

# EXISTING CONDITIONS REPORT | DECEMBER 2014

For San Francisco Planning Department + San Francisco Recreation and Parks Department

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## San Francisco Chinatown

# PORTSMOUTH SQUARE

and vicinity



SAN FRANCISCO  
PLANNING DEPARTMENT



Gensler

ARUP



Chinatown Community  
Development Center  
華埠中心

Portsmouth Square Existing Condition Report is a collaborative effort led by the San Francisco Planning Department and the San Francisco Recreation and Parks Department. Gensler partnered with Arup and Chinatown Community Development Center (CCDC) in preparing inventory and quality assessment for the project site. A stand-alone Historic Resources Evaluation is provided by MIG, Inc.

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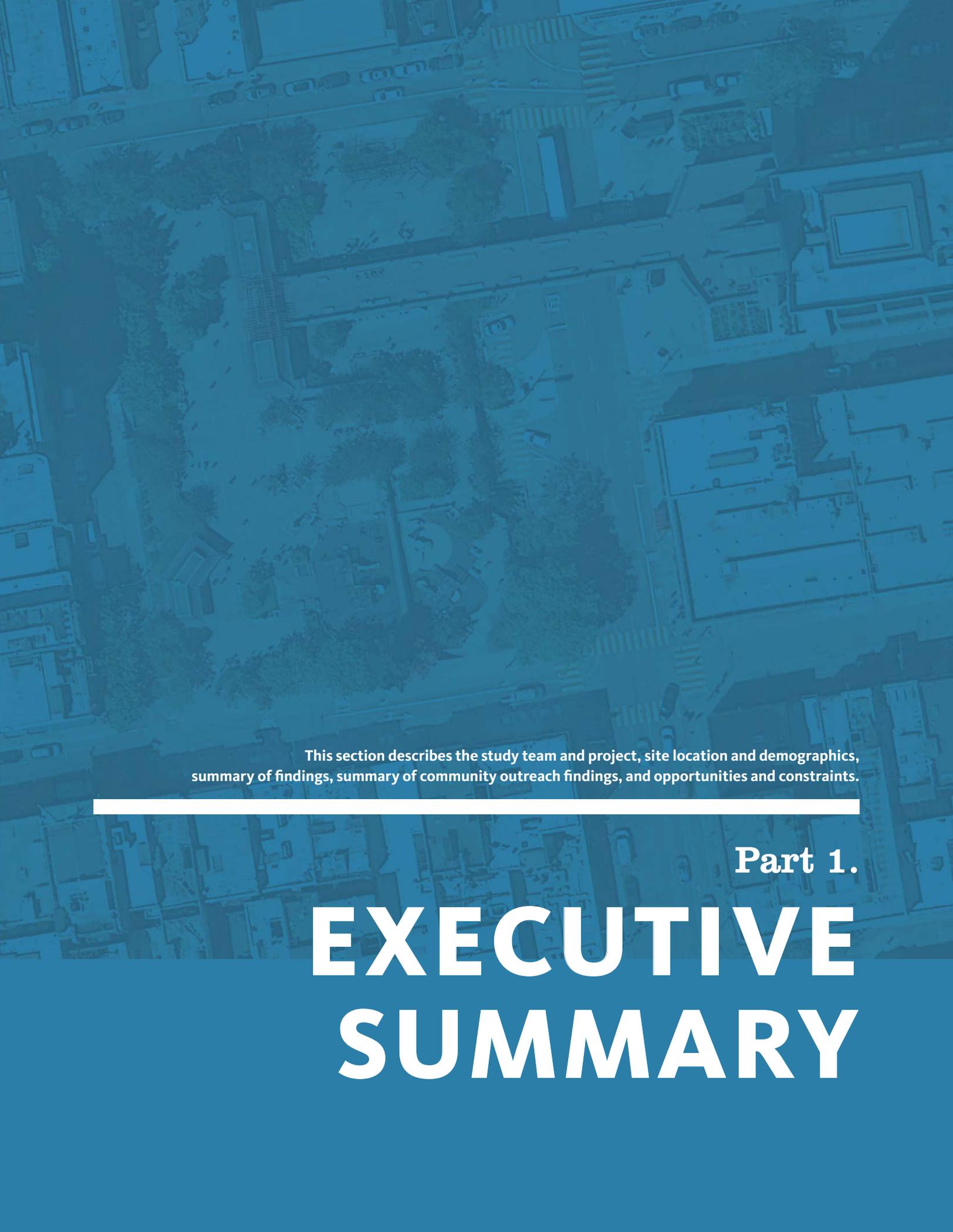
# Abbreviations

<b>ASL</b>	Above Sea Level
<b>CCC</b>	Chinese Culture Center
<b>CCDC</b>	Chinatown Community Development Center
<b>CTA</b>	Community Tenants Association
<b>FAR</b>	Floor Area Ratio
<b>HCM</b>	Highway Capacity Manual
<b>HOPSCA</b>	Hotel and High-density transportation systems, Offices and Odeum, Parking and Park, Shopping and Skywalk, Conference and Convention center, and Apartments and Administration center
<b>HRE</b>	Historic Resources Evaluation
<b>HUD</b>	Housing and Urban Development
<b>LOS</b>	Level of Service
<b>MD</b>	Mid-day
<b>SFCTA</b>	San Francisco County Transportation Authority
<b>SFMTA</b>	San Francisco Municipal Transportation Authority
<b>SFPD</b>	San Francisco Planning Department
<b>SFRPD</b>	San Francisco Recreation and Parks Department
<b>SoMa</b>	South of Market
<b>SRO</b>	Single Room Occupancy
<b>SWITRS</b>	Statewide Integrated Traffic Records System
<b>TEP</b>	Transit Effectiveness Program
<b>TRA</b>	Taiwan Railways Administration
<b>USBID</b>	Union Square Business Improvement District

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This section describes the study team and project, site location and demographics, summary of findings, summary of community outreach findings, and opportunities and constraints.

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Part 1.

# EXECUTIVE SUMMARY



## Introduction

Portsmouth Square, one of the City's most significant historic, cultural, and civic spaces - known as "The Heart of Chinatown" - was last redesigned in 1987. The ensuing renovation was completed in the early to mid 1990's. Portions of the space no longer meet the social or recreational needs of the surrounding neighborhood and City. In response to community concerns, the San Francisco Planning Department (SFPD) and the San Francisco Recreation and Parks Department (SFRPD) led a joint effort to assess the existing conditions and identify key issues that will inform the future re-imagining of the square. This Existing Conditions Report provides a compilation of research findings including:

- 1) historic resources evaluation;
- 2) access data summary; pedestrian, vehicular, and parking counts;
- 3) context and plaza inventory and quality assessment;
- 4) park user observations, interviews, focus groups and,
- 5) best practices and case studies.

### STUDY TEAM & METHODOLOGY

The City of San Francisco's Planning Department and the Recreation and Parks Department contracted with Gensler (and their sub-consultants) to review existing available data, complete field observations and assessments, and conduct focused community outreach. The consultant team included Gensler (planning, urban design and landscape architecture), Arup (transportation and utilities), and the Chinatown Community Development Center (CCDC, community outreach). Under a separate contract the City of San Francisco partnered with MIG, Inc. to prepare a stand-alone Historic Resources Evaluation. The process and findings are recorded in this report.

