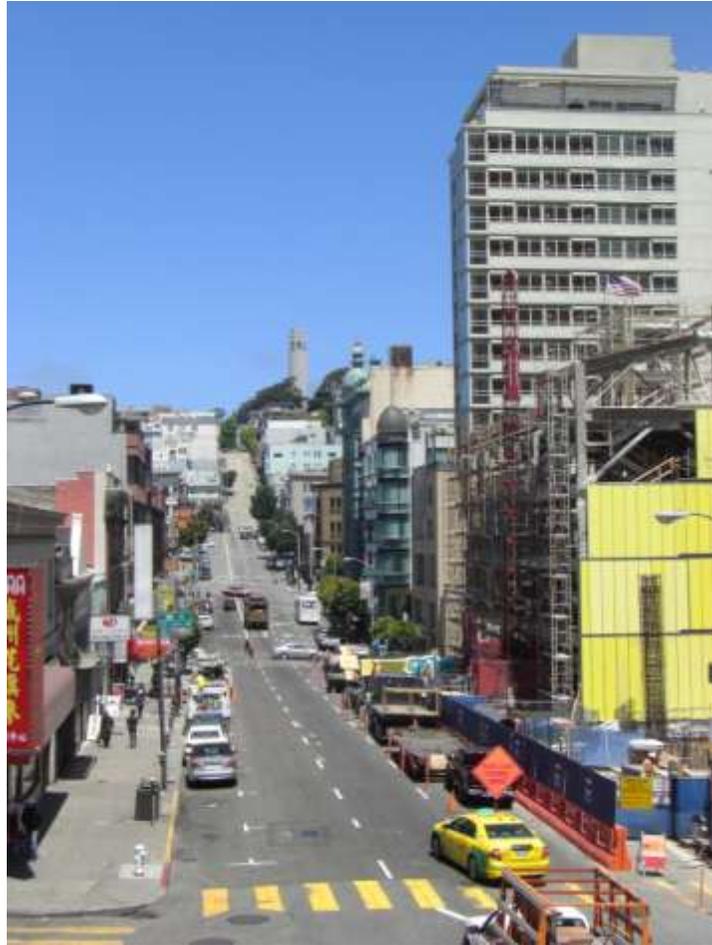


# “Re-Generation”

## **A Chinatown Block Study: Kearny Street between Washington and Jackson**



**Chinatown Urban Institute 2010**

### Group 3 WC:

**Dan Chang  
Micah Fong  
Jess Kyo  
Desmond Ng**

# Chinatown Urban Institute Summer 2010

## Introduction

What do you think of first when you hear the word “Chinatown?” The iconic Dragon Gate and colorfully decorated buildings on Grant Avenue? The tantalizing scent of steamed buns and roasted ducks inviting you for a bite to eat? What about the people? As Chinatown is one of the oldest and most densely populated neighborhoods in the United States, space becomes a major issue to consider. How do we build a community that equally serves all of its residents? What sort of services do we need? How do we modernize without losing the essence and history of the area?

## Project Rationale

In answering these questions, we decided to focus on the block space in Chinatown on Kearny Street in between Washington and Jackson. We chose this space for its historical significance and for the promise it holds for the future. Our title, “Re-Generation” refers to the inter-generational powerhouse that the space will become, given the planned and existing developments. As regeneration may also refer to “forming again (especially with improvements); renewing and reconstituting” or “return to life; get or give new life or energy,” our block study also focuses on how to revive the spirit of Manilatown, and how to connect people to our community. Currently, the International Hotel (I-Hotel) on the corner of Kearny and Jackson provides low-income, senior housing and serves as reminder of perseverance in standing up against inequitable treatment and injustices such as gentrification. The new developing sites of City College and the St. Mary’s primary school will bring in a younger wave of people and foster educational opportunities in our community. From promising, young elementary school children, to elders who have experienced the many wonders and hardships of life, the potential this space has for bringing people together is truly amazing.

Our study will detail a variety of ideas of how we envision a space that is beneficial to the many residents, visitors, students, and parents using our block. The report will discuss the evolution of transportation in the area, pedestrian safety, open space, and some ideas for economic development projects.

## Existing Conditions

### Historical Significance

When considering the block’s historical significance, the International Hotel is a fitting place to start. As one of the main arrival points for Filipino immigrants to the United States<sup>1</sup>, it is no wonder that San Francisco became home to such a thriving community. Known as Manilatown, the Filipino American neighborhood spanned for about ten blocks along Kearny Street, adjacent to Chinatown, and bustled with various gathering establishments like pool halls, night clubs, and eateries. While Filipinos made up a large portion of the residents in Manilatown, many Chinese settled in the neighborhood as well. Much of the housing stock on this area was

---

<sup>1</sup> Habal, Estella. San Francisco's International Hotel mobilizing the Filipino American community in the anti-eviction movement. Philadelphia, Pa: Temple UP, 2007, p15.

composed of low-income housing and the people were able to make do with what little they were given; however, when pushed too far beyond the line of reason, the community members rose up to start pushing back. With the Financial District's expansion which began in 1958, Manilatown was slowly bought up and destroyed until only the original I-Hotel building was left.

Standing at three stories tall, the original building was a "workers' hotel with 184 rooms...residential units on the two upper floors and commercial and community space on the ground level."<sup>2</sup> In October of 1968, Walter Shorenstein posted an eviction notice in the hotel stating that the tenants had until January 1, 1969 to pack up their belongings, find a new place to live, and leave. With the expansion of the Financial District going on, he believed that demolishing the building and constructing a parking lot would bring him significantly more revenue than the low-income housing unit. This selfish act served as the catalyst to spur a massive movement in raising not only the voices of the Asian American community, but of student groups from the City College of San Francisco, San Francisco State and University of California Berkeley, labor unions, and other civil rights activists such as the Black Panthers, Chinese Progressive Association and minority groups to protest this injustice. As the I-Hotel was an affordable housing complex, it was a difficult task for the residents to find another place to live, as many could not afford to live anywhere else. Determined not to give up the remnants of their once thriving community, the tenants began organizing protests and raising awareness to the issue of housing rights.

On the night of August 4, 1977, the San Francisco sheriff's department forcefully evicted the residents of the I-Hotel. The tenants and activists did not allow this to dampen their spirits, and they advocated to pass Proposition U on the November ballot. This proposition called for the city to purchase the I-Hotel and give it to the Housing Authority as a low-rent housing complex after renovating it to match the housing standards. Unfortunately, the proposition failed.

About two years later, in January of 1979, the I-Hotel was demolished but the land remained and empty lot for over twenty five years as negotiations in regards to the use of the site persisted. After the 1989 Loma Prieta earthquake and the I-Hotel came under new ownership in 1991, the future of the I-Hotel slowly began to solidify. Due to the earthquake, many buildings in San Francisco had been damaged, one of which included the Saint Mary's Chinese Day School. In 1994, the new owner, Pan-Magna, agreed to sell the land to the Roman Catholic Archdiocese for community purposes and was officially settled in 1998. After the Chinatown Community Development Center bought part of the air rights to the land from the Roman Catholic Archdiocese, a new I-Hotel, with 104 units of studio and one-bedroom apartments, was built and reopened in August 26, 2005<sup>3</sup>.

The St. Mary's Chinese Day School is a significant building not only due to its key role in acquiring land to rebuild the I-Hotel, but also for the services its parent organization provides to the community. Under the lead of Father Henry Stark in 1894, St. Mary's Cathedral offered many services to the Chinese community during a time when anti-Asian sentiment was prevalent. Instead of perpetuating the prejudices and acts of discrimination, the members of the church reached out to the community and helped to give many Chinese immigrants educational

---

<sup>2</sup> Habal, Estella. San Francisco's International Hotel mobilizing the Filipino American community in the anti-eviction movement. Philadelphia, Pa: Temple UP, 2007, p10.

<sup>3</sup> Estrella, Cicero A. "CITYWIDE / The I-Hotel Rises Again / Nearly 26 Years Later, Rebuilt Digs Offer Seniors Rooms with a View." *San Francisco Bay Area — News, Sports, Business, Entertainment, Classifieds: SFGate*. 22 July 2005. Web. 11 Aug. 2010. <<http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2005/07/22/WBGOHDPSQH1.DTL&hw=hotel+rises+again&sn=020&sc=464>>.

opportunities and social support. In 1921, the St. Mary's Day School and Chinese Language School were established and were beneficial additions to Chinatown, as the Oriental School was previously the only public school available to children of Asian descent. The Day School, located on the corner of Stockton & Clay Street, provided children with the opportunity to have a better education that would help them assimilate to American culture, while the Language School was created to help preserve the Chinese culture<sup>4</sup>. After the 1989 earthquake, the school suffered only minor damages; however, it did not satisfy the recently updated seismic safety regulations. The organization ultimately decided to rebuild in a new location, as rehabilitating the structure was not as efficient of an option<sup>5</sup>. Aside from updated facilities, the building will also contain the Gordon J. Lau Community Center that will be a space available to the public.

The new City College of San Francisco (CCSF) campus also has a significant history in terms of the struggles that the community went through in order to settle on the final development site. In 1998, CCSF decided to construct their new Chinatown campus at 53 Columbus. Located between Chinatown and the Financial District, it was an ideal spot to build the school and it seemed like a reasonable choice because CCSF already owned 53 Columbus. Approval of the project meant that educational opportunities would be brought to Chinatown; however, the development of the college campus at the site brought up a moral dilemma. While no one could argue against the benefits of having a Chinatown CCSF campus built, 53 Columbus was already serving the community as a home to many low-income, Chinese immigrants. The struggle, essentially, became achieving balance between the need for education and the need for affordable housing. After the residents received eviction notices, they sought help from the Asian Law Caucus to try and avoid losing their homes. The tenants and their advocates were able to persuade CCSF to sell the building rights to the San Francisco Community Land Trust, and the organization moved to turn 53 Columbus into a cooperative housing complex.<sup>6</sup>

When CCSF decided to build on the corner of Kearny and Washington, another issue arose. Although constructing a school at this new site would not immediately impact members of the community such as in the previous case, it would affect the community in the future. In order to protect Chinatown from gentrification and to maintain a quality of life, the neighborhood has a zoning law that prohibits building heights from exceeding 65ft. The original architectural plans for the new CCSF campus called for a 17-story tall building which would tower over the relatively squat community and cast shadows over Portsmouth Square, one of the few open spaces that are available in Chinatown<sup>7</sup>. As CCSF is a state-owned entity, the organization argued that it did not have to follow the city's regulations; however, after much community opposition, CCSF conceded to build a slightly shorter building (14-stories) and a second, 4-story building (to be located at Columbus and Washington)<sup>8</sup>.

---

<sup>4</sup> St. Mary's Chinese Day School. "St. Mary's Chinese Day School." *History of the Language School*. St. Mary's Chinese Schools and Center. Web. 11 Aug. 2010. <<http://www.stmaryschinese.org/lhistory.htm>>.

<sup>5</sup> St. Mary's Chinese Day School. "Our Rich History And Tradition." *St. Mary's Chinese Schools and Center*. Web. 11 Aug. 2010. <[http://www.stmaryschinese.org/day\\_school/History.html](http://www.stmaryschinese.org/day_school/History.html)>.

<sup>6</sup> Serna, Rhea. "Tenants Plus Land Trust Beat Gentrification | Urban Habitat." *Welcome to Urban Habitat | Urban Habitat*. 20 Oct. 2007. Web. 11 Aug. 2010. <<http://urbanhabitat.org/node/1815>>.

<sup>7</sup> Chien, Eugenia. "Chinatown in Uproar Over Proposed High-rise Campus - NAM." *New America Media*. News Digest, 18 May 2007. Web. 11 Aug. 2010. <[http://news.newamericamedia.org/news/view\\_article.html?article\\_id=82e353e374a672009625903c2e692bf5](http://news.newamericamedia.org/news/view_article.html?article_id=82e353e374a672009625903c2e692bf5)>.

<sup>8</sup> Lagos, Marisa. "CCSF Trustees Approve Chinatown High-rise Campus - SFGate." *SFGate*. 20 Oct. 2007. Web. 12 Aug. 2010. <[http://articles.sfgate.com/2007-10-20/bay-area/17267057\\_1\\_colombo-building-trustees-14-story-structure](http://articles.sfgate.com/2007-10-20/bay-area/17267057_1_colombo-building-trustees-14-story-structure)>.

## Zoning

It is important to understand the zoning laws in the district to recognize what areas can be developed and what types of buildings can be built. Before creating a plan to “re-generate” our block, we need to research what resources we could use and to identify any limitations.

The zoning district for our block is intended to protect existing housing, encourage new housing and to accommodate modest expansion of Chinatown business activities<sup>9</sup>. Across the street from I-Hotel, Saint Mary's, and City College of San Francisco, there are community businesses such as World Ginseng Center Inc. (805 Kearny Street), Alan Chan Optometrist (827 Kearny Street), and Enjoy Vegetarian Restaurant (839 Kearny Street). Many of the businesses focus on serving residents as well as visitors. With the development of City College of San Francisco, businesses on Kearny may experience an increase in visitors who purchase their goods and services; therefore, leading to an overall growth in Chinatown business.

