with quotes and excerpts from famous poets. There are large vivid murals cover the North Beach entrance into the alley, which becomes a side-door entrance to Chinatown for the many tourists that come from tour buses parked on Columbus. At the front of both entrances, black lamp posts are strategically placed to close off vehicle traffic. Overhead planters hanging from the lamp posts provides minimal yet needed greenery. Taking photographs, observing the murals, and reading quotes are common activities for visitors in the alley. However, the residents of Chinatown solely use it as a shortcut. Kerouac Alley has a famous history, but even after the renovation, this open space still has a lot of potential for improvement.

### Summary of Jack Kerouac Alley Issues

Issues	Specifics
1. Uninviting Environment	No seating or tables
	Dead plants
	Bare wall on Chinatown entrance
	Slight wind tunnel
2. Lack Activity	Underutilized as a venue
	Minimal interactive activities
3. Little Promotion	Not under suggested Chinatown tourist sites
	Unknown to many locals

## St. Mary's Square Park



### Overview

St. Mary's Square Park is sandwiched between the Financial District and Chinatown. St. Mary's Square Park sits on top of the St. Mary's Parking Garage. This 1.1 acre park has two separate play structures, abundant open space, numerous benches, and plenty of grass, trees and flowers.<sup>11</sup> It is one of the few playgrounds of Chinatown, but it is definitely not used as much as Portsmouth Square and Willie "Woo Woo" Wong Playground.

### History

St. Mary's Square was first established as an open space after the 1906 earthquake after the parking garage was built in 1957. The park was later constructed under the Works Progress Administration as part of the New Deal. Under this project the Sun Yat Sen statue was erected and the park was heavily improved to cater to residents in the surrounding area.<sup>12</sup>

In the recent decade, the 2000 Neighborhood Park Go Bond passed, which then funded St. Mary's Square undergo renovations in 2004 and 2005. Expansions and renovations to the park facility and the garage also were funded predominantly by the Open Space Fund. Under jurisdiction of the Recreation and Park Commission, these renovations included a new restroom facility, children's play equipment, and a replacement of pavement, lighting, and drainage infrastructure, as well as greenery.<sup>13</sup> The city issued a report this year on current conditions that show the project officially completed.



**Observations**

St. Mary’s Square is maintained very well as exemplified by the luscious greenery and clean grounds. There is a single public restroom that is often used, and a maintenance worker from Department of Recreation and Parks frequently look after the park once or twice a day.<sup>14</sup>

Although the modern park provides a lot of open space and green grass, there is low number of users. For example, one or two homeless persons lay on the bench as a resting area, a few business workers from the Financial District come out to eat their lunch, and visiting families stay for a brief moment. However, it is heavily used by Chinatown’s elderly residents for morning tai chi or by children from neighborhood youth programs. Also on Mondays in the afternoon, Off-the-Grid food trucks would park in the courtyards and cater mostly to adults in their 20s and 30s. Besides these morning users, the park is somewhat empty with little activity during the day and evening.

One reason for low usership is that St. Mary’s Square sits along the edge of Chinatown, so local residents are reluctant to venture out that far. Another reason is that the park is not distinguished. There are no signs or any indications along Grant Ave. that make people aware that there is a park. This park is generally not seen as an attraction site or special site for tourists. Additionally, there are wind tunnels created from the surrounding high buildings that do not encourage more elderly to utilize this open space.

**1. Lack of Proper Open Space**

Chinatown consists of many buildings that serve its dense population. For the residents who live within the SROs and residential hotels along Grant Ave, open space is highly needed, especially when there are only two locations. Those locations also need physical improvements. For example, St. Mary’s Square playground structure has a broken gate held by chains. Jack Kerouac Alley has a list of physical issues that are in the chart below.

**2. Underutilized Existing Space**

Some tourists and locals may use the existing spaces, Jack Kerouac Alley and St. Mary’s Square, for brief visits, but not many people go to those areas frequently throughout the day.

**3. Absence of Activity and Awareness**

Both the Jack Kerouac Alley and St. Mary’s Square environment needs to be enlivened to attract more people. Jack Kerouac Alley holds little for tourists and residents to do but to take photos and admire the art displays there. As for St. Mary’s Square, it is not too much of a conspicuous notice to a tourist walking along Grant Avenue.



## Economic Development

### Overview

Grant Avenue is an inviting and convenient site for tourists and residents to do their purchasing. A lot of the businesses, particularly boutique and souvenir shops, enjoy a constant flow of customers into their stores. This distinct corridor has only small businesses, due to the zoning and also community's demand preventing chain stores from competing with local businesses. Grant Ave. is also where many major festivals are hosted, such as Autumn Moon Festival and Noodle Fest, which brings people from all over San Francisco to Chinatown. To investigate the current state of economic development along Grant we looked primarily at business types, distribution, and vacancies.

### Methodology

To investigate the characteristics of local businesses, we mapped out the kinds of businesses and where they are located. We then classified the types of businesses on Grant street into three main categories: retail, services, and food. In the cases where several smaller businesses shared a common space, each vendor was counted as a separate entity. We also noted vacancies on the upper floors and lower floors.

We also conducted interviews with store owners and employees to figure out how businesses were doing. We entered several stores along Grant street ensuring variety in data among types of businesses. Sometimes we would pretend to be tourists to start a conversation and other times we would explain our research study.

### Observations

The majority of storefronts along Grant have been open about 10-15 years, with some operating for as few as 1 month to over 30 years. With seasonal business cycles fluctuating up and down, the recent years' businesses have been poorest since 2008. We heard numerous stories of slow businesses and came across several stores with no customers. Here are some of their comments:

- One antique store owner shared his concern about being unable to generate enough revenue to cover his high cost of rent.
- A gift store owner says to compensate for her revenue lost, she either hires fewer workers or hires part-time students.
- A cosmetics shop owner asked us multiple times to enforce the no smoking law near storefronts and to enhance sidewalk cleanliness to attract more customers.