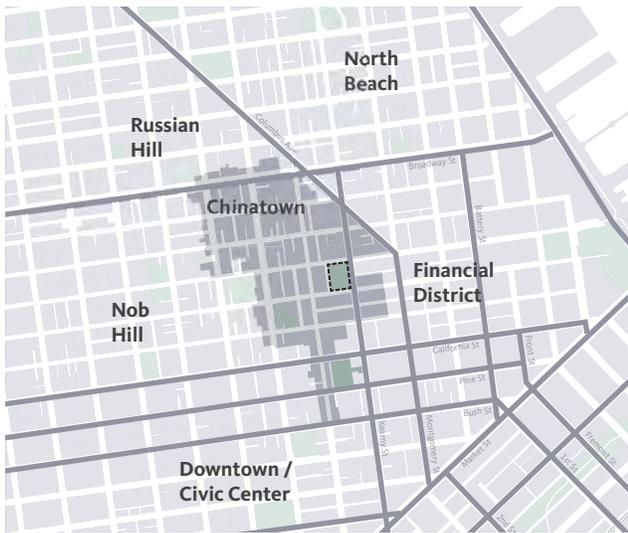


Figure 1.1 Portsmouth Square Location

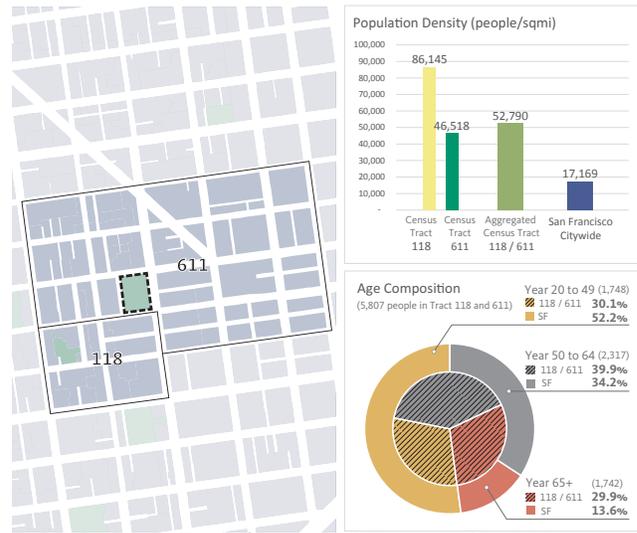


Figure 1.2 Census Tract of Portsmouth Square and its vicinity

**LOCATION**

Portsmouth Square is located in San Francisco’s Chinatown neighborhood. The Square is bordered to the north by Washington Street, to the west by Walter U. Lum Place, to the south by Clay Street, and to the east by Kearny Street. The 1.3 acre site is surrounded by Chinatown’s mixed use blocks, which typically contain retail/commercial uses on the ground floor and housing above. The upper level of the Square is connected by a pedestrian bridge across Kearny Street to the 27-floor Hilton San Francisco Financial District Hotel. The bridge connects mid-way between the second and third floors of the hotel.

*(Source: San Francisco General Plan - Chinatown Area Plan 1995 / Assessor Block Map 1995)*

**DEMOGRAPHICS**

Portsmouth Square is located in Census Tract 611, which together with Census Tract 118, include the majority of Chinatown and part of the Financial District. At the last census (2010) 5,807 people were in Tract 611 and 118, with 90% identifying as Asian. The two Census Tracts together have a population density of 52,790 people per square mile, which is approximately three times San Francisco’s citywide density. The population surrounding Portsmouth Square is older than average citywide rates, with fewer 20-49 year olds than the city average (30.1% compared with 52.2%), and seniors age 65 and over constitute 29.9% of the population.

*(Source: American Factfinder - 2010 Census)*

# Summary of Findings

## HISTORY

Portsmouth Square has held a significant place in the history of San Francisco and the Chinatown community since 1833; however, as a site, the current design does not retain integrity to any historic period.

## ACCESS

In spite of being built on a steep slope, Portsmouth Square is easily accessible by both pedestrians and vehicles. Pedestrians are able to access the Square from all corners and from both Clay Street and Washington Street. Additionally, direct access to the Chinese Cultural Center (a 20,000 square foot facility including a 350-seat auditorium, galleries, book shop, classroom, and offices) on the third floor of the Hilton Hotel is afforded by the pedestrian bridge, which is gated at night. The entry and egress to the Portsmouth Square Garage is off Kearny Street, and vehicles circle the Square while queuing into the four-level garage. Anecdotally, the Portsmouth Square Garage forms a major anchor to the regional Chinese community as it is a preferred parking location for access to Chinatown.

## SITE ASSESSMENT

Portsmouth Square mirrors the natural topography of the site, having two levels: an upper level with larger event spaces; and a lower level with scattered smaller spaces including an indoor clubhouse beneath the bridge. Trees and other plants lack maintenance and are not functioning as intended when the Square was last re-designed. Furnishings are generally clean and frequently used by the park users. However, observations of have shown the need for more seating and gathering opportunities. Lighting at night and wayfinding for visitors have been found to be insufficient. Space on and underneath the bridge is not efficiently used.

## COMMUNITY OUTREACH

Park use observations were completed at intervals of two hours on a single weekday in the summer. A weekend observation with the same set of observations was conducted in the winter. Activities, locations, and number of people were documented and analyzed. It was observed that each activity group typically correlates with a gathering area - especially the upper level event area for larger groups and scattered spaces on the lower level for card players.

Community outreach with two focus groups and eleven individual interviews expressed the desire to establish:

- an improved image / identity for Chinatown through redesign,
- a safe environment (cleaner, lighter, improved wayfinding),
- a central community space (open, connected, with an indoor alternative),
- a healthier landscape (healthier trees and transparency to the surrounding),
- infrastructure that works (utilization of the bridge and Walter U. Lum and street safety related to the garage) and,
- a rich activity program (better management, cultural programs, and building an image of Chinatown).

An expanded summary of community outreach findings can be found on the next page.

## BEST PRACTICES

Ten urban places with similarities to Portsmouth Square including urban context and landscapes over parking were studied. Union Square of San Francisco and New Taipei City Plaza of Taiwan were selected as benchmarks for a detail study. Best practice benchmarks are typified by a central large paved event space supported by appropriate landmarks and attractions on and near that space.

# Summary of Community Outreach Findings

The Community Outreach conducted during this study should be considered a preliminary survey and will be confirmed and ratified by a more extensive process as the next steps for re-design of Portsmouth Square develop. The intended purpose was to gather a first impression of the function and perceptions of Portsmouth Square, and identify whether there were any key issues that were consistent across the groups consulted. In total, 11 one-on-one interviews were conducted, and corroborated against 2 focus group meetings of 23 people.

From the process undertaken, the community perception is that Portsmouth Square is heavily used, and as such, it functions in many different ways for different user-groups.

- Visitors and garage-users frequently pass through the Square moving from the garage to their destination,
- Local residents occupy the Square for a range of smaller scale informal activities throughout the day,
- Periodic events (both formal and informal) bring residents and visitors together,

- The Square is used as a staging area for major community events and,
- There is casual use of the Square for recreational activities.