Building height is generally limited to 50 and 65 feet. The height of a building is measured from the curb level or base plane to the roof of the building (except for permitted obstructions). Under the Planning Code, the City College Project Site is in the 65-A Height and Bulk District, which limits buildings to 65 feet high with bulk requirements. The City College project scale and dimensions would exceed the height and bulk requirements of the Planning Code, but this would not result in environmental impacts because the project would not divide an existing community, nor conflict with the City's General Plan or the City College Master Plan, adopted for the purpose of avoiding environmental impacts<sup>10</sup>. The site is completely paved and has no vegetation on the site, except for five street trees along the sidewalks of Kearny and Washington Streets. The recently completed 15-story, 155-foot- tall International Hotel Senior Center building (I-Hotel building) is at the northwest corner of the block. The five-story St. Mary's School is approved for construction between the I-Hotel building and the Project. The overall effect of the city college campus building would be to add high-rise building elements to Kearny Street and Washington Street that would contrast with the predominantly two- to four-story structures in North Beach, Chinatown, and Jackson Square. The building would be lower in height than existing high-rise buildings in the Financial District to the south and east, and higher than the 15-story I-Hotel building on the Project block.

The district is characterized by an “N” bulk limit, requiring conditional use for buildings over 35 feet in height and other exceptions. Bulk regulations are the combination of controls (lot size, floor area ratio, lot coverage, open space, yards, height and setback) that determine the maximum size and placement of a building on a zoning lot. The area is also characterized by floor area ratio limits. The floor area of a building is the sum of the gross area of each floor of the building, excluding mechanical space, cellar space, floor space in open balconies, elevators or stair bulkheads and, in most zoning districts, floor space used for accessory parking that is located less than 23 feet above curb level. For the district, the floor area ratio is 2.8:1.

Density refers to the intensity of development within a zoning district. In residence districts, density is generally measured by the maximum number of dwelling units permitted on a zoning lot. The maximum number of units is calculated by dividing the maximum residential

---

<sup>9</sup> California Municode.

<<http://library.municode.com/index.aspx?clientId=14139&stateId=5&stateName=California>>.

<sup>10</sup> City College of San Francisco Chinatown/North Beach Campus. Environmental Impact Report. (May 16, 2007).

floor area permitted on a zoning lot by the applicable factor for each zoning district. (Fractions equal to at least  $\frac{3}{4}$  are considered one unit.) The factors for each district are approximations of average unit size plus allowances for any common areas. Special density regulations apply to mixed buildings that contain both residential and community facility uses. For this district, the dwelling unit density is equal to one unit per 200 square feet of lot area.

### The Importance of City College on the Community

City College of San Francisco may act as a barrier to prevent the financial district from merging into the Chinatown district. City College is a necessary public service for the community because there is a lack of college-level educational facilities in the neighborhood. The District's educational goals include three priorities: (1) maintain open access to all adults who can benefit from a post-secondary education; (2) maintain quality educational programs designed to meet the needs of the students; and (3) make continuous efforts to meet the special educational needs of the immigrant population who reside or work in San Francisco<sup>10</sup>.

### Existing Open Space



Portsmouth square, the closest recreational space to our block, is located on Kearny Street between Clay and Washington (the block adjacent to ours) and is one of the most frequently used parks in Chinatown. The 64,700 square foot park includes a plaza, multiple benches, two play structures (one on the lower level and one on the upper level), and roofed open pavilions on the upper level. Known as “Chinatown’s Living Room”, Portsmouth square provides a place for residents to gather and socialize in the open sun. Portsmouth is especially important because most Chinatown residents live in single room occupancies (SROs) and do not

have living rooms or the living space for exercise or entertainment. Open space is scarce in Chinatown, and so its upkeep and the creation of new recreational areas are vital for the health of the Chinatown community.

Other parks and recreational space nearby include the Redwood Park (east of Kearny at the Transamerica Pyramid), St. Mary's Square (three blocks south on the west side of Kearny) and the Maritime Plaza (above the Golden Gateway parking garage between Clay/Washington).

### Transportation

Chinatown is one of the most densely populated neighborhoods in all of the United States; squeeze in moving vehicles and you have one of the most bustling places in all of San Francisco. What contributes to the overall chaos of moving around in Chinatown includes the high quantity of fast paced pedestrians and cars, double parked loading and unloading of meats and produce, and large buses that at times must move even slower than the walking pedestrian. When driving into Chinatown, most people will enter through Third Street, which connects to Kearny Street, making it one of the most highly vehicle trafficked arterials in Chinatown.

Soon the Chinatown/ North Beach Campus will be constructed next to St. Mary's Elementary School and the International Hotel along the end of Kearny. Mixing of younger generations to the existing older generation of Chinatown will introduce new possibilities for transportation system reform. By further developing systems of available parking and streetscape, it is possible to redirect or slow traffic, improve pedestrian circulation and safety, as well as accommodate the needs of the current residents and merchants along Kearny Street.

### Local and Regional Access-

Kearny is a one way arterial heading North, creating a system of limited direct route access to the study on Kearny between Washington and Jackson:

- From **North Beach**, Clay Street is a one way only street that connects to Kearny allowing left turn access to site.
- From the **Financial District**, Washington Street, Sacramento Street are both one way only streets that connect to Kearny Allowing right turn access towards the site.

### Closest Access To and From the **Freeway**:

- Interstate 80 (I-80) west is located via off-ramps on Fremont Street.
- I-80 east is accessible via on-ramps on Harrison Street (about fifteen blocks from Street Study).
- Interstate 280 (I-280) east and west bound is accessible via King Street at the end of Embarcadero.
- US 101 South is on and off of Fourth Street.
- US 101 North is connected to I-80 East

## Buses and Transit-

The Street Study Site is located eight blocks from Market Street where San Francisco Municipal Railway (Muni)'s surface / subway lines and Bay Area Rapid Transit (BART) is located. There are about twelve Muni lines that are within the site's vicinity. All of them are within walking distance and have stops about every other block.

This table shows the Muni bus routes within the vicinity (one to three blocks) and their PM peak period frequencies between 4:00 p.m. and 6:00 p.m.:

### MUNI BUS ROUTES IN PROJECT VICINITY

Route	PM Peak Frequency <sup>a</sup>
1 - California	3 min.
9X - San Bruno Express	10 min.
9AX - San Bruno "A" Express	10 min.
9BX - San Bruno "B" Express	10 min.
10 - Townsend	8 min.
12 - Folsom - Pacific	10 min./20 min. <sup>b</sup>
30 - Stockton	4-5 min./9 min. <sup>c</sup>
30X - Stockton Express	10 min.
41 - Union	10 min. IB/8 min. OB <sup>d</sup>
45 - Union - Stockton	9 min.
82X - Union - Stockton	2 trips

*Source:* MUNI Schedule 2007, with updates from MUNI T-Line.  
*Notes:*

- 9AX, 9BX, 30X and 82X provide inbound service during AM peak and outbound service during PM peak.
- The route segment of the 12-line west of Van Ness has 20-minute frequencies.
- The route segment of the 30-line west of Van Ness has 9-minute frequencies.
- IB=inbound; OB=outbound.

For regional transportation, the AC Transit (to the East Bay), Golden Gate Transit and ferries (to the North Bay), BART (to the East Bay and Peninsula), Samtrans (to the Peninsula), and CalTrain (to the South Bay and Peninsula) connect the area to several areas throughout northern California. The regional transportation systems can be accessed from Muni bus lines in the San Francisco downtown area, or are in walking distance of the study site on Market Street, Mission Street, or the Ferry Building.

Many Muni transit corridors, such as the Market Street subway lines and the Kearny Street/Stockton Street corridor (8X, 8AX, 30, 30X, and 45 lines) are at or near capacity, and operate under noticeably crowded conditions with many people standing during peak periods. Muni has adopted the service standard of 85 percent capacity utilization for the maximum loads.

When these buses get too crowded it causes buses to run much slower and skip stops. This overcrowds bus stops and also causes traffic as the waiting pedestrians try to chase down the bus or race it to the next stop.

San Francisco Municipal Transportation Agency (SFMTA) had to take a number of difficult actions to close a \$129 million deficit and therefore close many lines, slowed frequency in some, but also increased frequency of arrival times in other lines. The 8X and 8AX, which corresponds directly with our study is one of the lines that have improved in frequency. With the addition of the future new central subway on Stockton, overcrowding issues should lessen.

### Bicycling-

There are three designated bicycle routes within the study area. Field observations indicated that bicycle volumes in the area are relatively low to moderate compared to pedestrian and vehicular traffic. On sections of Stockton Street, Sansome Street, Battery Street, and Columbus Avenue, cyclists share the right-of-way with buses and other vehicles. In stretches where lanes are narrow, cyclists may have to slow down to avoid buses. Other conflicts exist between vehicles and bicycles in the study area, especially when double parking blocks existing bicycle lanes.

In the Project vicinity, the following roadways are designated as Citywide Bicycle Routes in the *San Francisco General Plan*:

- Battery Street
- Broadway Street
- Columbus Avenue
- Pacific Street
- Sansome Street
- Stockton Street

*The Official San Francisco Bike Route System* describes the following bicycle routes:

Route 10 connects the Richmond District with Downtown. It is a Class II bike lane along Clay Street from Cherry Street to Webster Street, then along Webster Street to Broadway Street. It becomes a Class III bike route along Broadway Street to Polk Street, then along Polk Street to Pacific Avenue where it follows Pacific Avenue to The Embarcadero.

Route 11 is a Class III route that runs south from Northpoint Street (Fishermans Wharf), where it connects with Route 2, along Columbus Avenue to Clay Street (Washington Street northbound), then Battery Street (Sansome Street northbound) to Market Street where it connects to Route 50. It continues south along Second Street to King Street where it connects to Route 5.

Route 17 is a Class III bike route that connects Route 10 to Route 16 (Stockton/Sutter) along Stockton from Broadway (Chinatown) to Post Streets (Union Square).

## Parking

CHS Consulting Group did a study for City College's Chinatown/ North Beach Campus on April 5, 2007 on existing weekday midday (1:30 p.m. to 3:30 p.m.) and weekday evening (6:30 p.m. to 8:00 p.m.) off-street parking conditions. Qualitative surveys found on-street parking to be generally full during the midday peak period (1:30 p.m. to 3:30 p.m.) and during the weekday evening period (6:30 p.m. to 8:00 p.m.). The off-street parking supply and occupancy analysis is based on field surveys conducted and based on the number of striped or numbered spaces. At un-striped lots, estimates of capacity were determined either by consulting the parking attendant, or physically counting the number of spaces or cars. Occupancy was determined by counting the number of parked cars, including cars that were stacked or parked in un-marked spaces.

There are 20 public off-street parking facilities in the study area with a total of 2,604 spaces during mid-day (Table and figure below). During the weekday midday peak period, off-street parking facilities in the study area operate at 84 percent occupancy level, with approximately 420 spaces available, including the City Collage project site.

During the weekday evening period, two out of 20 public parking facilities are closed. The total number of parking spaces available in the evening is 2,389 spaces, compared to 2,604 during the day. Observations showed that lots and garages in the Project area have more available spaces in the evenings than in the daytime. Off-street facilities in the study area operate at 32 percent occupancy rate during weekday evenings, with approximately 1,629 spaces available.