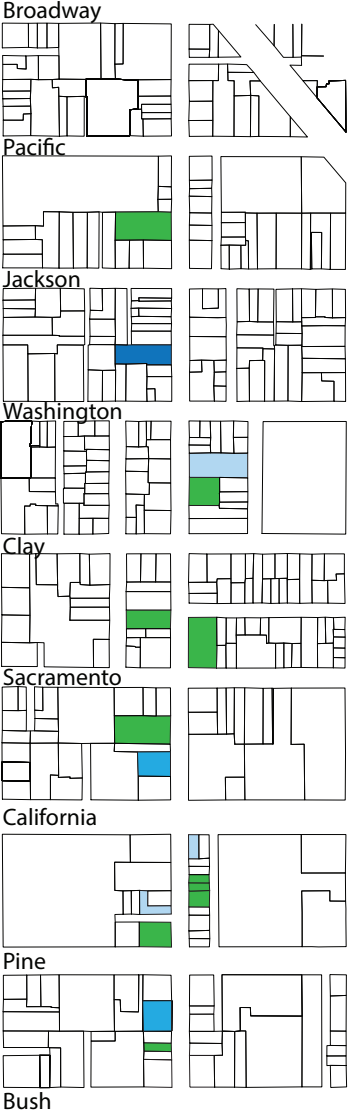
### Quantity of Business Types

Retail - 114	Services - 21	Food - 33
Gift - 67	Specialty - 10	Sit down restaurant - 21
Jewelry - 21	Banks - 7	Produce/poultry - 7
Antique/ Art - 16	Health - 3	Take-out - 5
Home/ Goods - 5	Organizations - 3	
Electronic - 5	Karaoke - 1	

# Business Types on Grant Ave

## Ground Floor

## Upper Floor



### Retail

- Gift
- Jewelry
- Antique/Art
- Home goods
- Electronics

### Services

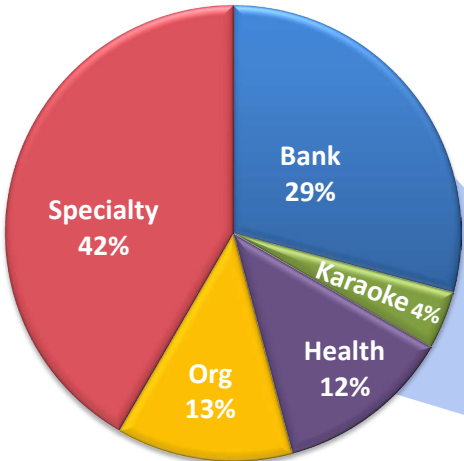
- Banking
- Health
- Specialty

### Food

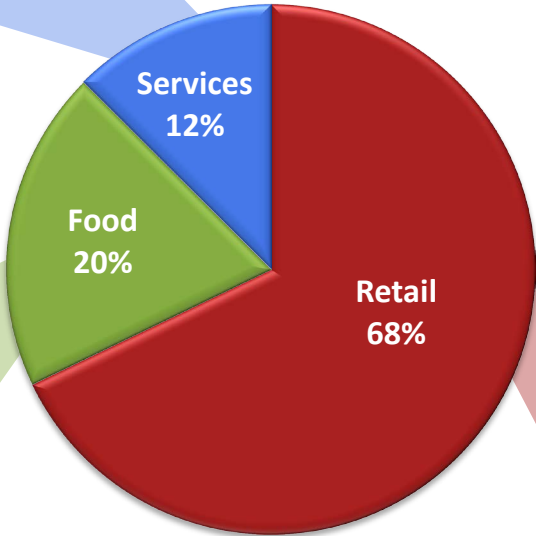
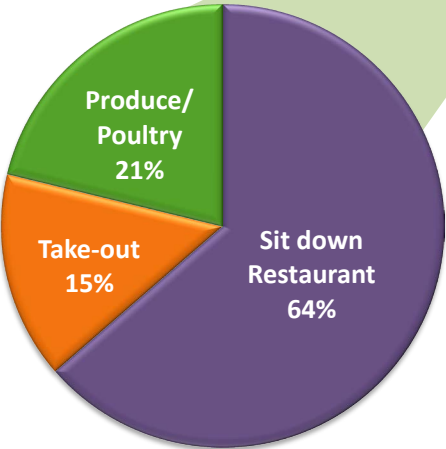
- Sit-down Restaurant
- Take out
- Market (produce/poultry)

# Types of Businesses on Grant Avenue

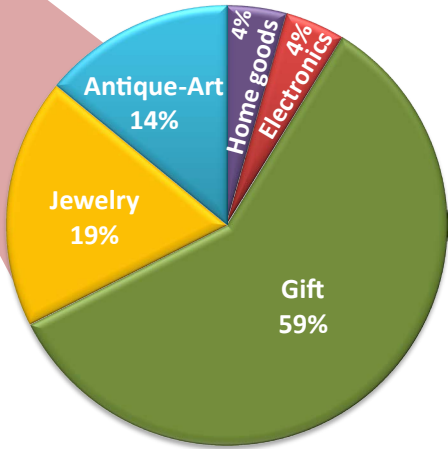
## Services



## Food



## Retail



## Summary of Economic Development Issues

Issues	Specifics
1. Slow economy	Fewer customers than previous years
2. Similar Stores	Many souvenir and gift shops
	Few high-end or variety of stores
3. High Rent	Difficult to cover cost of high rent
	Often layoff employees