Two primary concerns were expressed across the majority of those consulted, and, these concerns generally correlated with each other.

- There is a perception that the Lower Level of Portsmouth Square and the Pedestrian Bridge are not as heavily used as the rest of the Square and,
- There is widely held concerns over the extent and negative impact of expressed anti-social behaviors including smoking and littering, public urination, and periodically overt gambling.

To better capture all the comments, the project team categorized the feedback into five themes which are described in detail in Part 5 of this report.

*(Source: community outreach)*

## PRELIMINARY COMMUNITY PREFERENCES

### A SAFE ENVIRONMENT

- ◇ A Cleaner Portsmouth Square with Better Maintenance and Enforcement
- ◇ A Lighter & Brighter Portsmouth Square at Night
- ◇ Improved Wayfinding from Portsmouth Square to the Chinatown Neighborhood

### A CENTRAL COMMUNITY SPACE

- ◇ A More Open Portsmouth Square
- ◇ A More Connected Portsmouth Square
- ◇ An Indoor Alternative on Portsmouth Square

### A HEALTHIER LANDSCAPE

- ◇ Healthier and More Appropriate Trees at Portsmouth Square
- ◇ More Transparency to the Streets Surrounding Portsmouth Square

### INFRASTRUCTURE THAT WORKS

- ◇ A More Connected / Better Used Bridge at Portsmouth Square
- ◇ Integrating Walter U. Lum Place with Portsmouth Square
- ◇ Increased Pedestrian and Vehicular Safety Surrounding Portsmouth Square

### A RICH ACTIVITY PROGRAM

- ◇ More Active Programs and Managed/ Organized Activities
- ◇ Increased Cultural and Educational Programming
- ◇ Exhibition Space - Build an Image of Chinatown

# Opportunities and Constraints

## IMAGE OF CHINATOWN

The community believes Portsmouth Square is well-known, and, for many, it is 'the face of Chinatown'. It is often the first stop for visitors, whether visiting Chinatown for the first time, or repeat visitors to the district's shops, cultural facilities or restaurants. There is an opportunity to consider Portsmouth Square a central orientation point and community anchor that celebrates the rich diversity of users of the site throughout its history and potentially in to the future.

## WAYFINDING

The interviewees and focus group attendees expressed that wayfinding needs to be strengthened, potentially with a visitor center for the neighborhood. Building a better image of Chinatown is of necessity in the future design. Additionally, addressing issues of queuing and access to and from the garage may help improve the image of Chinatown, and could be part of an integrated access and wayfinding strategy for Chinatown. There is an opportunity to improve the entire arrival and access sequence to and from Portsmouth Square and potentially integrate it with improved wayfinding as a gateway to Chinatown.

## LARGE OPEN AREA WITH INDOOR SPACE

Currently the upper level is more frequently used by park users and passers-by due to its openness, events, convenient corner accesses, and the fact that the entrance and exit

to the garage elevators is located on the upper level. The lower level, on the other hand, is less programmed and less frequently used. As a result, smaller groups seeking privacy tend to occupy the lower level daily.

The pedestrian bridge and the clubhouse are currently underutilized. The bridge leading to the Chinese Cultural Center only has seating on it and is irregularly occupied compared to the Square. The clubhouse used to be more active when it was managed and programmed by the city, however, it is currently less well used.

From the community outreach process, the project team learned that a larger central open area is desirable, and that it should be coordinated with an indoor community space to protect users against inclement weather. This report suggests the next phase of the project conduct a neighborhood-wide assessment of indoor community spaces to analyze the need for a clubhouse at Portsmouth Square.

There is an opportunity to reconfigure Portsmouth Square to more adequately reflect the range and scale of activities that occupy the park. In addition, reconsidering the use and existence of the bridge should be considered. Some stakeholders wished to see the bridge removed, however, it provides valuable space and could potentially be reconfigured to provide expanded space directly linked to the major space of the Square.



Current Arriving Point from the Portsmouth Square Garage



Existing Large Seating Area on the Upper Level

**ORGANIZED PROGRAMS AND ACTIVITIES**

From the outreach process, it was learned that organized programs and activities are desired by the community. Spontaneous or un-scheduled activities happen frequently in Portsmouth Square - on one hand making the place lively - while periodically dividing the space and pushing other users out of the Square. A key question raised during stakeholder meetings was: “How do we attract more young people and other ethnic groups?” to Portsmouth Square. This suggests there may be an opportunity to define Portsmouth Square as a multi-cultural and multi-generational place to gather, share activities and establish cultural exchange.

**BETTER MAINTENANCE AND ENFORCEMENT**

Portsmouth Square has been an asset to the community since 1833. Actively used by the Chinatown neighborhood, it is nicknamed “Chinatown’s Living-Room”. However, because of the number and diversity of people gathering on the site each day, sanitary and security concerns have been raised. The interviewees complained that shaded scattered spaces are occupied by card players - and lack of facilities leads to loitering, smoking and littering, and some public urination. Interviewees observed that better enforcement might reduce these kinds of unsightly scenes. Future design can also address this problem by increasing transparency between spaces and avoiding hidden corners.

**NEXT STEPS**

After the completion of Phase One (the Existing Conditions Report), a second phase of the Portsmouth Square Area Concept Design, led by the San Francisco Planning Department and the San Francisco Recreation and Parks Department, will be initiated to re-imagine Portsmouth Square, followed by detailed design development, environmental review, legislation and approvals.