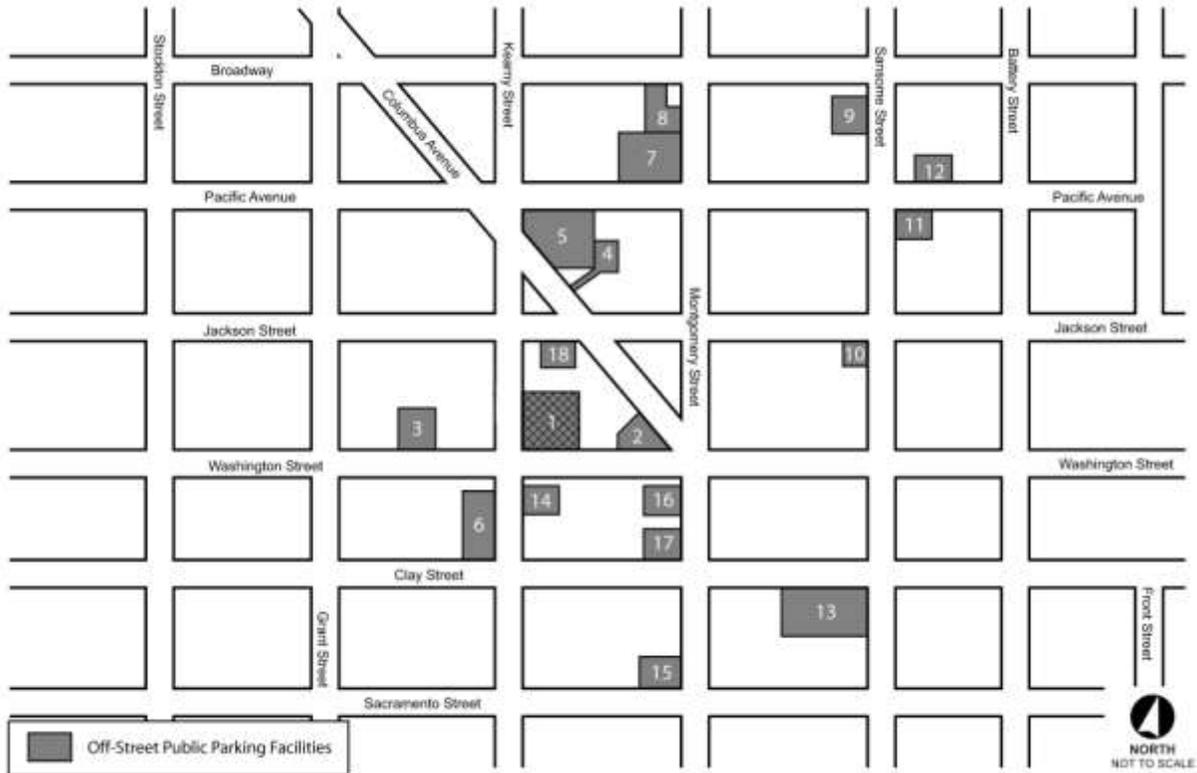
**EXISTING WEEKDAY OFF-STREET PARKING SUPPLY AND OCCUPANCY CONDITIONS**

No.	Name/Location	Midday		Evening	
		Inventory	Occupancy (1:30-3:30 p.m.)	Inventory	Occupancy (6:30-8:00 p.m.)
1	Washington & Kearny NE (Project Site)	69 <sup>a</sup>	69	69	28
2	Washington Street Garage	60 <sup>a</sup>	51	60	20
3	Tam's Parking	35 <sup>a</sup>	32	35	20
4	Columbus Triangle	78 <sup>a</sup>	78	78	15
5	Savoy Garage	110 <sup>b</sup>	50 <sup>b</sup>	110 <sup>b</sup>	15 <sup>b</sup>
6	Portsmouth Square	510 <sup>b</sup>	495	510	160
7	Royal Pacific Inn	50 <sup>a</sup>	35	50	16
8	Miriwa Garage	49 <sup>a</sup>	44	49	15
9	Westlake Building	65	40	Closed	—
10	Latex Lot	150	95	150	50
11	Sansome Garage	200 <sup>a</sup>	187	200	60
12	INS Lot	16	10	16	1
13	California Parking	110 <sup>a</sup>	110	60 <sup>a</sup>	25
14	Allright	72 <sup>a</sup>	70	72	25
15	Four Seventy Five	250 <sup>b</sup>	200 <sup>b</sup>	250 <sup>b</sup>	100 <sup>b</sup>
16	Hilton Hotel Financial District	430 <sup>b</sup>	350	430	150
17	505 Montgomery	50 <sup>a</sup>	50	Closed	—
18	655 Montgomery	100	70	100	30
19	601 Montgomery	50 <sup>a</sup>	48	Closed	—
20	St. Mary's Center	150 <sup>b</sup>	100 <sup>b</sup>	150 <sup>b</sup>	30 <sup>b</sup>
<b>Total</b>		<b>2,604</b>	<b>2,184</b>	<b>2,389</b>	<b>760</b>

Source: CHS Consulting Group, 2007.

Notes:

- Supply includes maximum capacity of valet parking.
- Garage capacity and occupancy were obtained from the attendant because of access restrictions.
- There are two levels of this garage, one of which is closed in the evening.



CHS Consulting Group

## Funding for Projects

For our project, we focused on the overall safety of Kearny Street between Washington and Jackson. Transportation was our major focus because it was important for all the people who use the block. The neighborhood uses this block to get to the International Hotel to visit their relatives and to obtain a higher education. Our group wants to focus on pedestrian safety when traveling through Kearny Street between Washington and Jackson. From our study, there were many situations where it was not safe for pedestrians, especially for the elderly, when they were crossing the street. In addition, we propose to add more trees to act as barriers to protect pedestrians from the upcoming traffic. Furthermore, we want to change the parking regulations on Kearny between Washington and Jackson.

Communities across America are using Transportation Enhancements (TE) funds from the federal government to expand travel choice, strengthen the local economy, improve the quality of life, and protect the environment. Transportation Enhancements (TE) activities are federally funded community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. TE projects must be one of 12 eligible activities and must relate to surface transportation. The TE funding can be applied in our case for:

1. Pedestrian and bicycle facilities---Sidewalks, walkways or curb ramps; bike lane striping, wide paved shoulders, bike parking and bus racks; off-road trails; bike and pedestrian bridges and underpasses.



2. Pedestrian and bicycle safety and educational activities---Campaigns promoting safety awareness; safety training activities and classes; training materials.

3. Landscaping and scenic beautification---Improvements such as street furniture, lighting, public art and landscaping along travel corridors.



Tips for a successful application:

- Relate the proposed project to surface transportation
- Show that the project can be categorized as one or more of the 12 eligible activities
- Discuss the project's potential economic, community, cultural, aesthetic, and/or environmental benefits, with data and graphs when applicable
- Use maps and data to show how the project will enhance access to local and regional transportation networks, if applicable
- Use maps to show the project site, if applicable, and relate it to other area destinations
- Make reference to similar successful projects
- Demonstrate how the project sponsor will fund 20 percent or more of project cost
- Demonstrate that there is community support for the project
- Relate the project to existing state and metropolitan transportation plans

Since 1991, states have dedicated over \$2 billion in federal-aid highway funds to thousands of transportation-related historic preservation projects; historic resources have also benefited from transportation enhancement money for landscaping, land acquisition, historic bridge and road activities, and streetscapes in historic commercial districts.

## Alternate Vision

### Transportation and Safety Suggestions



#### Pedestrian Safety-

Bilingual signage should be included for the block in correspondence to school area safety. A scramble system should help slow traffic coming into the vicinity as well as stall pedestrians who are eager to cross when not supposed to. This will force vehicles to stop at the crosswalk. No-turn-on-Red signage would further reduce accidents as well as keep vehicles in their lanes at all times unless pulled into a loading zone. More lamp and floor lighting can be added to provide safety for students, as well as call boxes within the area to reach dispatch as done on the City College Phelan Campus.

#### Buses-

With the addition of the new central subway on Stockton Street and regional and local transit within walking distance, overcrowding on buses should be alleviated. Vehicles can be directed to turn right on Jackson and load and unload around the corner. A gap specifically for buses and loading vehicles to temporarily stop in front of the International Hotel would be more traffic convenient than allowing other vehicles to load and unload in that spot.



#### Parking-

Since there are about 18 parking stations within the area, it could be possible to implement a shuttle system in addition to school parking permits to take students to the campus. With so many public housing buildings in the area there should be a shuttle dedicated to transportation designated for the use of these occupants. Prop K provides roughly \$9.7 million annually to the operation of Muni's paratransit services for people with disabilities or seniors who cannot ride the bus lines or light rail services. The city currently owns 60 paratransit vans, 40 that are funded through Prop K and 15 that were put into service in 2009.

#### Bulbout /curb extension-

Kearny and Montgomery Street have 14-foot wide sidewalks. By changing the four one-way lanes to three on the eastern side of the road with a curb extension more space can be utilized and traffic can be slowed to a reasonably safe speed for students and seniors. To slow the traffic even further, better signage before reaching the site is necessary.

Adding greenery and more trees to the curb extension allows room for seating, protects pedestrians from cars that may stray from the road, and also is proven to slow traffic as drivers pass and watch peripherally.



## Bicycles-

It is possible to add an extra curb to designate a path, change the ground material, or even designate via color to divide the vehicle lanes from the bike lanes. There are many bicycle routes within the vicinity and with more youth coming to the area it will be highly encouraged, and can be funded through acts that encourage modes of transportation that promote clean air. There are many reasons to ride bicycles to work or school, some of which include the following:

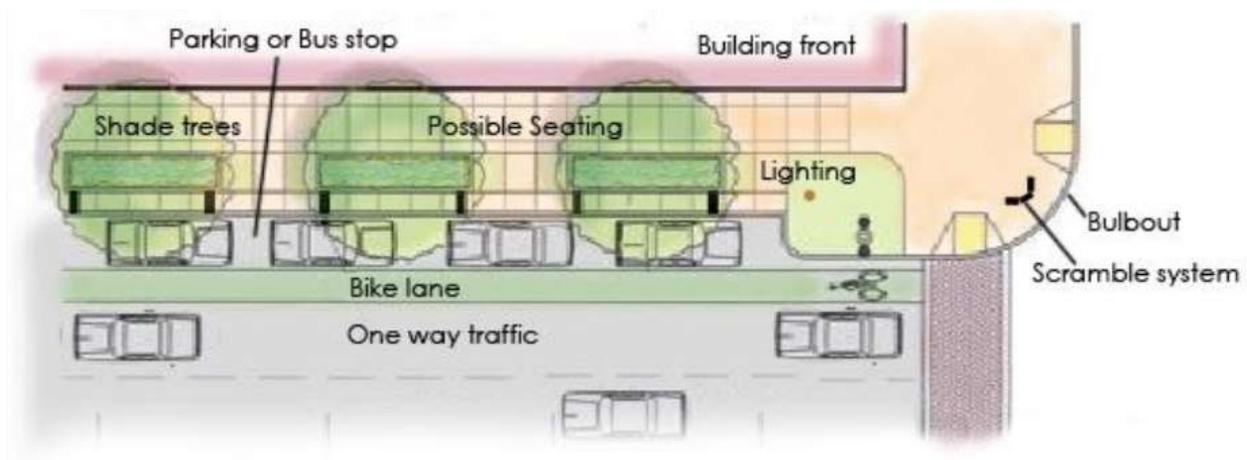
1. It is a healthy means of transportation
2. No pollution at all
3. Riding a bike lessens road wear compared to a car
4. You can store more or less a dozen bicycles in a parking place
5. Bicycles cost a lot less to maintain and keep functional than vehicles do
6. Bicycles are a great option for those who cannot drive or are not allowed to.
7. It can be faster than driving (especially during traffic hours)

By reducing a curb extension by a few feet or by cutting through one, a bicycle lane can be added. This will also allow for those who commute by bike to safely find a way onto the sidewalk to find bike parking, as well as protect them from accident-prone drives.

## Proposed Additional Open Space

Using the Bulb out to create open space-

Since the construction of St. Mary's and City College will increase foot traffic on the sidewalks and because pedestrian safety is very important, our plan for our block includes the creation of a bulb out on the City College side of Kearny Street. Traffic lanes will be reduced from four lanes of traffic to three lanes, with the intention of slowing down cars and creating more open space for pedestrians. We envision installing several benches or cement blocks for residents and students to sit and rest on with their backs against traffic and also planting a row of trees to protect pedestrians from cars that drive too close to the sidewalk. The bulb out curves inwards and will end towards Jackson Street giving buses space to stop for passengers at the bus stop in front of the I-Hotel. The bulb out will create additional open space not only for pedestrians and students heading to class but also gives residents or students a chance to relax and socialize on benches in between classes or jobs.



Roof Gardens-



Since Portsmouth Square is in such close proximity and because of limited land space, creating another park on ground level for residents to socialize and exercise may be unrealistic. The creation of roof gardens however can be beneficial in a number of ways. Roof gardens can be a good source of natural homegrown food while also providing a beautiful environment for

residents to enjoy. Studies have also shown that roof gardens protect the roof membrane, decrease rainwater runoff by absorbing water with the soil<sup>11</sup> and can have a cooling effect on the environment during summer while insulating heat in the winter<sup>12</sup>.

### Potential for Economic Development: “Re-generating” Old Manila Town

The opening of the City College Chinatown/North Beach Campus and the St. Mary’s primary school will create a new influx of potential consumers and could attract more businesses into the area. There are several vacancies on the opposite side of the I-hotel that could be developed or occupied by businesses that cater to college students or children from St. Mary’s. Suggested businesses to outreach to include restaurants, internet cafés, convenience stores, stores carrying books and school supplies, and day care centers or after school programs. Local businesses attempting to start up or expand their business should be targeted over outside businesses to help strengthen Chinatown’s economy.

Our plan does not advocate for more night life activity, such as opening clubs or bars, because noise may inconvenience neighborhood residents and because safety may also become an issue. We do however, encourage restaurants to stay open later for students who have night classes and to also stay open for late lunch since classes at City College end at different times throughout the day.