## Housing

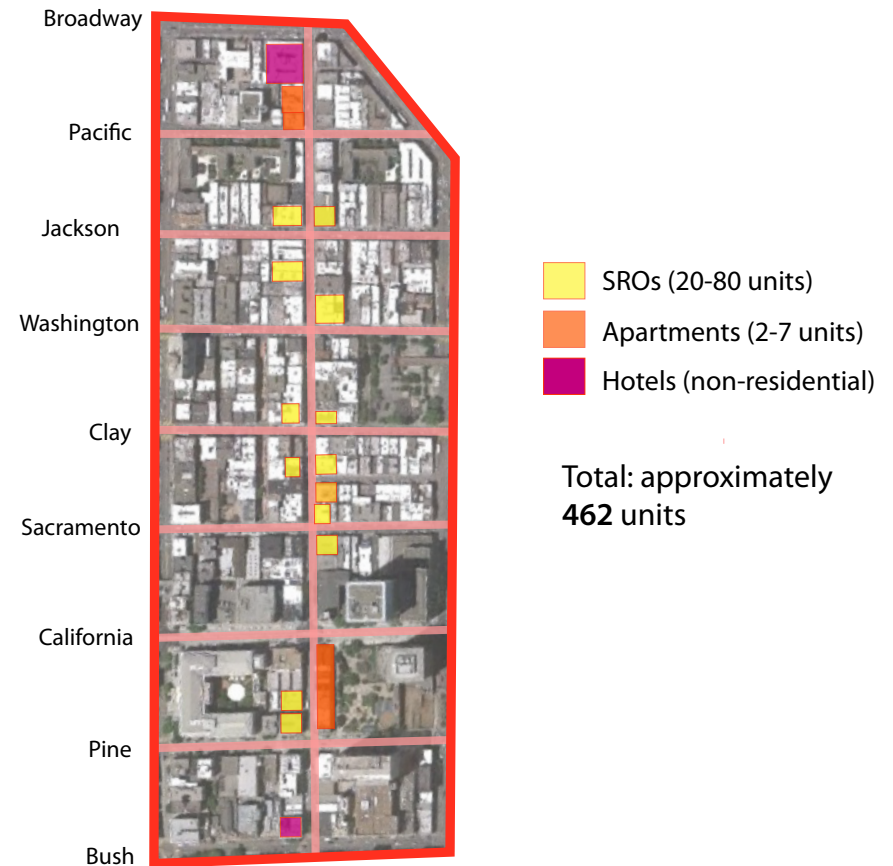
### Overview

60% of Chinatown's housing stock is comprised of Single Room Occupancies or Single Residential Occupancies (SRO).<sup>15</sup> SROs in Chinatown are very small single room apartments where up to three generations of a family or around 5-7 people live together. From our observations, the buildings along Grant Avenue actually furnishes a significant amount of SROs in Chinatown. Though the conditions of SROs are usually substandard with no ventilation, poor hygiene and safety, no established mailing system, the monthly rent is relatively cheap for recent immigrants and for the elderly population.

### Observations

Almost all housing on Grant Avenue are located on the upper floors with the ground floor being either retail, restaurants, or services. Like the rest of Chinatown, the vast majority of housing on Grant Avenue is Single Room Occupancies hotels (SRO).<sup>Ibid.</sup> SROs range from 18 units in each building to as many as 80 units.

## Grant Avenue Housing Stock



## Environment

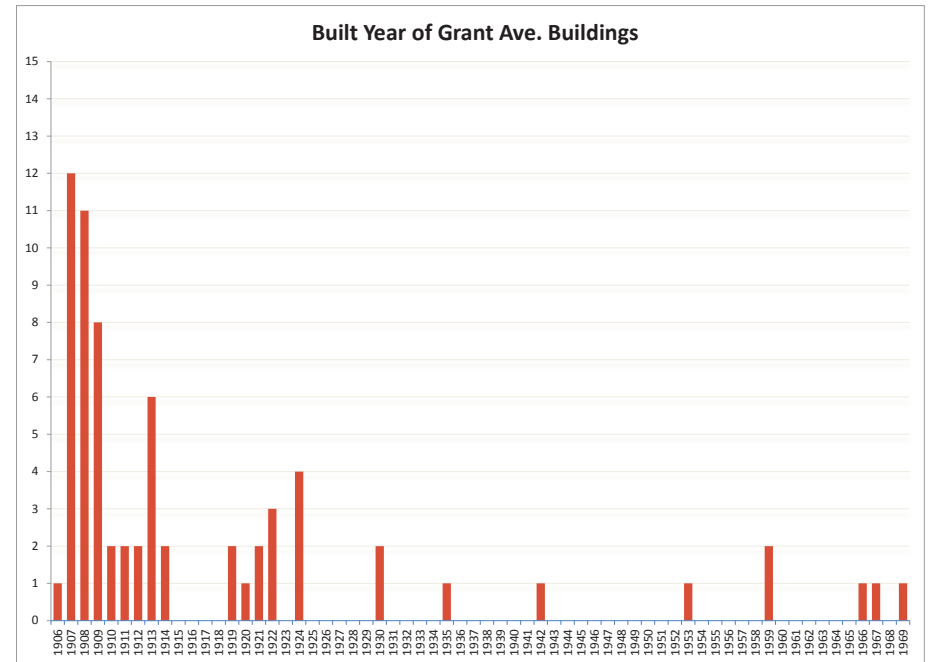
In the SROs, we found small communal bathrooms with barely enough room to shut the door, kitchens with old stove units, and dilapidated walls. Each hallway smelled of the same familiar Chinese medicines, oils, and ointments mixed with the heavenly aromas of the delicious cooking and the steaming of rice. Hallways were used to socialize in, prep food in, shave in, and doors were left open for air circulation. Residents were primarily elderly Chinese. There were few young children who seemed to be in the care of their grandparents. These residential hotels predominantly house Chinese American elderly both men and women and few held secure entrances.

## Security & Safety

From our study we saw poor security enforcement within SRO and residential hotel buildings. We also observed a lack of open space within these units causing residents to utilize hallways to prepare vegetables in and use as space to brush teeth or shave in resulting in sanitation issues. Residents predominantly were elderly and we saw that many buildings did not have elevators or sortable mailboxes. We additionally saw many youth running around the building and poor ventilation shown through open doors to fire escapes and roof access. Some tenants smoke inside the SROs or hallways.