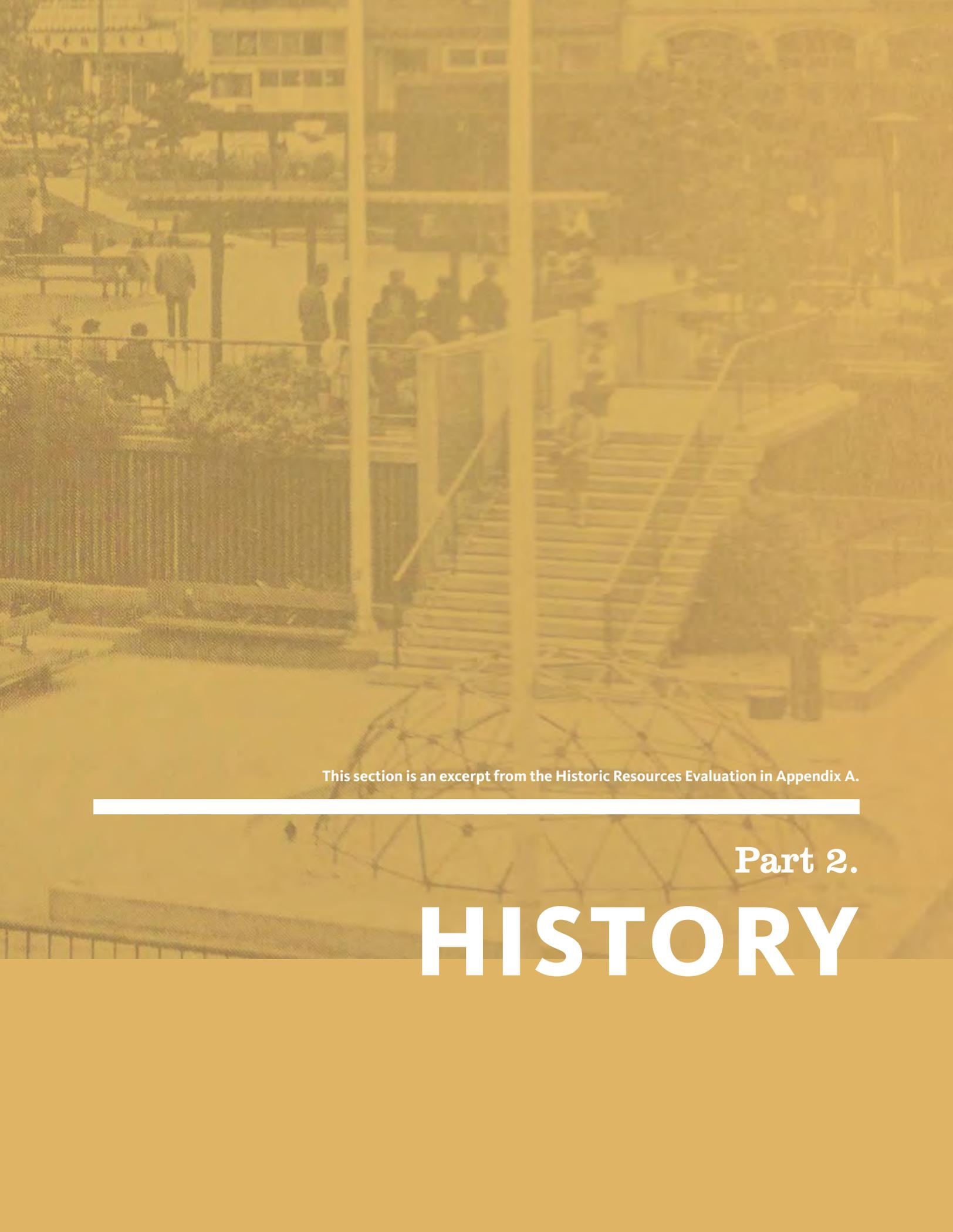


Annual Chinatown Music Festival (Source: The Epoch Times)



Go Pro Capture of Context during 2014 Music Festival





This section is an excerpt from the Historic Resources Evaluation in Appendix A.

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Part 2.

# HISTORY

# Historic Resources Evaluation



Portsmouth Plaza plaque  
(Photo taken in May 2014)



1848 - Partial illustration of block map of San Francisco  
(Courtesy California Historical Society)

## INTRODUCTION

MIG, Inc. was asked to evaluate the site's extant landscape characteristics and features in relationship to established and potential historic eras of significance beginning in the mid-19th century, with the settlement of what is now known as San Francisco, to the mid-20th century, an era commonly referred to as mid-century modern. MIG assessed the site's extant landscape characteristics and features for their historical significance and integrity and evaluated any potential eligibility for the site, as a contributing resource to the Chinatown Historic District. This chapter contains a summary of the historic status, history, methodology, and findings. The full Portsmouth Square Historic Resources Evaluation report (HRE) can be found in Appendix A.

## HISTORIC STATUS

Portsmouth Square is not currently listed as a site or as part of a district in any local, state or national registers of historic places. As part of Chinatown, the site has been studied peripherally through evaluations of the Chinatown Historic District dating back to the 1970s. On December 4, 1985, the San Francisco Landmarks Board recommended a boundary for the district which included Portsmouth Square, though other studies of the historic district from that time did not include it. As part of that effort a nomination was prepared, but was never formally submitted.

In 1997, the Chinatown Historic District was determined eligible for listing in the National Register of Historic Places through a Determination of Eligibility issued by the federal department of Housing and Urban Development (HUD) when they completed a study for a project located at 848-868 Kearny Street. That study found Portsmouth Square to be a non-contributing site within the eligible historic district based on a lack of historic integrity.



1850 - Illustrations of celebration and procession  
(Courtesy California Historical Society)



Circa 1865 photograph looking northwest at Portsmouth Square  
(Courtesy San Francisco Public Library)

## HISTORY SUMMARY

Portsmouth Square has existed as an open space since before the founding of San Francisco and has taken on many permutations through its long 180-year history. Historically, this area served as the heart of the early Yerba Buena settlement, being officially established as a square in 1833. The start of the Gold Rush was announced in Portsmouth Square along with California's admission into the United States. It was also the site of many early municipal buildings, including the Custom House, a post office, and the City Hall.

Many of the buildings surrounding the park, including municipal buildings such as the Hall of Justice, were destroyed in the 1906 earthquake and fire. That event and the near total destruction of this area necessitated the planning and construction of a new Chinatown. During the earthquake-induced fire and aftermath, Portsmouth Square served as a place for the community to congregate away from dangerous buildings and it provided a staging area for U.S. troops that were brought in to help with recovery efforts and provide order. It also served as a temporary cemetery for victims of the earthquake and fire. The park provided housing for refugees of the earthquake through 1907. Before and especially after the 1906 Earthquake and Fire, Portsmouth Square became the heart of Chinatown as one of its only community gathering spaces.

During the early to mid 20th century the history of Portsmouth Square was memorialized through various monuments and plaques celebrating its history. In the late 1950s and early 1960s controversy ensued over the redesign of the park to facilitate the construction of a four level underground parking garage. Very few disputed the need for parking in this congested part of the city, but many were opposed to either the destruction of the park's historic character and perhaps also the installation of a modern design being proposed by landscape architect Douglas Baylis. Baylis ended up resigning his commission and the park's design was finished and executed by notable landscape architecture firm Royston, Hanamoto and Mayes around 1962. That park design was changed dramatically during a three phase renovation of the park in the early to mid 1990s.



1905 postcard of Portsmouth Square looking west  
(Courtesy San Francisco Planning Department)



1987 photograph of the playground and the garage entrance  
(Courtesy San Francisco Planning Department)

## METHODOLOGY

This Historic Resource Evaluation incorporates information from previous inventories, documentation efforts, reports and studies which are relevant to the current understanding and future planning of the park and open space. It is a guiding document more than a prescriptive document; a resource which helps guide decisions rather than making them outright. It culls historic and current information, brings it together in one place and provides contextual information and analysis for future decisions affecting Portsmouth Square. In essence it documents extant landscape characteristics and features and evaluates their relationship to established or potential historic periods. This HRE provides a solid base of information for stewards of Portsmouth Square to work together to achieve a balance between preserving historic fabric and meeting current community needs for a place that has impacted and provided inspiration for the residents, workers and visitors of San Francisco.

To prepare the Historic Resource Evaluation, MIG:

- Conducted site visits in May 2014 to examine, photograph and document the site and its landscape characteristics and features;
- Completed a thorough review of major online archival sources of information relating to the history of Portsmouth Square in April and May 2014, including Calisphere, David Rumsey Collection, National Park Service, Online Archive of California, San Francisco Public Library, San Francisco Public Works Department Archives, University of California at Los Angeles Charles E. Young Research Library, University of California at Santa Cruz Library, and repositories listed below.
- Visited select archives and repositories in May 2014 that, based on the initial review of sources and discussions with the San Francisco Planning Department, were known to hold critical written and graphic materials relating to the history of Portsmouth Square, including the California Historical Society, San Francisco Planning Department Archives, University of California at Berkeley Bancroft Library, and University of California at Berkeley College of Environmental Design Archives.
- Reviewed information which provided context for the evaluation of significance and analysis of extant landscape characteristics and features.