Ideally, we would like to recreate the strong community atmosphere of Old Manila Town while at the same time incorporating newer generations of the Chinatown community. Before the I-Hotel evictions, Manila town was a vibrant self sustaining community with barbershops, pool halls, theaters, night clubs and restaurants. Pictured below are Tino’s barbershop and Manilatown residents at Lucky-M pool hall.



Taken from Manila Heritage Foundation  
<<http://www.manilatown.org/ourpast.htm>>

These businesses provided plenty of opportunities for residents, as well as for outsiders, to interact and build strong community relations. Some of these businesses could have a beneficial impact in today’s community and could thrive with the construction of City College and St.Mary’s.

---

<sup>11</sup> Ong, B. (2003). Green plot ratio: an ecological measure for architecture and urban planning. *Landscape and Urban Planning*, 63.

<sup>12</sup> Akbari, H. (2001). Cool surfaces and shade trees to reduce energy use and improve air quality in urban areas. *Solar Energy*, Volume 70, Issue 3, January 2001, Pages 295-310.

Most of Chinatown businesses are either restaurants or are businesses geared to selling goods, such as produce on Stockton Street or gift shops for tourists on Grant Street. Not many are businesses that provide activities and thus Chinatown does not have many businesses that can attract outside customers seeking entertainment such as the younger generations of San Francisco youth. A reopening of “Lucky-M” pool hall from old Manila town however, could attract City College students and youth from outside of Chinatown. The pool hall could also serve as a nice place for residents to socialize, much like Lucky-M did in the past. It provides a place to build community relations and provides an activity for people of many ages. Lucky-M could even be expanded into a family entertainment center with food, games, and other activities.

Another major community activity missing in today’s Chinatown are shows or movie screenings in theaters. The Bella Union Theater provided wonderful entertainment for Manila Town residents in the past and a reopening of the Bella Union could do the same for today’s community. Reopening a theater may be more challenging because of limitations on available space but movies for the public could potentially be shown weekly in CCSF class rooms, in St. Mary’s auditorium when not in use, or on the bridge connecting Portsmouth to the Hilton Hotel. A program should be created, much like the free public screenings at Dolores Park, such that Chinatown residents can come together and enjoy a nice movie with one another.

Tino’s barbershop and many restaurants from Old Manila Town have since moved or gone out of business but we feel that this is the opportune time to bring back many of those same businesses. Barbershops could provide a place for residents to talk while they got their haircuts and Cafés and restaurants that can provide quick meals for students may receive much more business with two schools opening within the next couple of years. The new “Re-generated Manila Town” we envision will have plenty of places and activities for several generations of people to enjoy, whether it be kids from St. Mary’s, students from City College, elderly from the I-hotel, or people from all over Chinatown and San Francisco.

## **Conclusion**

The Urban Institute has provided its fellows with the opportunity to learn more about the Chinatown community—but more than that, the program inspired individuals to explore the neighborhood’s past, present, and future through the Block Study project. We were encouraged to dream of our perfect community, and we were challenged to formulate a plan to implement that dream while finding a balance between modernizing and preserving the history of Chinatown. From new safety measures for pedestrians, to ways in which we hope people can connect with our community beyond what can be seen on the surface, our project aims to create an environment that best meets the needs of the residents that we readily observe. We see a great potential in the “Re-generation” of Kearny between Washington and Jackson to benefit Chinatown, and are excited to see life return to that block once again.

## **Additional Sources:**

Akbari, H. (2001). Cool surfaces and shade trees to reduce energy use and improve air quality in urban areas. *Solar Energy, Volume 70, Issue 3, January 2001, Pages 295-310.*

CHS Consulting. (2007)

[http://www.ccsf.edu/Offices/Facilities\\_Planning/Chinatown/Chinatown%20North%20Beach%20C%20and%20R%20Sept%202007%20jh.pdf](http://www.ccsf.edu/Offices/Facilities_Planning/Chinatown/Chinatown%20North%20Beach%20C%20and%20R%20Sept%202007%20jh.pdf)

Manilatown Heritage Foundation

<http://www.manilatown.org/ourpast.htm>

National Transportation Enhancements Clearinghouse. <http://www.enhancements.org/>

New York City: Department of City Planning. (2010)

<http://www.nyc.gov/html/dcp/html/zone/glossary.shtml>

San Francisco Community College District Police Department. (2010)

[http://www.ccsf.edu/Departments/Public\\_Safety/crime.html#02252010](http://www.ccsf.edu/Departments/Public_Safety/crime.html#02252010)

San Francisco County Transportation Authority Annual Report. (2009)

California Municode.

<http://library.municode.com/index.aspx?clientId=14139&stateId=5&stateName=California>

City College of San Francisco Chinatown/North Beach Campus. Environmental Impact Report. (May 16, 2007).

Planning Information Database Online.

<http://gispub02.sfgov.org/website/nuviewer/planningmap.asp>

Ong, B. (2003). Green plot ratio: an ecological measure for architecture and urban planning. *Landscape and Urban Planning*, 63.

# Towards A Better Broadway

:: A proposal to improve Broadway St. (between Stockton and Grant/Columbus)

---

## Introduction: Why Broadway?

Step onto Broadway, and you step onto the hustle and bustle of Chinatown's residential and commercial activities. As one of the most heavily trafficked streets in Chinatown, Broadway is a significant block to study. This report specifically documents Broadway between Stockton and Columbus, in an effort to augment Chinatown CDC's forthcoming implementation of Phase III of the Broadway Streetscape Re-envisioning Project – an exciting moment to impact changes in a community.

Broadway illustrates key factors in Chinatown community planning's past, present and future. Historically and socially, Broadway is the physical boundary and transition zone that defines North Beach from Chinatown. Recent collaborations between the two neighborhoods on open space and art streetscape have increased stewardship. Land use policies zone it as an economic development locus, as both a Chinatown Community Business District (CCB), and North Beach Neighborhood Commercial District (NCD). It is also a transportation clearinghouse that boasts a four lane, two way street, houses several bus lines, and is the widest and fastest of any Chinatown vehicular corridor. As such, this street is a dynamic interaction highlighting many community development factors, most notably **economic development** (including nightlife/open space) and **transportation** (including pedestrian safety). This report will highlight the existing conditions and present an alternative vision to address some pressing facets.

## Guiding Principles

In crafting the following recommendations for Broadway Streetscape improvement, we followed these principles, which are aligned with the urban planning trends of transit oriented development, smart growth, and Livable Streets Initiative.

- We believe that public art/open space, street/building beautification, and community nightlife are all part of a larger Chinatown economic development strategy.
- We believe in community-centered, small businesses as a primary economic development model for Chinatown residents.
- We believe in creating a more livable street, where Broadway can become not only a thoroughfare, but also a destination.
- We believe in a more walkable and pedestrian friendly Broadway.

- We believe in a more transit-oriented Broadway.

### Existing Conditions Inspire New Visions

Broadway is a convergent space for innovation between open spaces, transportation and economic development, and below are the top recommendations to raise the quality of life for its residential and commercial interests. (In addition, **Appendix A** highlights, in lesser detail, the complete list of suggestions.)

Existing Conditions	New Visions
<p><b>Language of the Birds is currently a thoroughfare, not a destination.</b> It adds a new vitality to the area, but often procures quizzical looks from first-time travelers.</p>	<p><b>Install bollards, benches, and planter boxes to this space.</b> This creates a greater focal point and more definition to an existing cultural treasure. This can further augment that art and livability are central tenants to community building and economic development.</p> <p>Theme(s): open space/arts. Inspired by Gordon Chin's memo that streets and alleys in Chinatown should be eligible for Park &amp; Recreation dollars. Funding: Park and Recreation, Arts Commission, Chinatown and North Beach merchant/neighborhood associations. Timeline: funding permitting. 1 year.</p>
<p><b>Overhead wires on buildings are unsafe and unpleasant.</b></p>	<p><b>Undergrounding wires improve building aesthetics and quality of life.</b> Wires would also be more resilient and durable. Theme(s): beautification/housing. Funding streams: DBI, PG&amp;E, landlords, other groups (Chinatown CDC, Chinese Chamber of Commerce), to increase safety, technology and aesthetics of buildings by hiding dangerous electrical wires from hanging loosely on buildings. This may be written into a grant for sustainable communities or federal weatherization monies. Timeline: funding permitting, 2-3 years.</p>
<p><b>There is a lack of youth and family friendly nightlife, aside from food. <b>** SEE APPENDIX B</b></b> for extensive research on nightlife, from our field research from 10pm-12 midnight.**</p>	<p><b>1. Building a community center</b> at the defunct movie theatre that matches the late hours of the epicurean nightlife (e.g. Yuet Lee, Sun Hong Kong, Broadway Café), would be ideal. Rotating schedule of services and recreational activities that can host community movie nights, late night social workers/services, recreation/reading room, and other programming that can attract youth to Chinatown. Themes: community development, quality of life, youth nightlife. Funding: private and public dollars. Timeline: 5-10 years.</p> <p><b>2. Contracting/subleasing vacant space on 2-3 floors of Gold Mountain restaurant for</b></p>

	<b>community identified nightlife.</b>
<b>Slippery and dangerous utility covers are a concern for many pedestrians.</b>	<b>Invest in no-slip, easy grip, water-resistant and non-corrosive covers to ensure a walkable Broadway.</b> Residents and merchants expressed that this is the one pedestrian measure they wish to see. On rainy days, elderly may slip while walking on Broadway. Themes: transportation: pedestrian safety, walkability. Funding: Dept. of Public Works and Dept. of Public Utilities. Timeline: Funding permitted, 1-2 years.
<b>Uneven and damaged sidewalks and roadways increase pedestrian and vehicular accidents.</b>	<b>Repave sidewalks and roads.</b> Theme: transportation: pedestrian and vehicular safety. Funding: Dept. of Public Works, with possible funding from American Reinvestment and Recovery Act (ARRA) for infrastructure repairs. Timeline: funding permitting, 1 year.
<b>There are no bus shelters on the street with the most bus lines.</b>	<b>Install two economically friendly MUNI bus shelters to offer safe seating and waiting space for riders on both sides of the street.</b> It also creates a focal point moving vehicles to slow down there. It remains a mystery why the busiest street in Chinatown has no bus shelter, where weary riders are subjected to waiting for the 10 Townsend, 12 Folsom, 8X Bayshore Express and Park & Ride Shuttle dangerously unprotected from and unidentified by cars. Theme(s): Transportation and social justice. Funding: MUNI (MTA). Timeline: Immediately.
<b>Crosswalks paints have come off, and pedestrians spill out onto the roads.</b>	<b>Repaint and revamp pedestrian crosswalks with clear visual aides.</b> Designate it with clear visual markers as walkways. Raise crosswalks higher, paint them a different color, and add texture to create a natural speed bump for cars to slow down. Themes: transportation and walkability. Funding: Dept. of Public Works in conjunction with ARRA monies. Timeline: 1 year.

## **Conclusion: Towards a Better Broadway**

Our vision for a better Broadway focuses primarily on transportation and economic development. Given Broadway's historical, social, commercial and zoning usages, the recommendations are well fit to make it walkable and enterprising. Ultimately, the intention is to make an even more desirable commercial and community space for all, while placing the livability for residents at its center.

## APPENDIX A. Additional Broadway Streetscape Improvements

We had a comprehensive list of items, but ultimately decided to focus on economic development and transportation as main themes. The following is a complete list of suggestions concerning all community development facets to improve Broadway. Our team voted on the top seven to move forward in our written report and to illustrate on the poster board. The rest is here, and have been enduring subjects for the group.

### Arts and Open Spaces

- **Arts in the storefronts to address vacancies**
- **Replace billboards with art murals** (next to Gold Mountain building, or on top of Yuet Lee) highlighting civic, historical and cultural pride in neighborhood.

### Housing

- **Repaint buildings.** Aging stock of buildings need a new paint job to attract more neighborhood pride, and economic vitality.

### Beautification:

- **Trees:** plant more trees along the street. If space doesn't permit it, planter boxes or smaller greenery at bus stops.
- Install **trash cans** in the middle of the street (Broadway is a long street) and always at a bus-stop.
- **Newsstands:** consolidate them, so that it's not ruffraff and random (and used as trash cans!)
- **Street lamps:** lower them for pedestrians
- Install **checker stand/table + cement seating (benches)** for people to play -- by the watch shop

### Economic Development

- **Neighborhood banners and destination maps/signs/continue with **Monkey Paw** Prints as an economic development strategy)/visibility that will put Braodway and Chinatown back "On the Map."**
- **Facade improvement & beautification program.** Work with merchants to revitalize storefronts and marquees to attract more customers.

### Transportation

- **Install auditory buttons for the blind** at crosswalks.