## Buildings

On average the buildings in our corridor were built in the early 1900s, right after the 1906 earthquake. A small handful of the buildings were remodeled about the 50s and 60s.



**Data: SF Planning Department - San Francisco Property Information Map & Database 2012**

## Summary of Housing Issues

Issues	Specifics
1. Poor Security	Easy for intruders to enter SROs
2. Lack of Open Space	Narrow hallways, no lobbies or backyards
3. Health and Sanitation	Tenants smoke inside hallways
	Residents preparing food in the hallways



## **PART II: PROPOSALS**

Proposal #1: Implement Sidewalk Extension

Proposal #2: Repaint Crosswalks

Proposal #3: Enhance Jack Kerouac Alley

Proposal #4: Improve St Mary's Square

Proposal #5: Implement Murals

## PART II: PROPOSALS

### PROPOSAL #1: SIDEWALK EXTENSION

Our objective is to better balance how Grant accommodates different modes of transportation and to increase open space for pedestrian.

#### Existing Lane Conditions

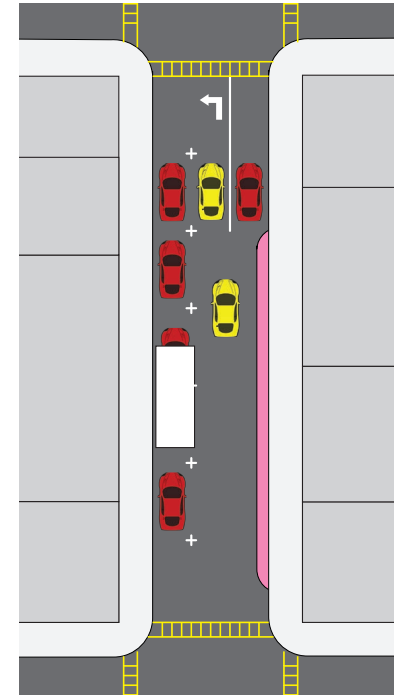
Grant Avenue is wide enough to hold 3 lanes of traffic. The left lane however is reserved for parking and only one lane is reserved for ongoing traffic, although the lane splits into two near intersections to allow for a turning lane. The extra turning lane near each intersection is very useful. Cars that go straight do not have to wait behind for turning cars and vice versa. However, in the middle traffic lane is essentially an extra-wide lane because it only permits one lane of traffic. With the combination of a wide road and slow traffic, pedestrians often spillover to the right side of this lane when the sidewalks are too congested.



**Left: Street with Turning lane**

### Bulb Outs

Our proposal is to extend the sidewalk in form of bulb outs in the middle of the blocks on Grant Ave



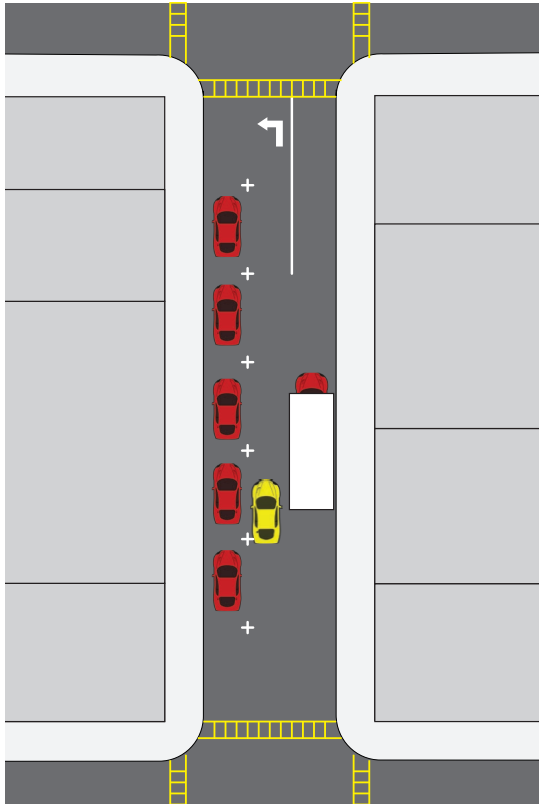
**Pink area mark proposed bulb outs.**

Since the sidewalks are approximately the same distance from storefront to curb, the sidewalks will extend out about 30 inches. 30 inches is a distance that is open between the average vehicles and sidewalk curb. As a result, there will be more space provided for pedestrians, but current center traffic lane will be narrowed down.

The sidewalk extension with two commercial, metered parking spaces would be implemented in the middle of every block

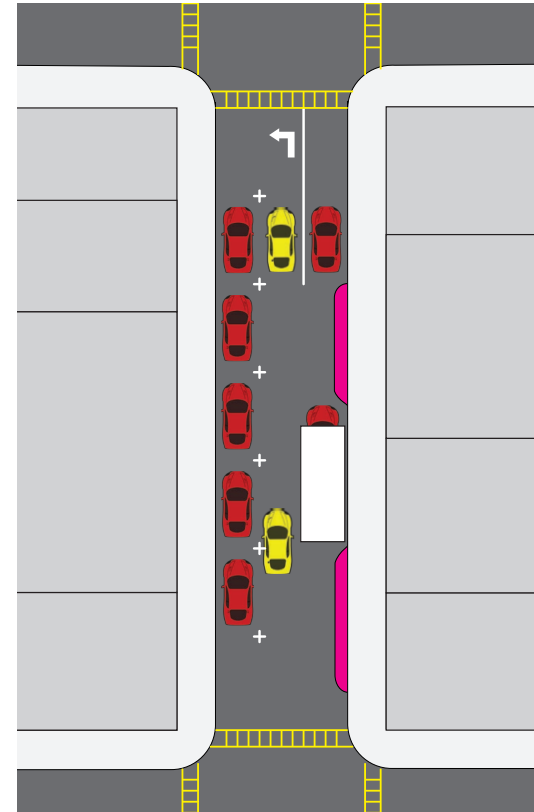
between Bush and Pacific. The 80 feet turning lanes at the end of each block are maintained and untouched. However, except for the two blocks with alleys: Commercial and Jack Kerouac Alley, will be excluded from extensions. Commercial Alley provides a substantial amount of parking spaces, and the opening at Jack Kerouac Alley is often empty so there is plenty of existing sidewalk space. These two alleys split their blocks into two sections, which means it is ineffective to place an extension for a small distance.