## Summary of Findings

Portsmouth Square has held a significant place in the history of San Francisco and the Chinatown community; however as a site it does not retain integrity to any historic period. This Historic Resource Evaluation assessed Portsmouth Square for three potential historic periods; one associated with the early settlement of Yerba Buena and founding of San Francisco (1822-1906), one related to the draft National Register nomination for the Chinatown Historic District (c.1850-unclear end date) and one related to the mid-century modernist era, (1959-1963) for the areas of community planning and development, and social history, architecture and landscape architecture.

Therefore, it is the recommendation of this Historic Resource Evaluation that Portsmouth Square is not eligible for listing in the National Register, California Register or Local Register as a site due to its lack of integrity. Only a few features remain extant that date to the historic period, namely monuments and plaques including: the Robert Louis Stevenson Monument (1897), the Schoolhouse Monument (1957), the Daughters of the American Revolution Plaque (1924), and the Portsmouth Square Plaque (1950).

With that said the fact that it's been an open space and served the community as a gathering place since 1833 until the present should be recognized in terms of its relationship to the neighborhood's history. There are few open spaces that have such a long history and have borne witness as community spaces to such a wide array of significant events, for the United States, California and San Francisco.

Therefore, it is the recommendation of this Historic Resource Evaluation that Portsmouth Square appears to be culturally significant to the Chinatown community. Portsmouth Square could be evaluated for its potential as a Traditional Cultural Property if such an effort was initiated and prioritized by the Chinese community. Portsmouth Square has served and continues to serve as an active community gathering place for the Chinese community since they began establishing a neighborhood in this area of San Francisco in the late 19th century.





This section describes the regional context, roadway network and traffic, transit, parking, and pedestrian access to and through Portsmouth Square.

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Part 3.

# ACCESS

# Roadway Network

The major roadways surrounding Portsmouth Square are summarized below:

- Kearny Street is a one-way northbound major arterial with three travel lanes and on-street parking. Within the study area, there are two signalized intersections with crosswalks on Kearny at Washington Street and Clay Street. Between Clay Street and Washington Street is the entrance to the Portsmouth Square Parking Garage.
- Clay Street is a one-way eastbound collector with two travel lanes and a parking/bus lane.
- Washington Street is a one-way westbound secondary arterial with two travel lanes and on-street parking on the western edge of Portsmouth Square.
- Walter U. Lum Place is a one-way southbound local street with one travel lane and one lane of on-street parking on the western edge of Portsmouth Square.

(Source: Arup)

# Regional Context

Kearny Street provides the primary inbound route for vehicles traveling to Portsmouth Square from I-80 and the Bay Bridge and US-101 through South of Market (SoMa). Traffic barriers between the #1 and #2 lanes on Kearny Street between Clay Street and the garage entrance prevent direct access to the Portsmouth Square garage from Kearny Street. Vehicles on Kearny Street heading to the garage must travel around the block to access the garage because of these barriers. This provides an area for cars to queue on Kearny Street and Clay Street as they wait to enter the garage. This is a safer place for vehicles to stack than on Kearny Street, where queued vehicles could block the Clay Street intersection or through traffic on Kearny Street. Exiting the garage, vehicles primarily use Kearny Street and Jackson Street to access Montgomery Street and head south to I-80 or US-101.

The figure below illustrates the primary routes and the afternoon peak hour volumes on several key segments of Kearny Street and Montgomery Street. Volumes on Kearny Street reach their highest level approaching Market Street, and then decrease traveling north towards California Street, decreasing closer to Portsmouth Square. This decrease in volumes reflects the numerous destinations in the Financial District and Chinatown that are accessible from Kearny Street.

(Source: Arup / SFMTA)

## PORTSMOUTH SQUARE REGIONAL ACCESS: INBOUND/OUTBOUND PATHS

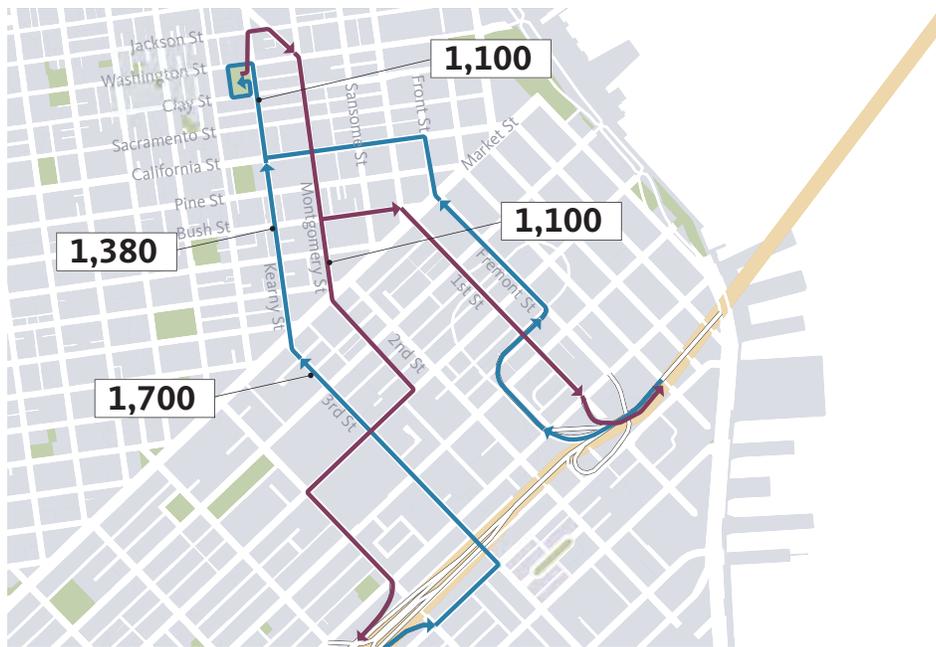
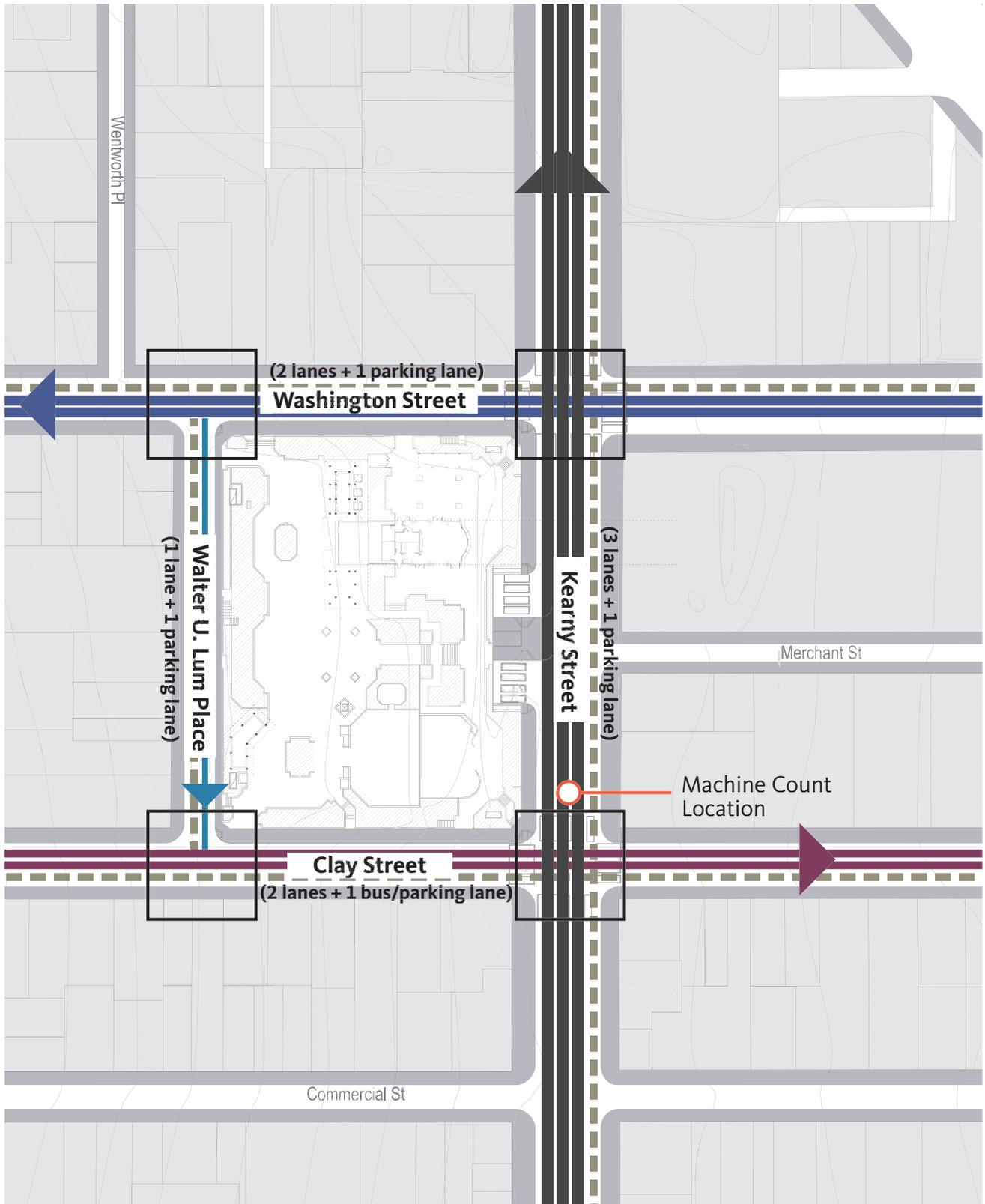