## APPENDIX B: Nightlife Field Research: Economic Development Nightcrawl (10pm-12midnight)

	Name of the company	Business Hours	Business Types	Zip Code		Restaurant
What is the vision— Physical changes (bulb-outs, moving traffic lanes) vs. Policy changes (façade improvement projects, all-door boarding, etc.)	Best Foods Produce	7am- 6:30pm	Food Market	94133-4312	x	
	Tuttimelon	11am- 3am	Dessert	94133	Nightlife	
As we notice Broadway Street, traffic: by way of foot or by vehicle, takes on a special role.	Vietnan Ratcha Thai	9:30am- 4am	Restaurant	94133	Nightlife	r
631 Broadway	Restaurant	11am- 3am	Restaurant	94133	Nightlife	r
638 Broadway	H.Z. Trading Co.	8am- 6:30pm	Retail	94133	x	
678 Broadway	Good View Rading Co.	8am- 6:30pm	Retail	94133	x	
670 Broadway	Broadway Cafe	8am-1am	Restaurant	94133	Nightlife	r
636 Broadway	Fun& Safe Travels Inc.	8am- 6:30pm	Travel Agency	94133	x	
622 Broadway	Lucky Stat Discount Store	8am- 6:30pm	Retail	94133	x	
607 Broadway	Update gift	10am- 6:30pm	Retail	94133	x	
617 Broadway	E,E Studio	10am- 6:30pm	Service	94133	x	
681 Broadway	Look and Buy	9am-7pm	Retail	94133	x	

675 Broadway	Your Dim Sum Restaurant	6:30am-6:30pm	Restaurant	94133	x	r
1300 Stockton	Yuet Lee Seafood Restaurant	11am- 3am	Restaurant	94133-3807		Nightlife r
615 Broadway	SW Hotel	All day	Service	4405		Nightlife
641 Broadway	ABC Supermarket Inc	7am-6:30pm	Food Market	94133-4405	x	
671 Broadway	VIP Coffee & Cake Shop	7am-12am	Restaurant	94133-4405		Nightlife r
683 Broadway	Yummy BBQ Kitchen	6:30am-6:30pm	Restaurant	94133-4405	x	r
691 Broadway # 20	James Lee Realtors	N/A	Service	94133-4405	x	
606 Broadway	New Sun Hong Kong Restaurant	10am-3am	Restaurant	94133-4406		Nightlife r
614 Broadway	Comfort Shoes	N/A	Retail	94133-4406	x	
618 Broadway	Sam's Pizza My Canh Vietnamese Restaurant	5pm-4am	Restaurant	94133-4406		Nightlife r
626 Broadway	Gold Mountain Restaurant	10am-2am	Restaurant	94133-4406		Nightlife r
644 Broadway	Restaurant	5am-9:30pm	Restaurant	94133-4406	x	r
660 Broadway	Pet Central	9am-7pm	Service	94133-4406	x	

674 Broadway	Hing Lung Co Broadway Dim Sum & Cafe	8am-11pm 6:30am- 6:30pm	Restaurant Restaurant	94133- 4406 94133- 4406	Nightlife x	r r
684 Broadway	Royal Pacific			94133- 4497		
661 Broadway	Motor Inn	All day	Service		Nightlife	

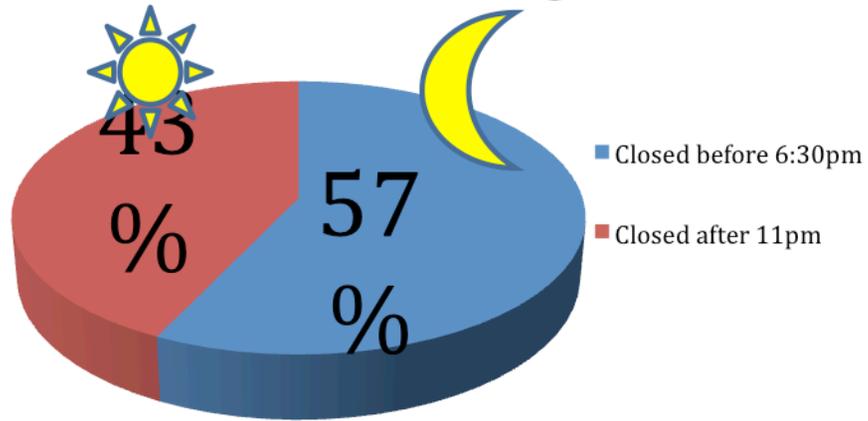
Close before 6:30pm	Close after 11pm
16	12

Broadway Street-Nightlife Business' Percentage

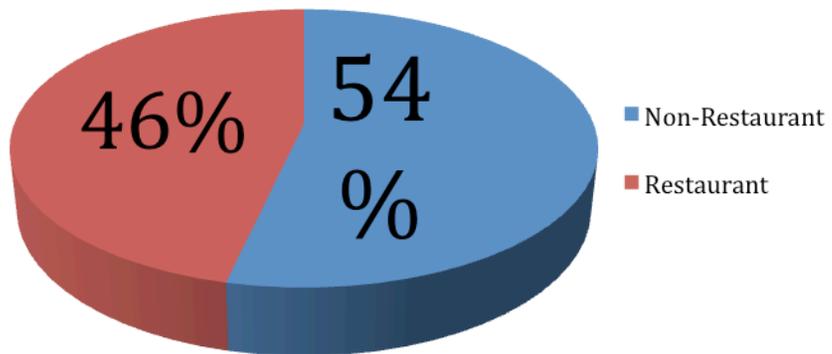
RED denotes standard business hours

BLACK denotes nightlife hours

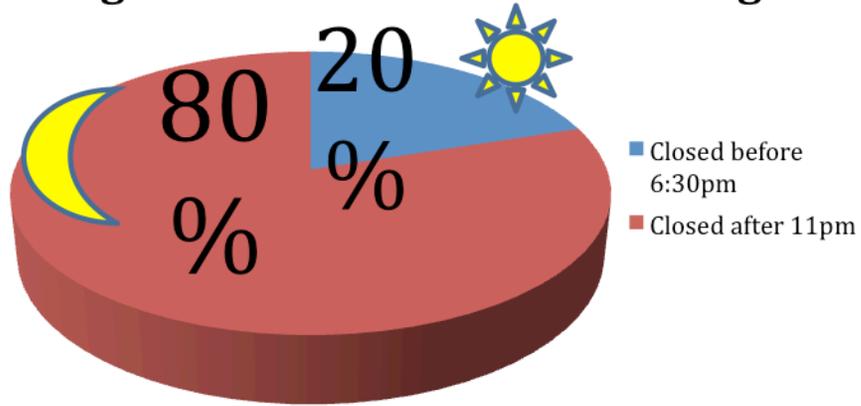
## Broadway Street Nightlife Business' Percentage



## Broadway Street Business' Type



## Nightlife Restaurants' Percentage



# CHINATOWN URBAN INSTITUTE 2010

---

## STOCKTON STREET CORRIDOR BLOCK STUDY

PREPARED BY  
CHAN, YVONNE  
CHO, BECKY  
LAM, PRESTON  
PENG-NG, BEN

CHINATOWN COMMUNITY DEVELOPMENT CENTER  
1525 GRANT AVENUE  
SAN FRANCISCO, CA 94133  
415.984.1450

# CONTENTS

- INTRODUCTION 3
- PROJECT RATIONALE 4
- EXISTING CONDITIONS 5
  - HISTORICAL CONTEXT
  - ZONING & LAND-USE
  - HOUSING DEVELOPMENT
  - ECONOMIC CLIMATE
  - BUILDING PROFILES
  - TRANSPORTATION
- ALTERNATIVE VISION 11
  - DESIGN GUIDELINES
  - POLICY RECOMMENDATIONS
- CONCLUSION 16
- APPENDIX 17

# INTRODUCTION

The **Stockton Street Corridor** provides a rich landscape for urban research as the future site of a transit-oriented development. Serving as Chinatown's principle transportation and commercial corridor, Stockton Street connects local residents to transportation networks, community-serving retail, religious organizations, financial institutions, health and social services.

Contained within this report you will find a summary of our primary and secondary research findings detailing the complexity of land uses along the Stockton Street corridor (Fig. 1). As Chinatown's Main Street, Stockton Street serves high volumes of pedestrian and vehicular traffic on a daily basis. Future developments along the corridor require creative solutions to support community-serving businesses, improve pedestrian conditions, and expand outdoor living space for Chinatown residents.



**Figure 1:** Project Boundary, Stockton Street between Clay and Washington Streets, Manifold Geographic Information System rendering

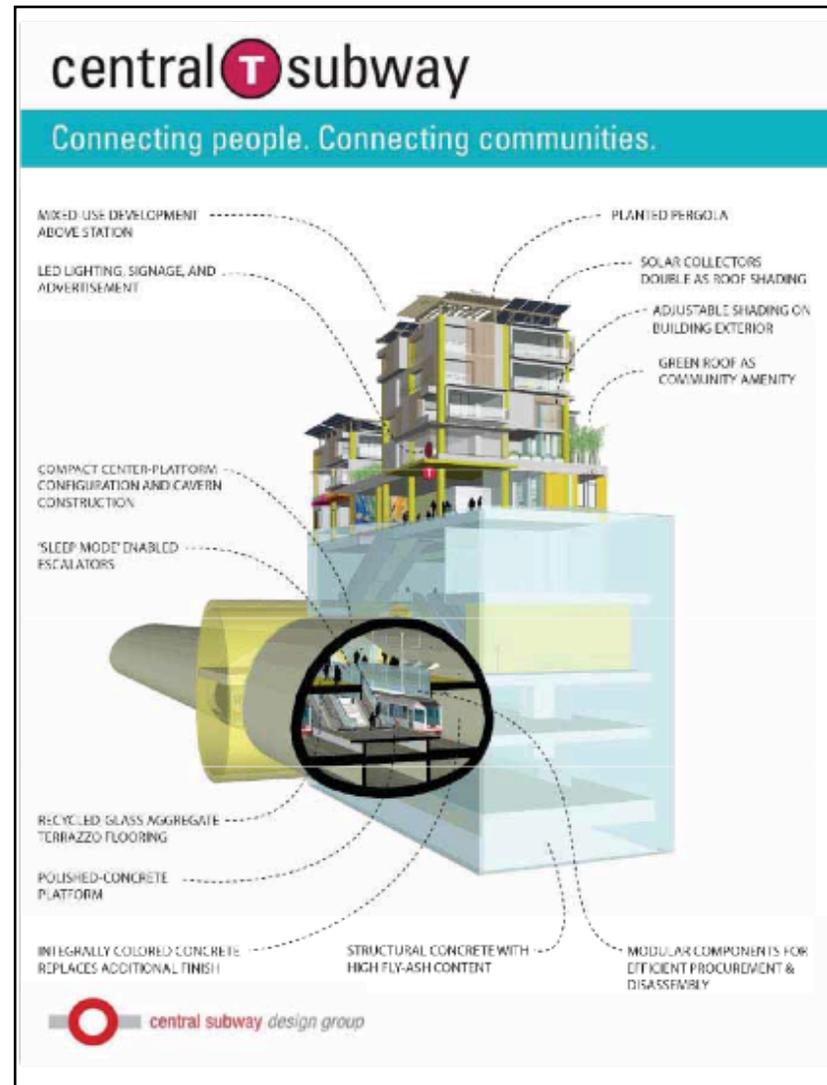
# PROJECT RATIONALE

## Block Study Context and Usability

Our team chose to study the Stockton Street Corridor at Clay and Washington Streets because of the future development of Central Subway at Chinatown Station (Fig. 2). Recent research from the Association of Bay Area Governments found that accessibility to public transportation increases a neighborhood's susceptibility to gentrification\*. As the epicenter of a transit-oriented development, our block study area is at risk for gentrification and should be closely monitored for external investment promoting development patterns inconsistent with the needs of local Chinatown residents. We hope that future Urban Institute fellows build upon our initial field data collection, including years of tenant occupancy, in order to understand changes to the block study area over time.

The development of the Central Subway Chinatown Station poses unique opportunities to address the immediate needs of Chinatown residents along the Stockton Street corridor; needs including decreased congestion for pedestrians, access to community-serving public space, affordable housing development, and initiatives promoting local entrepreneurship. Through our investigation of the study area (Fig. 1), we identify a set of policy recommendations that we hope aid ChinatownCDC staff in developing policies that mitigate gentrification and improve quality of life conditions for Chinatown residents.

\*Source: Chapple, Karen. Mapping Susceptibility to Gentrification: The Early Warning Toolkit (2009). Pg 6.



**Figure 2:** Central Subway concept plan, San Francisco Arts Commission Artist Orientation for Chinatown Station (05/14/2010)

# EXISTING CONDITIONS

## Historical Context\*

There are four historical buildings within our project boundary on Stockton between Clay and Washington Street.

**St. Mary's Chinese Mission (930 Stockton Street)**  
In 1894, the Paulist Fathers took over Old St. Mary's church on Dupont and California. A Chinese mission was started in 1903 under the priest Henry I. Stark in the basement of the church. By 1920, the mission was finally settled by establishing a Chinese parochial school.

The maintenance of a Chinese language school helped to preserve the threatened cultural identity of the second generation. The original structure of St. Mary's Chinese Mission only had carved wooden panel mounted over the doorway of the old building, giving a hint of ethnic identification.