Having enough space for commercial trucks to unload their merchandise has always been a major issue on Grant Ave. Supermarket and poultry stores that get daily delivery, and trucks would often park illegally on the right side because there is not enough parking spaces on the left lane.



## Flexible Commercial Loading Zone

Often trucks would load illegally on the right side because there is not enough parking space on the left lane.



Because of these parking issues, we have incorporated another plan in our sidewalk extension to include a flexible loading space only for commercial vehicles.

These flexible parking spaces will be paved the same color as the sidewalk but permits only commercial vehicles to stop and unload merchandise for up to 30 minutes. When no vehicles are parked in this space, it will be considered sidewalk space for pedestrians.

## Street Furnishings

At the moment, there are one or two benches on each block that belong to storefront businesses, but there are almost no benches that are placed by the public. With the extra sidewalk space, we propose adding low-maintenance benches along Grant.

Most of the right-hand sidewalks have gray bollards complemented by large flower pots. We propose to replace current bollards with a stylish design reflecting Chinatown. Not only protect the users of the sidewalk extension, but also has mindful artistic input.



**Existing Sidewalk**

## Historical Walk

To take full advantage of the sidewalk extensions and encourage pedestrians to linger and stay longer, we propose making Grant Ave a historical walk along Chinatown. Each extension station would have a display of interesting photos, facts, trivia, and questions. We wish for these info panels to be interactive with movable pieces, such as lifting a flap and other similar effects to pop-up books. For example, the answer to the question will be at the next station, so this makes pedestrians walk to the next station to find out the answer.



**Extended Sidewalk**

## Transportation Issues Addressed

Issues	Proposals
1. Pedestrian Safety	Widen sidewalks prevent pedestrian spillover
2. Sidewalk Space	Widen sidewalks to serve great number of pedestrians
3. Lack of Commercial Parking	Implement flexible commercial parking spaces on the right lane

## Implementation

### Sidewalk Extension

A possible funding source for sidewalk extensions is Department of Public Work's Great Streets Program. This program funds projects through state and federal grants that are targeted for streetscape improvements, such as sidewalk extensions, bollards, and site furnishings.<sup>16</sup>

### Historical Walk

CHSA is a potential group to design the historical walk is to accurately depict Chinatown's history. Chinese Historical Society of America (CHSA), a San Francisco-based organization that documents Chinese American history and educates through museum exhibit, publications, and programming.<sup>17</sup>

## Benefits

### 1. Wider Sidewalks

Pedestrians benefit from having a wider sidewalk so they are not forced to spill over into the street. They also benefit with having more open space and benches to sit and take a rest. Chinatown is expecting a large increase of pedestrians from the recently finished City College and future Central Subway.

### 2. More Economic Growth

Businesses along Grant Ave, especially tea shops and bars, benefit from having more foot traffic as pedestrians are more likely to stop by and visit their store. Businesses on the right side of Grant Ave also benefit by having an extra temporary loading zone on the right lane.

## Tradeoffs

### 1. Traffic Congestion

Traffic congestion is the first concern from the road space reduction, especially during morning and evening rush hour. The area of high traffic near the beginning of Grant, but immediately traffic dies down mid-way. Congestion may also increase when drivers are waiting for parked cars to pull out or park in.

### 2. Emergency Vehicles

Another issue is the emergency rescue vehicles of the San Francisco Fire Department. Again the right lane at the moment allows any emergency vehicle to park, and there would still be enough room for another vehicle to pass through. However, the sidewalk proposal will force an emergency vehicle to park in the center lane and an ambulance would not pass through the block.

## Mitigating Tradeoff Effects

### 1. Spread awareness of Chinatown Park and Ride

Rush hour traffic is unavoidable, but we can reduce the difficulty of finding a parking space. We suggest further promoting Chinatown Park and Ride, a \$3 minimum parking validation program that reduces the hassle of finding a parking space in Chinatown.<sup>18</sup> Few people are aware of this program, and often park in Portsmouth Square. Although the Chinatown Park and Ride Golden Gate Garage is three blocks east from Portsmouth, we believe the low price will attract drivers to use this program.

### 2. Inform and Educate Public

Sidewalk implementation would include informing local San Francisco Fire Department stations of street so they can formulate a procedure when navigating to emergency situations along Grant Avenue.

Currently, the CCDC Tenants Association to educate and prevent fires and other emergencies. Fire safety in SROs is important for the hundreds seniors living units along Grant Avenue, who sometimes leave kitchens unattended. Continue to teach residents prevention and emergency procedures.

## PROPOSAL #2: REPAINT CROSSWALK

We propose to have crosswalk markings at intercessions repainted with the Continental marking for transit safety. The Continental stripes are much more visible that the Standard markings.

### Standard Continental



Crosswalk Markings Types



Faded Crosswalk markings

### Transportation Issue Addressed

Issue	Proposal
4. Streetscape	Increase crosswalk visibility

## PROPOSAL #3: ENHANCE JACK KEROUAC ALLEY

Tourists and visitors often stop by Jack Kerouac Alley to take photos and view its aesthetic beauty. However, residents and locals of Chinatown do not go to Jack Kerouac Alley because Jack Kerouac Alley is a convenient shortcut, it sits on the edge of Chinatown, and so there are a few locals who would make the effort to venture out to this alley.

If more physical improvements are implemented into this alley, potentially the community would be inclined to utilize this alley as open space, which is already at a premium in the Chinatown neighborhood. Jack Kerouac Alley can serve both as open space for the community and as a tourist attraction site.