Figure 3.1 Existing Conditions Weekday PM Peak Hour Volumes (Source: SFMTA)

— Inbound to Portsmouth Square    
 — Outbound from Portsmouth Square    
 XXX Number of Peak Hour Vehicles

## VEHICULAR TRAFFIC



**N**  
 Figure 3.2  
 0 100FT

- Major Arterial
- Secondary Arterial
- Collector
- Local
- Parking
- Studied Intersections

## Traffic

Hourly traffic counts for a full 24-hour period were collected using an automatic traffic recorder on Thursday, May 29 and Saturday, May 31 from 12:00AM to 12:00PM. The machine was located on Kearny Street between Clay Street and Washington Street. The daily traffic volumes were 16,519 vehicles on Thursday and 15,412 on Saturday.

The Thursday peak hours are from 8:30AM-9:30AM and 5:45PM-6:45PM, with peak volumes of 1,028 and 1,105, respectively. The Saturday peak hours were more concentrated during the mid-day from 11:30AM-12:30PM and 2:30PM-3:30PM, yet were similar to the Thursday peak volumes with peak volumes of 1,025 and 1,009, respectively.

(Source: Arup)

## Collisions

Collision data was obtained from the Statewide Integrated Traffic Records System (SWITRS) database. From 2008-2012 there have been 20 collisions within the study area. Of the collisions, 70% have involved a pedestrian or a bicyclist; 10 have involved pedestrians and 4 included bicycle riders. Fifty percent of pedestrian involved collisions occurred along Kearny Street, including one fatality in 2011, just north of the Kearny Street / Washington Street intersection.

The San Francisco County Transportation Authority (SFCTA) is currently leading the San Francisco Chinatown Community Based Transportation Plan, which is focusing on pedestrian safety on Kearny Street and other streets in the vicinity of Portsmouth Square. The purpose of the plan is to improve pedestrian safety and to enhance neighborhood livability through short-term, low-cost pedestrian safety improvements and longer term projects with a goal of reducing auto traffic and speeds. The plan will evaluate and recommend a list of priority projects and how to implement them. Draft recommendations are under development and should be incorporated into later phases of the Portsmouth Square planning process.

(Source: Arup)