**Chinese Presbyterian Church (925 Stockton Street)**  
Rev. William Speer, A-f'sun, A'Sam, A-tsen and Ho Ch'eong K'ow organized the first Chinese Church in America on November 6, 1583. This first church was built in 1854 on the northeast corner of Stockton and Sacramento Streets. The church serves the immigrant community and provides medical clinic, bilingual services/classes. Today both the language, English and Mandarin are also incorporated into the congregation.

**Hop Wo Benevolent Association (913 Stockton Street)**  
Founded in 1862, the Hop Wo Benevolent Association is one of the original six associations which comprises the Chinese Six Companies.

**Mandarin Tower (946 Stockton Street)**  
Constructed in 1970, Mandarin Tower is one of two buildings built under the commercial zoning height before new zoning limitations were implemented. The Mandarin Tower is currently one story of retail shops, three stories of professional services and twelve stories of market rate condominiums.

By the 1970s, Chinatown community feared gentrification as high-rise buildings like Mandarin Tower encroached the neighborhood. Chinatown's zoning laws were changed to prevent private developers from tear down existing buildings to build high rises and limited the height of new constructions.

Around the late 1980's, Mandarin Tower wanted to demolish Chinese Playground and turn it into their parking structure. Community groups like Chinatown CDC fought against this due to the lack of public and open space.

\*Source: 'Historical and Architectural Guide to San Francisco's Chinatown', written by Philip P. Choy and Christopher Yip

# EXISTING CONDITIONS

## Zoning and Current Land Use

Occupying the boundary between census tract 113 and 114\*, our block study area consists of six parcels. Each parcel contains a single building hosting a complexity of land uses. This is because the six buildings within our project boundary are located within a mixed-use zoning district designated **Chinatown Residential Neighborhood Commercial (CRNC)**. CRNC zoning controls are designed to protect Chinatown’s small-scale, residential livability while preserving neighborhood-serving uses\*\*.

CRNC zoning requirements for **new developments**:

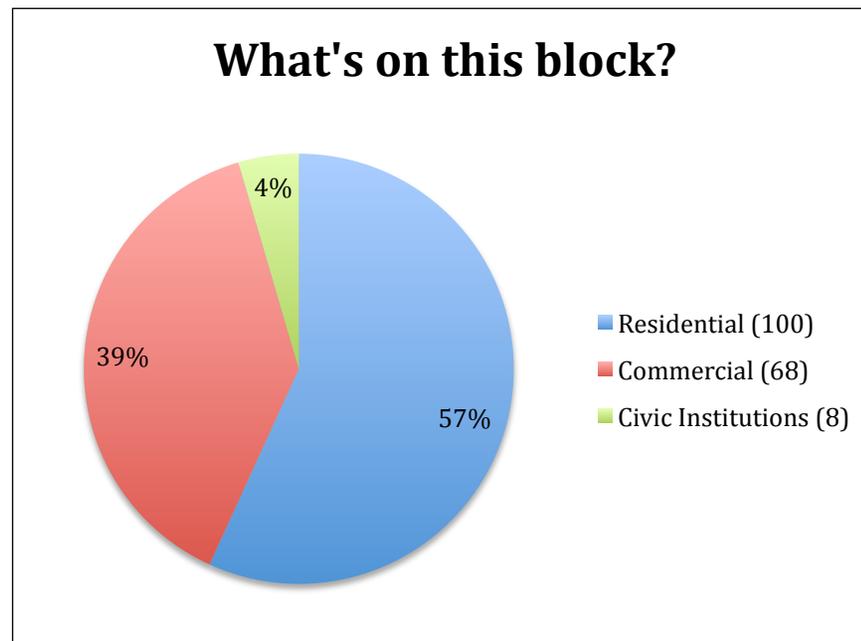
**Setback:** 25% rear yard

**Density:** 1 unit : 200 square feet

**Height:** 50’ – 65’, maximum 85’ \*\*\*

**Bulk:** 2.5 (Height) : 1 (width)

The mix of residential, commercial and civic uses within our block study reflects the CRNC mixed-use zoning designation. CRNC zoning controls allow for several development types including commercial retail and office space, housing, civic institutions, open-space and public transit projects. With so many competing land use interests, it is important to monitor new developments for community-serving uses including affordable housing and space for local entrepreneurship, leisure and recreation.



**Figure 3:** There are 176 units on this block including civic institutions, residential and commercial uses. See appendix for comprehensive list of tenants classified by building

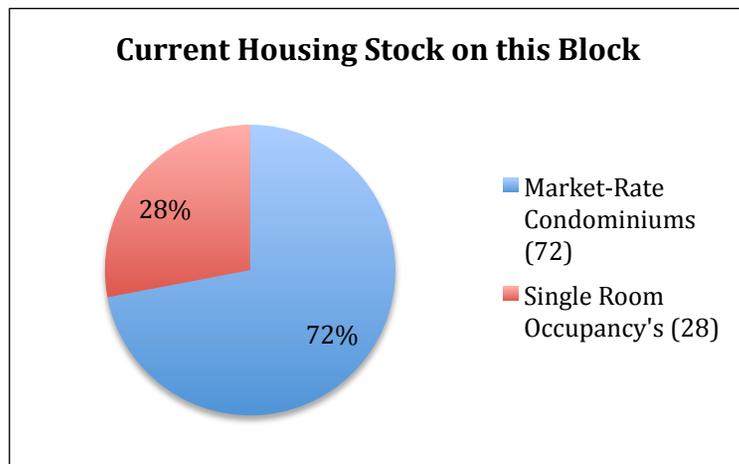
\* Source: Census Data 2000 ([www.socialexplorer.org](http://www.socialexplorer.org))

\*\* Source: San Francisco Zoning District Summaries, Planning Code Sec.# 812.1 Article 8([www.sf-planning.org](http://www.sf-planning.org))

\*\*\* Source: Map 1 of Chinatown Area Plan, Master Plan of the City and County of San Francisco ([www.sf-planning.org](http://www.sf-planning.org))

# EXISTING CONDITIONS

## Housing Development



**Figure 4:** There are a total 100 residential units on this block in the Mandarin Tower, Hogan and Vest and the Jack Jair Realty building (901 Stockton St.).

Three out of the six buildings within our block study area contain housing units. In all, there are 100 residential units including market-rate condominiums and single room occupancy's.

The predominant housing stock is market-rate condominiums, accounting for 72% of the residential units on our block. In fact, all 72% of the units are located within the 16-storey Mandarin Tower. The Mandarin Tower is the only residential high-rise building in Chinatown with financial district zoning. Two to four bedroom units in the

Mandarin Tower have a typical listing price of \$490,000-\$525,000\*.

The remaining 28% is single room occupancy units divided between Jack Jair Realty at 10% and Hogan and Vest at 18%. However, the future Chinatown Central Subway Station is at the Hogan and Vest location. The building will be demolished, resulting in a loss of eighteen residential units.



**Figure 5:** Hogan and Vest building, the future site of the Chinatown Central Subway Station. ChinatownCDC's affordable housing development on Broadway and Sansome Streets will replace the 18 single-room occupancy's in Hogan and Vest.

\*Source: [www.sanfranciscocondomania.com](http://www.sanfranciscocondomania.com)

# EXISTING CONDITIONS

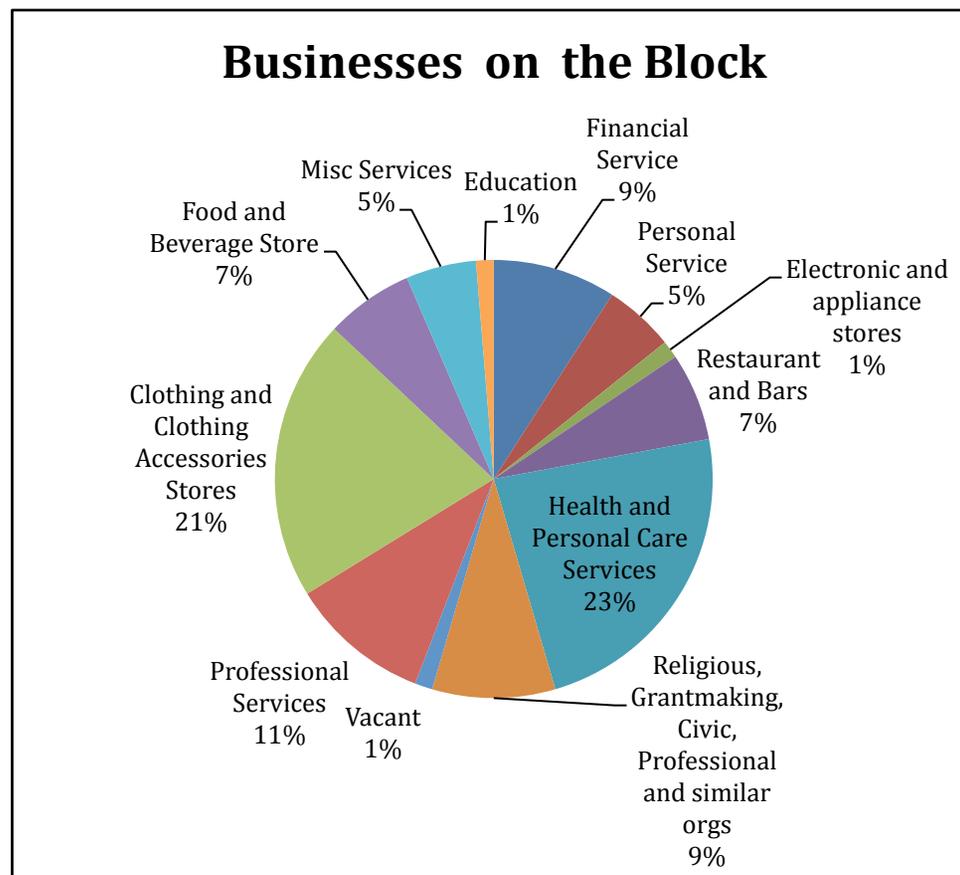
## Businesses and Economic Climate

Five out of the six buildings within our block study host commercial activities. Our block study area experiences a higher commercial concentration because Stockton Street is Chinatown's principle neighborhood-serving commercial corridor. The two predominant business types include health/personal care services and clothing stores.

From interviews of several commercial tenants, we found that:

- Years of business operation varies from three months to thirty years
- Businesses are small and primarily neighborhood and community serving
- Major market segments include Chinatown residents and the broader Chinese community in the Bay Area
- Principle tenant concern is decreased business since the collapse of the Embarcadero Freeway in 1989

The Hogan and Vest building is the future site of the Central Subway Chinatown Station. The residential tenants will be moving to an affordable housing complex being built on Broadway and Sansome Streets. Plans are also being made to accommodate commercial tenants of the Hogan and Vest building. Several of the shops are business institutions that have operated in the community for over 20 years.

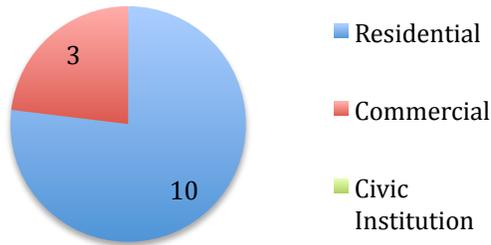


**Figure 6:** There are 68 commercial units on this block including 1 vacancy in the Hogan and Vest building. Commercial businesses are classified according to the North American Industry Classification System (NAICS)

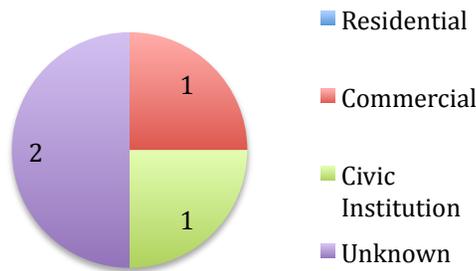
# EXISTING CONDITIONS

## Building Profiles\_ Tenants Classified by Land Use

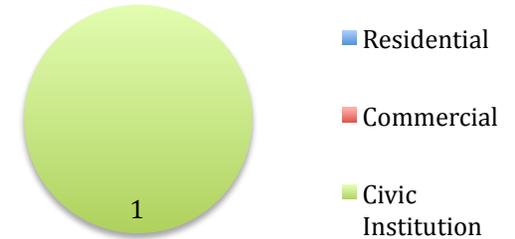
1. Jack Jair Realty



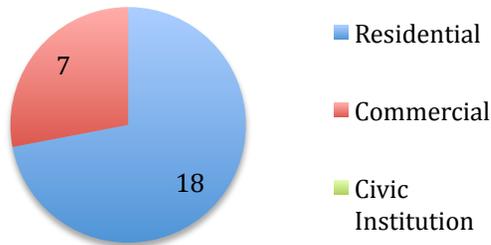
2. Hop Wo Benevolent Ass'n



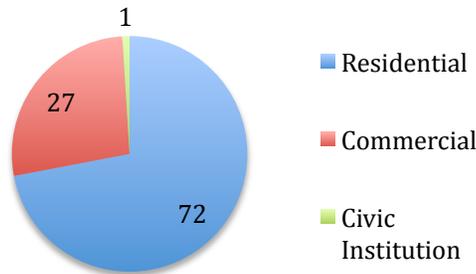
3. Chinese Presbyterian Church



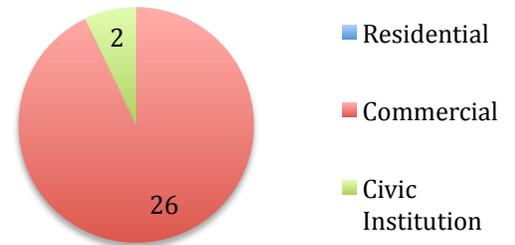
4. Hogan and Vest



5. Mandarin Tower



6. Saint Mary's



# EXISTING CONDITIONS

## Transportation and Circulation

The number one mode of transportation for Chinatown residents is public transit SF Muni since a majority of residents do not own cars\*. A public transit friendly community is essential for the community.