**Jack Kerouac Alley Now**

## Proposals

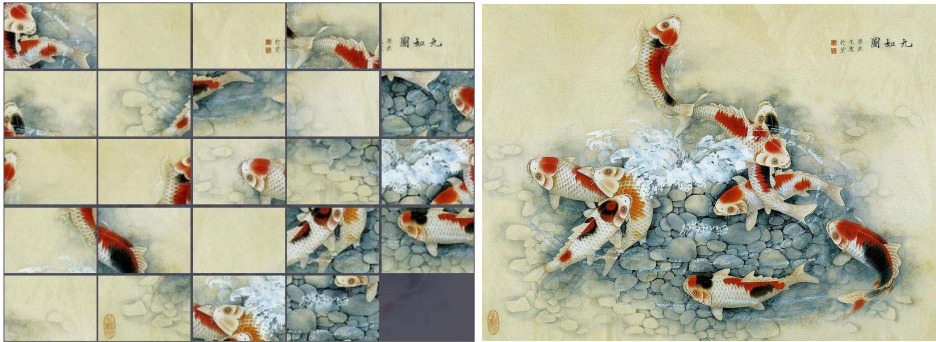
### 1. Aesthetic Enhancements

If Jack Kerouac Alley is supplemented with seating, tables to talk over or to eat lunch or brunch, greenery for more of a natural setting, and more murals and poems to add to this alley's theme, then it can be surmised that people will use it more. It will be a favorite location for pass time in addition to being a tourist attraction site that visitors who come to Chinatown must explore.



**Jack Kerouac Alley Improved**

To encourage pedestrians to not only visit the Alley but also to linger and engage in it, we propose adding an interactive mural public art piece similar to a sliding puzzle. The artwork on the puzzle can be a mural that portrays traditional Chinese art relating to the history of Chinatown.



**Example of Interactive Sliding Mural**

Interactive public art, such as this sliding mural, can further promote interest in the Alley and draw more tourists to visit. It will encourage tourists to linger and engage with their surroundings instead of simply taking a photo and leaving. This activates the open space by encouraging interaction with the environment and further enjoying the alley's art wonders.

## 2.Event Hot Spot

Jack Kerouac Alley in the past has been the venue at which the Art in the Alley -- an annual event where artists showcase their work -- was hosted.<sup>19</sup> Such events like an open-air art gallery would activate the alley's open space. Given its distinct artistic character, this alley would be a more meaningful and ideal place to host art events such as art contests and performances, and thereby would transform Jack Kerouac Alley into a lively event hot spot.

## 3.Publicize

The media has many suggestions for tourist attractions in Chinatown, but not many sources lists Jack Kerouac Alley as one of these attractions. If Jack Kerouac Alley was to be augmented with seating, greenery, and more artistic display, then it can be safely posited that this alley will gain more publicity. We surveyed a tourist couple coming from Israel about what more they would like to see in Jack Kerouac alley, and they said they would like to see more art displays on the blank wall on the other side of Jack Kerouac Alley. We also received feedback from our focus group of Chinatown residents, and they said though Jack Kerouac alley sits on the edge of Chinatown so few locals use it. Putting seating will draw a number of people out, especially those who frequent the Vesuvio Cafe.

From Columbus Street, the entrance of Jack Kerouac Alley, embellished with colorful murals immediately grabs the attention of passersby. However on the other end, to a passerby looking in at the entrance from Grant Avenue, Jack Kerouac Alley looks like an ordinary alleyway in Chinatown. Hence, to capture the attention of people walking near the entrance, we would like to distinguish the entrance pavement with red bricks to make it more noticeable.



**Chinatown Entrance**



**North Beach Entrance<sup>6</sup>**



## Next Steps

Further feedback from conducting focus groups, workshops, surveys, and engaging various community stakeholders is essential to getting a reliable and representative perspective of the community for this project. Also these assessments will bring our understanding of any concerns or unforeseen issues to this project.

To materialize this proposal, funding must first be procured. In 2007, Jack Kerouac Alley was renovated under the direction and funding of Chinatown Alleyway Improvement Association, which renovates alleyways such as Waverly Place.<sup>20</sup> We would like to propound our proposal forward to the association for consideration. Other possible sources of funding should also be determined such as grants and donations.

After funding is identified, a muralist and architect must be hired to design the physical implementations. Then the artist will incorporate the recommendations and preferences of the community and in a feasible and sustainable way.

Next, consent from the building owner to install a mural on the wall of the building that make up a side of Jack Kerouac Alley must be obtained through a legal contract. Other physical implementations must go through the Department of Public Works and the Planning Commission for approval and implementation.

## Tradeoffs

### Maintenance

An increase in activity in Jack Kerouac Alley could possibly cause noise pollution, vandalism, and improper waste and garbage disposal. Largely the maintenance of this alleyway would fall under volunteers such as the youth from Adopt-An-Alleyway, and Department of Public Works. To mitigate noise pollution, events hosted in this alley would only be allowed until a certain time of the day so to not disturb residents living in the vicinity.

### Street Furnishing

Tables and seating will be permanently rooted to the ground to prevent from being stolen or removed.

### Jack Kerouac Issues Addressed

Issues	Proposals
1. Uninviting Environment	Include: Seating, tables, greenery, mural, interactive art piece
2. Lack Activity	Promote art showcasing and performances
3. Little Promotion	Add in travel guides, online suggestions

## PROPOSAL #4: IMPROVE ST MARY'S SQUARE

### Proposals

#### 1. Better Promotion

We propose signs with playground and direction symbols to be placed within a one block radius from the park.

#### 2. Physical Improvements

From our observations, we saw that many people come out to St. Mary Square Park to bask in the sunlit serenity of the calm and picturesque scenery while enjoying their lunch. For their convenience, we would like to propound the idea of implementing tables to complement the benches in the park. Another improvement is replacing the broken gate entrance to the playground structure. There is currently one entrance and exit because the broken gate is enclosed with a chain.