### AVERAGE DAILY TRAFFIC AND PEAK HOUR FLOW ON KEARNY STREET

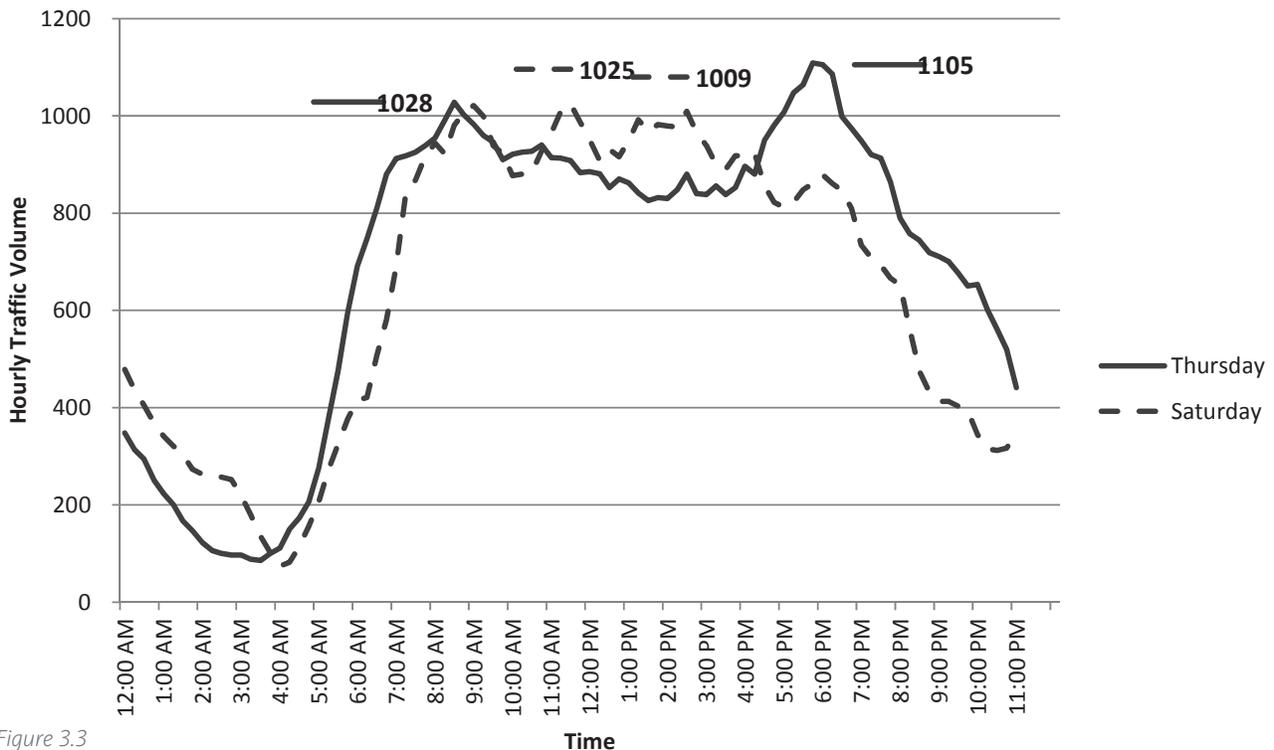
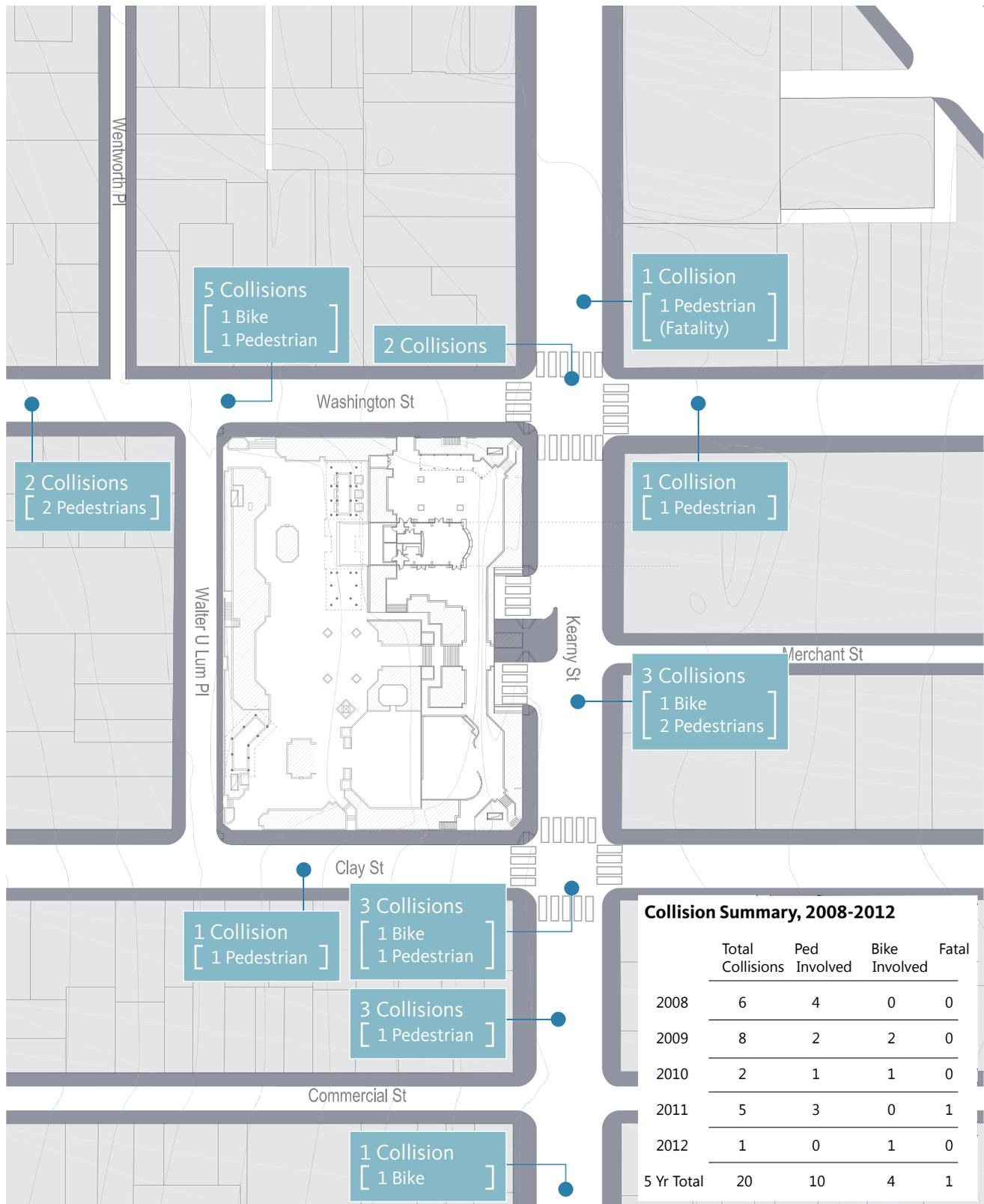


Figure 3.3

## TRAFFIC COLLISIONS



**N** Figure 3.4  
 0 100FT

# Intersections

## TURNING MOVEMENTS

Intersection turning movement counts for automobiles and pedestrians were observed at the four intersections surrounding Portsmouth Square: Kearny Street/Clay Street, Kearny Street / Washington Street, Washington Street / Walter U. Lum Place, and Clay Street / Walter U. Lum Place. Traffic counts were collected on May 28, 2014 during the mid-day (MD) and afternoon (PM) peak periods. The highest volumes of automobile traffic along Kearny Street occurs during the PM peak hour from 4:45PM to 5:45PM.

Traffic operations at the study intersections were analyzed using methodologies provided in the Transportation Research Board's 2000 Highway Capacity Manual (HCM). The HCM provides analysis methods and equations that estimate the peak hour delay experienced by vehicles at signalized and unsignalized (i.e., stop-controlled) intersections. Inputs to the HCM intersection calculations include peak hour traffic volumes, intersection geometrics, traffic signal timing parameters, and other data such as pedestrian volumes and vehicle type.