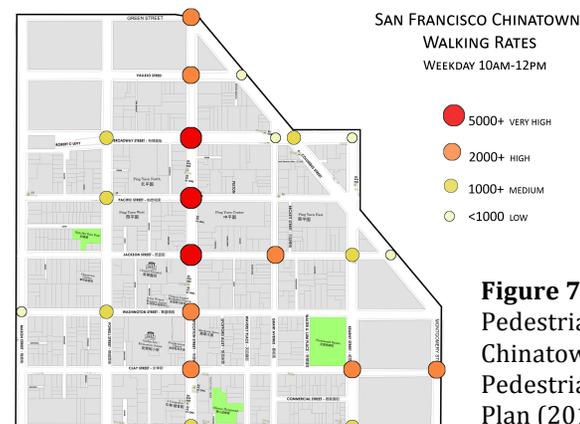
There are no bus stops located on our block study. The four closest bus stops are within walking distance heading both directions between Jackson and Washington (heading southbound), Clay and Sacramento (heading southbound), and the corner of Clay and Stockton (heading eastbound).

Bus Stop	Directions	Bus lines
Jackson and Washington St	southbound	45, 30, 8X, 8AX, 8BX, 91 Owl
Clay and Sacramento St	southbound	45, 30, 8X, 8AX, 8BX, 91 Owl
Clay and Sacramento St	northbound	45, 30, 91 Owl
corner of Clay and Stockton St	eastbound	1

Chinatown’s biggest transportation change is the Central Subway Chinatown Station. The new underground route will connect Chinatown with Visitación Valley by the Third Street Light Rail (T-Line). It is expected to reduce the current 20-minute bus trip from Muni’s station at Fourth and King Streets to Chinatown down to seven minutes. At its peak, the line can carry as many 80,000 riders a day\*\*. The Central Subway is a great opportunity to bring more economic activity and people into the community, acting as an entryway for Chinatown.

\*Source: Transportation Policy Objectives, Chinatown Area Plan, San Francisco General Plan ([www.sf-planning.org](http://www.sf-planning.org))

\*\*Source: Central Subway Factsheet, ([www.sfmta.com](http://www.sfmta.com))



**Figure 7:** Pedestrian Count, ChinatownCDC Pedestrian Safety Plan (2010)

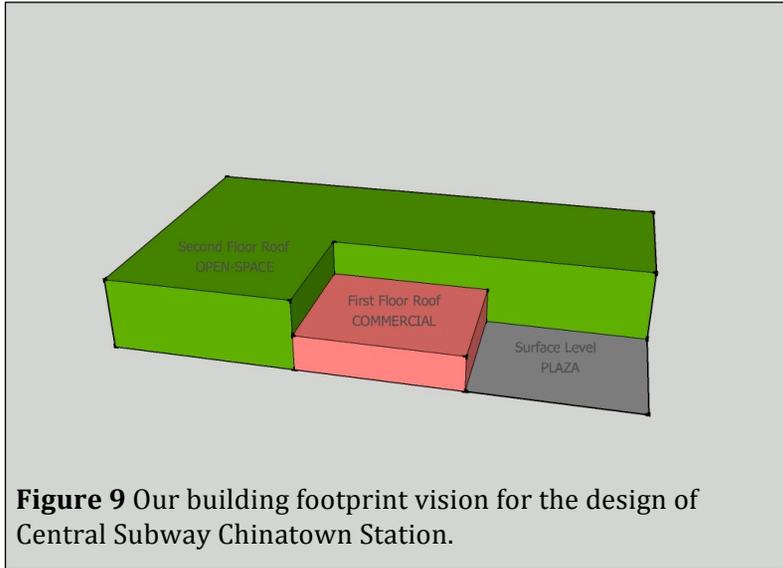
Figure 8 lists the pedestrian count during weekdays and weekends at intersections on our block study. The collected data indicates that the intersections of Stockton at Clay and Washington Streets experience a ‘high’ user rate of 2000+ users during a 2-hour period. On Stockton at Jackson and Pacific Streets, pedestrian flow rates are even more congested with a ranking of ‘very high. Future transportation planning advocacy must address the issue of how to alleviate congestion along Stockton Street intersections.

Intersection	Time	Count	Type of day
Stockton & Washington St	10-12pm	3908	weekday
Stockton & Washington St	3-5pm	4127	weekday
Stockton & Washington St	10-12pm	4700	weekend
Stockton & Clay St	10-12pm	3810	weekday
Stockton & Clay St	3-5pm	3684	weekday
Stockton & Clay St	10-12pm	3399	weekend
Stockton & Jackson St	10-12pm	6957	weekday
Stockton & Pacific St	10-12pm	9060	weekend

**Figure 8:** Pedestrian Count, ChinatownCDC Pedestrian Safety Plan (2010)

# ALTERNATIVE VISION

## Design Guidelines



**Figure 9** Our building footprint vision for the design of Central Subway Chinatown Station.

Improving the quality of life for Chinatown residents colors our vision for the Chinatown Central Subway Station. We believe that access to open-space and streetscape improvements directly correlate with quality of life standards for Chinatown residents. From our analysis of existing conditions, we noticed a lack of open-space within our block study area (Fig. 3).

Knowing this, our vision for the design of Central Subway Chinatown Station maximizes the rooftop for neighborhood serving open-space. Our intention is to provide a public park activated by multiple user groups including seniors, new immigrants, youth and young adults. To accomplish this, our vision provides a connection to Gordon J. Lau Elementary

schoolyard for use during non-school hours\*. We also provide several access points to the park in order to diversify hours of use and user-groups utilizing the rooftop open-space.

Based on ChinatownCDC's recent Pedestrian Count, the intersections of Stockton Street at Clay and Washington Streets experience a pedestrian flow rate of approximately 1000 users/hour during the weekdays. The development of the Central Subway has the potential to exacerbate pedestrian flow rates along the Stockton Street corridor. Anticipating increased congestion from the Central Subway, our vision for streetscape improvements prioritizes pedestrian versus vehicular flow. To accomplish this, our vision provides painted road markings for the scramble system in both intersections of our block study. We also remove on street parking in front of the Central Subway Chinatown Station to install a bulb-out; decreasing pedestrian congestion by providing additional square feet of sidewalk.

Additionally, our vision is to build commercial units for neighborhood serving businesses inside and on top of the station. Our intention is to attract businesses that will bring new and existing customers to Chinatown. Our second intention is for the station to become the first point of entry into Chinatown for locals and tourists. To accomplish this, we advocate for a Chinatown Information Center that serves local residents and tourists with staff that are bilingual and biliterate in both Cantonese and English.

\*Source: Policy 4.4, Chinatown Area Plan, City of San Francisco General Plan ([www.sf-planning.org](http://www.sf-planning.org))

# ALTERNATIVE VISION

## Policy Recommendations

### TRANSPORTATION

**GOAL:** Streetscape improvements for pedestrians and alternative transportation

**OBJECTIVE:** Decrease pedestrian and vehicular traffic

#### PHYSICAL APPROACHES:

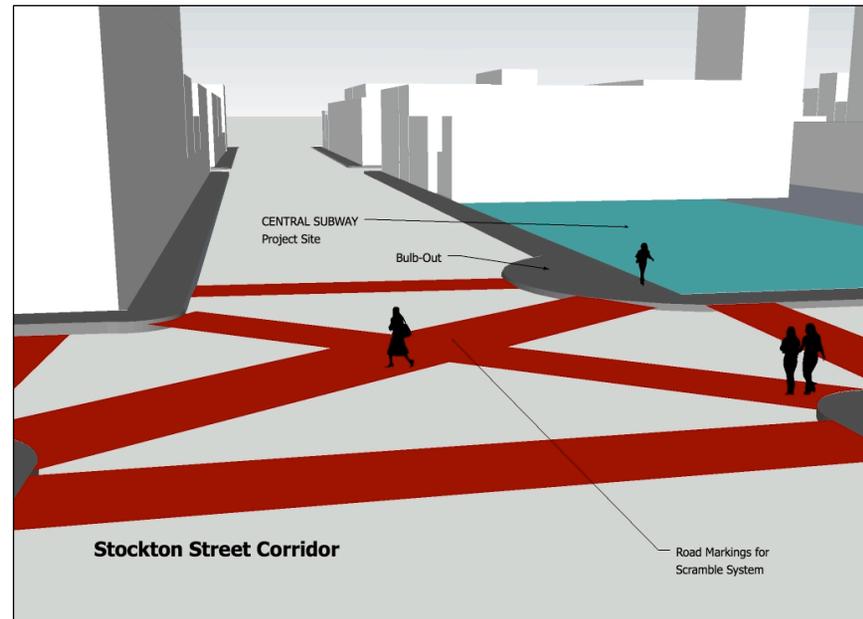
- Reinforce bus routes by marking the bus-only lane in red on the pavement.
- Provide road markings for scramble system on Stockton Street at the intersections of Washington and Clay Streets
- Remove on street parking in front of Central Subway Chinatown Subway station to install a bulb-out at the corner of Washington and Stockton Streets.
- Make Chinatown Station reflective of and responsive to Chinatown ridership by including bilingual signage, schedules, maps.

#### POLICY APPROACHES:

- Reinforce curbside lane for bus-only use during the morning and night commute rush hours, but revert to mixed-flow operation during the day and evening hours for commercial loading
- Increase duration of walking signals and decrease duration of traffic signals
- Restrict left turn at the intersection of Stockton and Washington Street heading northbound.



**Figure 10** Bus-only lanes in Central London. Red pavement marks the bus-only lane.



**Figure 11** .Concept image for scramble system road markings on Stockton Street at the intersections of Clay and Washington Streets, Google SketchUp rendering

# ALTERNATIVE VISION

## Policy Recommendations

### OPEN-SPACE

**GOAL:** Expand outdoor living space

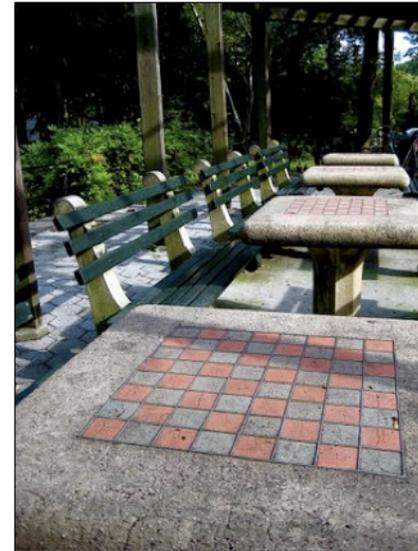
**OBJECTIVE:** To provide inter-generational open-space primarily for Chinatown seniors, youth and young adult residents.

#### PHYSICAL APPROACHES:

- Build a community serving park on the rooftop of Central Subway Chinatown Station
- Utilize outdoor furniture including Chinese chess tables, outdoor exercise equipments, porch swings, raised garden beds for seniors
- Use defensive planning tactics to mitigate homeless squatting, including gated entryways and benches that force users to remain seated vertically
- Build a plaza at the entrance of the Central Subway Chinatown Station with a human-scale map of Chinatown painted on the ground

#### POLICY APPROACHES:

- Encourage assembly of local residents by creating safe community parks, plazas, and courtyards utilizing community-serving outdoor furniture
- Provide connection from the rooftop of Central Subway Chinatown Station to Gordon J. Lau Elementary schoolyard for use as a public playground during non-school hours



**Figure 12** Outdoors chess tables



**Figure 13** Outdoor porch swings



**Figure 14 .** Concept vision of the rooftop open-space for Central Subway Chinatown Station, Google SketchUp rendering

# ALTERNATIVE VISION

## Policy Recommendations

### ECONOMIC DEVELOPMENT

**GOAL:** Preserve Chinatown's role as a capital city where Chinatown functions as a central location for civic and religious organizations and specialized shopping area for the Chinese population.