### Implementation

A possible source of funding for these implementations is the San Francisco Recreation and Parks Clean and Safe Neighborhood Parks Bond 2012 from the \$12 million pool in its Community Opportunity Fund.<sup>21</sup> This bond is to be placed in the 2012 November election ballot in San Francisco and if passed, could potentially earmark a small portion of the funding toward our ideas for St. Mary Square Park.

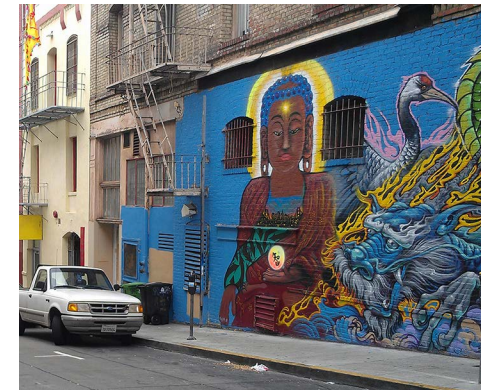
## PROPOSAL #5: IMPLEMENT MURALS

### Existing Conditions

Graffiti has always been a prevalent issue in the Chinatown neighborhood. However, organizations like CCDC Adopt-An-Alleyway Youth Empowerment Program (AAA) and the San Francisco Arts Commission has taken action to mitigate this problem. They have adopted a creative strategy that simultaneously deterred graffiti and beautified the neighborhood. Adopt-An-Alleyway, with funding from grants, have installed several murals on exterior walls. The San Francisco Arts Commission have implemented the Arts in Storefront Project, which revitalized underutilized storefronts and exterior walls with art displays and murals in Chinatown and in other neighborhoods in San Francisco. These implementations are conducive to the goal of beautifying Chinatown and also to make alleys appear not as dangerous pockets but as welcoming places.

### Goal

Our goal is to increase more artwork in Chinatown. Murals have given Chinatown a more modern, artistic atmosphere to its traditional appearance. The community respect these artworks, and they serve to further the distinct character of Grant Avenue as a tourist attraction. Tourists and locals frequently stop to take photographs of the Banksy stencil piece, located on Commercial Alley, on the side of the Wokshop.



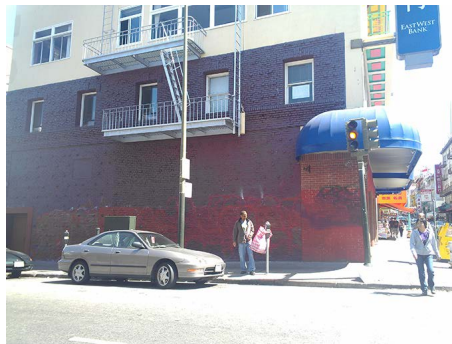
Commerical Alley Mural

## Potential Mural Locations

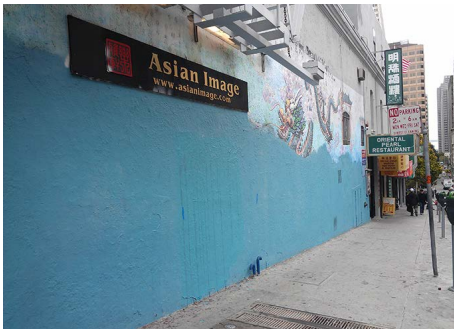
During our fieldwork, we noticed there was an abundant number of potential spots to place murals. Most of the time, the sides walls of businesses located on corners were painted and repainted to cover up previous graffiti. Youth volunteers from Adopt-An-Alleyway have monthly effaced graffiti but only to come back later to find more graffiti. Many of these areas are also bus stops, and so painting a mural there will draw people to admire and appreciate the work of art that as a whole, along with other art displays, give Chinatown a distinguished art culture.



**Clay & Grant**



**Pacific & Grant**



**Clay & Grant**



**California & Grant**

## Implementation

Implementation of a mural encompasses a series of necessary steps. First, funding to hire a muralist and/or art supplies must be procured. Second, a theme for the mural must be established. Lastly, a contract for legal agreements and consent to install the mural on the property of the building owner must be obtained. When these steps are fulfilled, the mural project may then move forward, and it is recommended that the community, particularly the youth partake in the installation of the mural. The youth are the future generation, and giving them an opportunity to benefit and be involved in the community would evoke a passionate purpose for their community and a level of active participation in our democratic society. Adopt-An-Alleyway, Youth for SROs, Cameron House, YMCA, Chinese Progressive Association, and Gordon J. Lau Elementary School are a few organizations with youth groups and schools to list that would be more than interested in partaking in this artistic movement in Chinatown.

## AREAS OF FUTURE STUDY

### Transportation

- Pedestrianizing Grant

### Open Space

- Rooftop space

### Housing

- Security and safety of SROs

### Economic Development

- Business diversity
- Sun Sing Shopping Center - make use of historic theater
- Meriwa Center - more thriving/concentration of businesses

## CONCLUSION

The goal of our proposals is to better serve the Chinatown community's need and use of open space by working with the Grant corridor as it currently is and changing it to a corridor that provides a higher quality experience for pedestrians.

We envision that extending usable sidewalk space along Grant Avenue will make foot traffic safer and more efficient. Conjoining with the sidewalk extensions, the history walk and benches would bring pedestrians a valuable opportunity to learn about Chinatown's cultural and historical significance. A saunter up Grant Avenue would not simply be observing a "Mini China," but an opportunity to learn about the history and insights would create a meaningful and enjoyable experience for both tourists and local residents alike.

Enhancing and activating Grant Avenue, specifically Jack Kerouac Alley would positively impact and benefit the community that is heavily congested to the equal extent of its lack in open space.

With these implementations, the various interests of the community will be served. More people will be drawn to Grant Avenue and the influx of people would increase businesses along this corridor and in turn, would Grant corridor revitalized.

## REFERENCES

### TEXT

1. Urban Mapping (2011). Chinatown Neighborhood in San Francisco, California (CA), 94108, 94133 detailed profile. Retrieved from <http://www.city-data.com/neighborhood/Chinatown-San-Francisco-CA.html#ixzz0ZdNkPiMr>
2. American Legal (2012). Sec. 811.1. Chinatown Visitor Retail District. Retrieved from [http://www.amlegal.com/nxt/gateway.dll/California/planning/article8mixedusedistricts?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:sanfrancisco\\_ca\\$anc=JD\\_811.1](http://www.amlegal.com/nxt/gateway.dll/California/planning/article8mixedusedistricts?f=templates$fn=default.htm$3.0$vid=amlegal:sanfrancisco_ca$anc=JD_811.1)
3. Chinatown San Francisco (2012, Jun 27). Grant Avenue. Retrieved from <http://www.sanfranciscochinatown.com/attractions/grant.html>
4. Virtual Museum of the City of San Francisco. (2007, April 24). San Francisco Streets Named for Pioneers. Retrieved from <http://www.sfmuseum.org/street/stnames3.html>
5. Gonzales, Richard (2006, Apr 12). Rebuilding Chinatown After the 1906 Quake. NPR Books. Retrieved from <http://www.npr.org/templates/story/story.php?storyId=5337215>
6. Ngai, Mae M (2006, Apr 17). How Chinatown rose from the ashes. New York Times. Retrieved by [http://www.nytimes.com/2006/04/17/opinion/17iht-edngai.html?\\_r=1](http://www.nytimes.com/2006/04/17/opinion/17iht-edngai.html?_r=1)
7. San Francisco Planning Department (1995). Chinatown Area Plan. San Francisco General Plan. Retrieved from [http://www.sf-planning.org/ftp/general\\_plan/Chinatown.htm](http://www.sf-planning.org/ftp/general_plan/Chinatown.htm)
8. Raine, George (2006, May 13) Tourism Dollars Add Up/San Francisco seeming more visitors, more Cash--it's our No.1 Industry. San Francisco Chronicle. Retrieved from <http://www.sfgate.com/business/article/Tourism-dollars-add-up-San-Francisco-seeing-2497346.php>
9. Chinatown Community Development Center (2010 Oct). San Francisco Pedestrian Safety Needs Assessment. Retrieved from [http://sf.streetsblog.org/wp-content/uploads/ChinatownPedestrianNeedsAssessment\\_Final.pdf](http://sf.streetsblog.org/wp-content/uploads/ChinatownPedestrianNeedsAssessment_Final.pdf)
10. Chinese Community Development Center. (1998, Jan). Chinatown Alleyway Master Plan. San Francisco. ( 61). Retrieved from <http://notentirelylost.com/library/Alleyway%20Master%20Plan.pdf>
11. San Francisco Recreation and Parks. (2012, August 12). 2012 San Francisco Clean and Safe Neighborhood Parks Bond Proposal. Retrieved from <http://sfrecpark.org/BondOutreach.aspx>
12. The Cultural Landscape Foundation (2012). Stewardship through Education; St. Mary's Square. Retrieved from <http://www.tclf.org/landscapes/st-marys-square>
13. San Francisco Recreation and Parks Department (2012, Aug 11). Project Status Report; St. Marys Square. Retrieved from [http://parkbonds.sfgov.org/statusreports/CRPNPSSQPK\\_0248.pdf](http://parkbonds.sfgov.org/statusreports/CRPNPSSQPK_0248.pdf)
14. ParkScan San Francisco (2010). Parks; St. Marys Square. Retrieved from <http://www.parkscan.org/parks?parkId=48>
15. Chinese Progressive Association ( 2005 Aug). Substandard Housing Conditions in San Francisco Chinatown: Health Impacts on Low-Income Immigrant Tenants. Retrieved from <http://www.cpasf.org/sites/default/files/HousingHealthRptFINAL.pdf>
16. City and County of San Francisco (2012). Great Streets Program. City & County of San Francisco Department of Public Works. Retrieved from <http://sfdpw.org/index.aspx?page=88>
17. Chinese Historical Society of America. (2012, Aug 13). About. Retrieved from [http://www.chsa.org/about\\_chsa/](http://www.chsa.org/about_chsa/)
18. Chinatown Park and Ride. (2010, Dec.21). Retrieved from <http://www.chinatownparkandride.com/>

19. Fox, David (2011, May). Art In The Alley | North Beach. Retrieved from <http://sf.funcheap.com/art-alley-north-beach/>
20. Falvey, Christine (2007 March). Jack Kerouac Reopening. Retrieved from <http://sfdpw.org/index.aspx?page=763>
21. San Francisco Recreation and Parks. (2012, August 12). 2012 San Francisco Clean and Safe Neighborhood Parks Bond Proposal. Retrieved from <http://sfrecpark.org/BondOutreach.aspx>

## IMAGES

1. Cropped from Google Maps
2. American Memory from Library of Congress. Retrieved from [http://memory.loc.gov/cgi-bin/query/I?cdn:1:./temp/~ammem\\_yc0S::displayType=1:m856sd=ichicdn:m856sf=n053564:@@@cd](http://memory.loc.gov/cgi-bin/query/I?cdn:1:./temp/~ammem_yc0S::displayType=1:m856sd=ichicdn:m856sf=n053564:@@@cd)
3. San Francisco Public Library Historical Images. Retrieved from <http://webbie1.sfpl.org/multimedia/sfphotos/AAB-3891.jpg>
4. City and County of San Francisco (2012). Zoning Map. San Francisco Planning Department. Retrieved from <http://www.sf-planning.org/index.aspx?page=1569>
5. Chinatown Community Development Center (2010,Oct). San Francisco Pedestrian Safety Needs Assessment. Retrieved from [http://sf.streetsblog.org/wp-content/uploads/1ChinatownPedestrianNeedsAssessment\\_Final.pdf](http://sf.streetsblog.org/wp-content/uploads/1ChinatownPedestrianNeedsAssessment_Final.pdf)
6. Google Maps Streetview