**OBJECTIVE 1:** Make Central Subway Chinatown Station the first point of entry into Chinatown

**OBJECTIVE 2:** Inform and educate local residents and tourists about Chinatown's businesses, services and resources

**OBJECTIVE 3:** Revitalize Chinatown's image

### PHYSICAL APPROACHES:

- Advocate for two-storey commercial building and 8 units of community-serving commercial space in the Central Subway Chinatown Station
- Build a Chinatown Information Center in the station lobby
- Install comprehensive bilingual business, service and amenity directory, signage, kiosks and maps

### POLICY APPROACHES:

- Support local and neighborhood-serving businesses by prioritizing businesses who are interested in operating at the Chinatown Central Subway site
- Façade improvement projects
- Attract businesses that will bring new customers and tourists to Chinatown
- Require staff for the Chinatown Information Center to be bilingual and biliterate in Cantonese and English



Figure 15



Figure 16

# CONCLUSION

The development of Central Subway at Chinatown Station poses unique planning challenges for Chinatown residents and community advocates. As the epicenter of a transit-oriented development, gentrification is the major challenge facing our block study area for several reasons.

Chinatown's demographic profile makes it susceptible for gentrification since 75% of residents are public transit-dependent\*. According to a recent study by the Association of Bay Area Governments, neighborhoods with public transit-dependent populations of 26% or more are susceptible to gentrification\*\*. Additionally, external development pressures threaten Chinatown's present neighborhood character serving local residents. Since transit-oriented developments attract private investors seeking lucrative business ventures, often disconnected from community-serving uses, new developments must be closely monitored to ensure they prioritize community-serving uses and benefits for Chinatown residents.

While gentrification threatens our block study area, many opportunities exist to improve the quality of life and neighborhood condition for Chinatown residents. Realizing community-serving open-space projects, streetscape improvements, and local economic development through the development of Central Subway Chinatown Station is a palpable reality. We believe community advocates can mitigate threats of gentrification surrounding the development of Central Subway Chinatown Station through organized advocacy efforts with regulatory agencies, including the Metropolitan Transit Commission and San Francisco County Board of Supervisors.

\*Source: Transportation Policy Objectives, Chinatown Area Plan, San Francisco General Plan ([www.sf-planning.org](http://www.sf-planning.org))

\*\*Source: Chapple, Karen. Mapping Susceptibility to Gentrification: The Early Warning Toolkit (2009). Pg 9.

# APPENDIX

## Units in the Buildings

### Building #1

Address	Business Name	Commercial/ Residential	Tenant Group/ # of units	Type of Business
901 Stockton St	Jack Jair Realty (謝榮利寶業公司)	Commercial	Financial Service	Office of Real Estate Agents and Brokers
903 Stockton St	Gum Wing Lee Liquors (金華利)	Commercial	Food and Beverage Store	Beer, wine, and liquor stores
905 Stockton St	S & P Fashion Design Hair Studio (經典髮屋)	Commercial	Personal Service	Barber Shops
907 Stockton St		Residential	10 units (SROs)	Housing

### Building #2

Address	Business Name	Commercial/ Residential	Tenant Group/ # of units	Type of Business
913 Stockton St	Hop Wo Benevolent Association (合和總會館), 2 other units unknown	Public institution	Religious, Grant making, Civic, Professional and similar orgs	Nonprofit organization
915-917 Stockton St	Feng Cai Trading Co (風采貿易公司)	Commercial	Electronic and Appliance Store	Household appliance stores

### Building #3

Address	Business Name	Commercial/ Residential	Tenant Group/ # of units	Type of Business
925 Stockton St	Presbyterian Church (中華基督教長老會)	Public institution	Religious, Grant making, Civic, Professional and similar orgs	Religious organization

### Building #4

Address	Business Name	Commercial/ Residential	Tenant Group/ # of units	Type of Business
933 Stockton St		Residential	18 units	Housing

935 Stockton St	La Vii Beauty Salon	Commercial	Personal Service	Barber Shops
937 Stockton St	You's Dim Sum (得意糕點)	Commercial	Restaurant and Bars	Take Out
939 Stockton St	Little Paris (小巴黎咖啡室)	Commercial	Restaurant and Bars	Café
941 Stockton St	San Sun Restaurant (三陽餐室)	Commercial	Restaurant and Bars	Full Service
943 Stockton St	Joy Hing BBQ Restaurant (再興毛雞粉)	Commercial	Restaurant and Bars	Full Service
945 Stockton St	Press Hair Salon (楓林髮廊)	Commercial	Personal Service	Barber Shops
947 Stockton St	shared by 949 Stockton St			
949 Stockton St	Hogan & Vest Real Estate Insurance	Commercial	Financial Service	Office of Real Estate Agents and Brokers

#### Building #5

Address	Business Name	Commercial/ Residential	Tenant Group/ # of units	Type of Business
950 Stockton St	Office Building	Commercial	Professional Services	Misc. Professional Services
944 Stockton St	Bank of America (美國銀行)	Commercial	Financial Service	Financial Service
946 Stockton St	Mandarin Tower (萬華大廈)	Residential	72 units	Housing

#### 950 Stockton St

Business Name	Commercial/ Residential	Tenant Group/ # of units	Type of Business
Law Office of Edward Jew	Commercial	Professional Service	Office of Lawyers
JP Accountancy, LLP	Commercial	Professional Service	Accounting, Tax Prep, Bookkeeping, Payroll Service
Internal Medicine	Commercial	Health and Personal Care Services	Office of Health Practitioners

Obstetrics & gynecology	Commercial	Health and Personal Care Services	Office of Health Practitioners
Pediatrics	Commercial	Health and Personal Care Services	Office of Health Practitioners
Internal Medicine	Commercial	Health and Personal Care Services	Office of Health Practitioners
Pediatrics	Commercial	Health and Personal Care Services	Office of Health Practitioners
General and Preventive Dentistry	Commercial	Health and Personal Care Services	Office of Health Practitioners
Foot Specialist/gynecology	Commercial	Health and Personal Care Services	Office of Health Practitioners
Family Practice	Commercial	Health and Personal Care Services	Office of Health Practitioners
DD Travel Services/law office	Commercial	Misc Services	Misc Services
Internal Medicine	Commercial	Health and Personal Care Services	Office of Health Practitioners
Medicine	Commercial	Health and Personal Care Services	Office of Health Practitioners
Toy Real Estate Investment	Commercial	Financial Service	Office of Real Estate Agents and Brokers
Allergy, asthma, arthritis Center of Chinatown	Commercial	Health and Personal Care Services	Office of Health Practitioners

General and Preventive Dentistry	Commercial	Health and Personal Care Services	Office of Health Practitioners
Run It Better (CPA)	Commercial	Professional Service	Accounting, Tax Prep, Bookkeeping, Payroll Service
Chinese Bay Area Apparel Contractor Association	Commercial	Religious, Grant making, Civic, Professional and similar orgs	Nonprofit organization
CPA	Commercial	Professional Service	Accounting, Tax Prep, Bookkeeping, Payroll Service

CPA	Commercial	Professional Service	Accounting, Tax Prep, Bookkeeping, Payroll Service
CPA	Commercial	Professional Service	Accounting, Tax Prep, Bookkeeping, Payroll Service
Great China Intl Tour	Commercial	Misc Services	Misc Services
Vacant			
Chiropractors	Commercial	Health and Personal Care Services	Office of Health Practitioners

### Building #6

Address	Business Name	Commercial/ Residential	Tenant Group/ # of units	Type of Business
930 Stockton St	Fortune Star Café (好快活)	Commercial	Restaurant and Bars	Take Out
928 Stockton St	Dee Dee Boutique (美之屋)	Commercial	Health and Personal Care Stores	Cosmetics, Beauty supplies and perfume stores
910-920 Stockton St	Far East Trade Center (遠東商場)	Commercial	Clothing and Clothing Accessories Stores	Clothing and Clothing Accessories Stores
908 Stockton St	MKT Dental Care (唐健宗牙醫博士)	Commercial	Professional service	Misc Professional Services
906 Stockton St	Long Hua Co (龍華)	Commercial	Food and Beverage Store	Fruit and vegetable stores
902 Stockton St	Chung Chou City (蟲草成)	Commercial	Food and Beverage Store	All other specialty food stores

### Fair East Trade Center

Business Name	Commercial/ Residential	Tenant Group/ # of units	Type of Business
Mei Tai Jewelry (美泰珠寶行)	Commercial	Clothing and Clothing Accessories Stores	Jewelry Stores
Wah Lai Fashion (華麗時裝)	Commercial	Clothing and Clothing Accessories Stores	Clothing and Clothing Accessory Stores
Henry's Jade Craft	Commercial	Clothing and Clothing	Jewelry Stores

Henry's Jade Craft (謙美玉石工藝)	Commercial	Clothing and Clothing Accessories Stores	Jewelry Stores
Miss Butterfly (花蝴蝶)	Commercial	Clothing and Clothing Accessories Stores	Clothing and Clothing Accessory Stores
Fashion House (麗的童服時裝)	Commercial	Clothing and Clothing Accessories Stores	Clothing and Clothing Accessory Stores
Sandra Lee Boutique (珊珊童裝禮品店)	Commercial	Clothing and Clothing Accessories Stores	Clothing and Clothing Accessory Stores
H & M Fashion (木子潮流時尚店)	Commercial	Clothing and Clothing Accessories Stores	Clothing and Clothing Accessory Stores
Pink World (濱芬時代公司)	Commercial	Clothing and Clothing Accessories Stores	Clothing and Clothing Accessory Stores
Luen Fat Jade & Jewelry Store (聯發玉器首飾)	Commercial	Clothing and Clothing Accessories Stores	Jewelry Stores
China Gem Full (中國金福)	Commercial	Clothing and Clothing Accessories Stores	Jewelry Stores
Al Fashion	Commercial	Clothing and Clothing Accessories Stores	Clothing and Clothing Accessory Stores
Ymage Fashion (螢樺時裝屋)	Commercial	Clothing and Clothing Accessories Stores	Clothing and Clothing Accessory Stores
Milly Fashion (妙妮時尚店)	Commercial	Clothing and Clothing Accessories Stores	Clothing and Clothing Accessory Stores
Pisces Boutique (雙魚座時裝)	Commercial	Clothing and Clothing Accessories Stores	Clothing and Clothing Accessory Stores
Gemini Boutique (雙子座時裝)	Commercial	Clothing and Clothing Accessories Stores	Clothing and Clothing Accessory Stores
T.H. Watch Sales & Repair (新興鐘錶 修理 換電池)	Commercial	Clothing and Clothing Accessories Stores	Clothing and Clothing Accessory Stores
Jenny's Beauty Center (珍妮美容軒)	Commercial	Clothing and Clothing Accessories Stores	Clothing and Clothing Accessory Stores
Pius Lee's Educational & Cultural Foundation (李兆祥文化教育基金會)	Commercial	Religious, Grant making, Civic Professional and similar orgs	Nonprofit organization
California Realty & Land Inc (加省實業公司)	Commercial	Financial Service	Office of Real Estate Agents and Brokers
Lawrence Lee, California Probate Referee	Commercial	Professional Services	Misc. Professional Services

## Side of Buildings

Address	Business Name	Commercial/ Residential	Tenant Group/ # of units	Type of Business
880 Clay St	Wu Yee Children Services (護兒兒童服務)	Public institution	Religious, Grant making, Civic, Professional and similar orgs	Nonprofit organization
880 Clay St	City College of San Francisco (三藩市市立大學)	Public institution	Education	Misc Schools and Instruction
901 Washington St	unknown	Unknown	unknown	unknown
903 Washington St	Wycen Food Incs	Commercial	Food and Beverage	All other specialty food stores
895 Washington St	Wing Lung Co (永隆)	Commercial	Food and Beverage	Supermarket & other grocery store
899 Washington St	Mandarin Tower Arcade	Commercial		

## Mandarin Tower Arcade

Business Name	Commercial/ Residential	Tenant Group/ # of units	Type of Business
Dr. Annie Tran Chiropractic (陳安麗脊椎神經專科)	Commercial	Health and Personal Care Services	Office of Health Practitioners
Jet-On Travel Service Inc (美亞長發遊樂公司)	Commercial	Misc Services	Misc Services
US Asia Inc	Commercial	Misc Services	Misc Services
Ocean Skin Care & Health Center (海洋美容護膚中心)	Commercial	Health and Personal Care Services	All other Health and Personal Care Services
As a society of arts of America (亞洲藝術學會)	Public Institution	Religious, Grant making, Civic, Professional and similar orgs	Nonprofit organization
Senoch P. Tong, Optometrist (唐寶泰眼科博士)	Commercial	Health and Personal Care Services	Office of Health Practitioners
Tin Ji Cosmetics & Gifts	Commercial	Health and Personal Care Services	Cosmetics, Beauty supplies and perfume stores
Salon Republic (人民發苑)	Commercial	Personal Service	Barber Shops