## TURNING MOVEMENTS

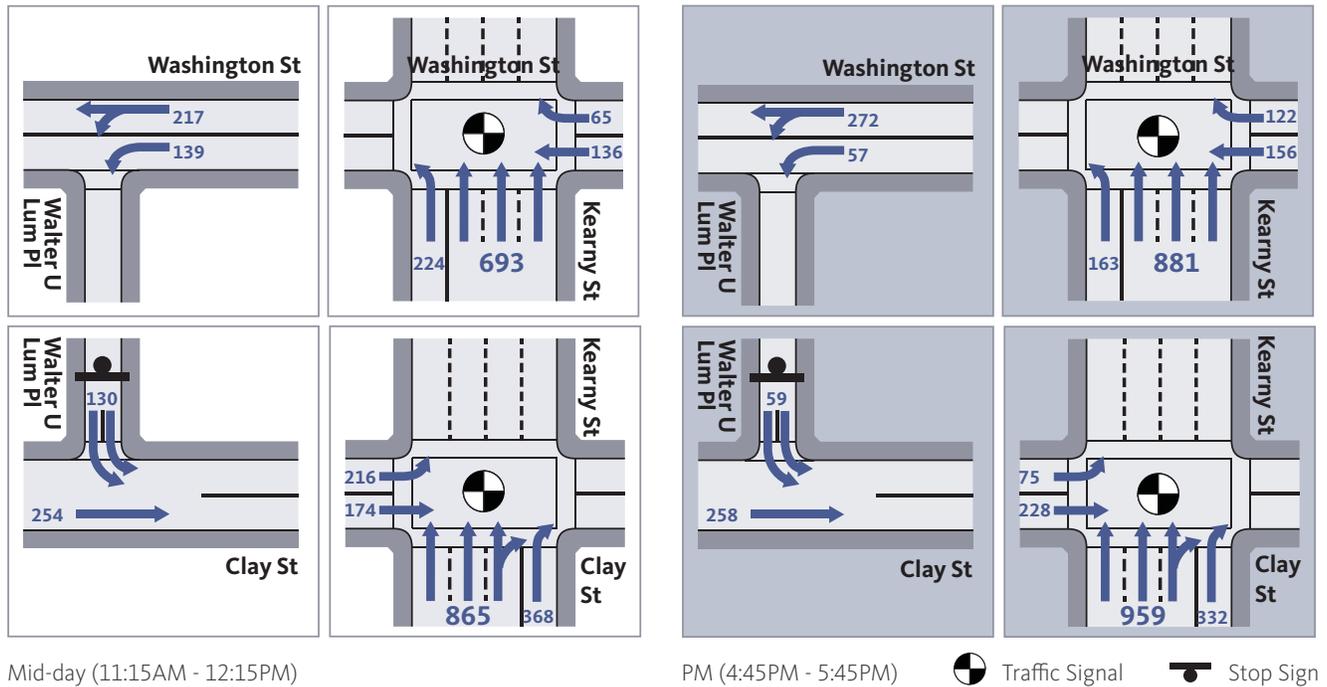


Figure 3.5 Intersection Turning Movements

## LEVEL OF SERVICE

Level of Service (LOS) is used to describe the operating conditions of a specific transportation facility based on the motorists' experience. LOS is most commonly used to describe congestion experienced by auto motorists on roadways. LOS is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions, freedom to maneuver, driving comfort, and convenience. LOS is designated A through F from best to worst, which covers the entire range of traffic operations that might occur. LOS A through E generally represents traffic volumes at less-than-roadway capacity, while LOS F represents over-capacity and/or forced flow conditions.

The existing mid-day and PM peak hour traffic operations for the study area intersections are shown in the table below. The analysis indicates that the Kearny Street / Clay Street intersection, which serves the most traffic in the study area, operates at LOS B during the both the mid-day and PM peak hour. A LOS B result indicates very little driver delay

and virtually no queuing along Kearny Street. This finding is consistent with the volume of traffic counted at this location, the available capacity of Kearny Street (with three travel lanes), and the limited cross-street traffic observed on Clay Street. This LOS B result matches field observations.

The Kearny Street / Washington Street intersection operates at a LOS B during the mid-day peak hour and at a LOS A during the PM peak hour. This slightly better LOS result reflects slightly lower volumes on Kearny Street at this location. The Clay Street / Walter U. Lum Place intersection, which is unsignalized, currently operates at LOS C during both the mid-day and PM peak hour. For unsignalized intersections, the LOS is reported for vehicles stopped on Walter U. Lum Place approaching Clay Street. The Washington Street / Walter U. Lum Place intersection has no traffic control and therefore does not have a LOS result. These results are considerably better than most intersection LOS in SoMa and the Financial District.

(Source: Arup)

## INTERSECTION LEVEL OF SERVICE (LOS) CRITERIA

Table 3.1

LOS	Signalized Intersections
A	Delay of 0 to 10 seconds. Most vehicles arrive during the green phase and do not stop at all.
B	Delay of 10 to 20 seconds. More vehicles stop than with LOS A, but many drivers still do not have to stop.
C	Delay of 20 to 35 seconds. The number of vehicles stopping is significant, although many still pass through without stopping.
D	Delay of 35 to 55 seconds. The influence of congestion is noticeable, and most vehicles have to stop.
E	Delay of 55 to 80 seconds. Most, if not all, vehicles must stop and drivers consider the delay excessive.
F	Delay of more than 80 seconds. Vehicles may wait through more than one cycle to clear the intersection.

(Source: Highway Capacity Manual [Transportation Research Board, 2000])

## PORTSMOUTH SQUARE INTERSECTION LEVEL OF SERVICE

Table 3.2

Intersection	Traffic Control	Mid-Day (MD)		PM	
		Delay (sec)	LOS	Delay (sec)	LOS
Kearny Street & Clay Street	Signal	11.6	B	12.7	B
Kearny Street & Washington Street	Signal	10.1	B	7.8	A
Clay Street & Walter U. Lum Place	Side-Street Stop*	20.7	C	17.4	C

\* HCM 2000 methodology for unsignalized side-street stop intersections is reported for the approach with the stop control (Walter U. Lum Place)

Note: Kearny Street has a dedicated right lane during the PM only.

# Parking

## ON-STREET PARKING

There is limited on-street parking and high turnover of the spaces surrounding the Portsmouth Square area. Much of the curb space along Kearny Street is marked as commercial loading with parking restricted from 7:00AM – 9:00AM and 3:00PM - 7:00PM. There are six metered parking spaces on Kearny Street north of Washington Street. On Clay Street, there are 5 commercial loading zones with parking restricted from 7:00AM - 9:00AM and 12 metered spaces. Washington Street has 22 metered spaces and several commercial loading zones with restricted parking from 8:00AM - 6:00PM.

## PARKING GARAGE

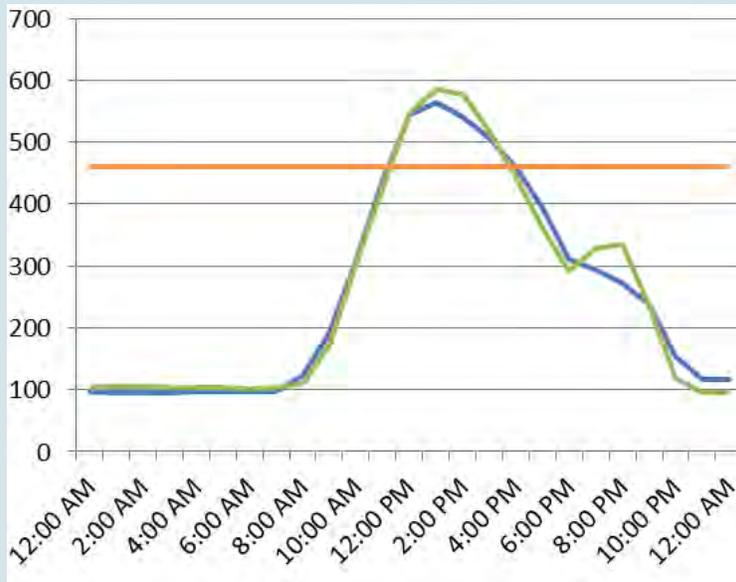
The Portsmouth Square Garage has 460 “self-park” spaces. Valet parking usually begins at noon when the garage is approaching its self-park capacity of 460. With valet parking, the mid-day occupancy of the garage peaks at between 580 and 590 parked vehicles. The valet parking typically ends by 3:00 or 4:00 PM in the afternoon. The garage typically experiences its peak season from mid-January to early-March, which coincides with the Chinese New Year.

Hourly occupancy levels were provided by the garage management for one week in February and June 2014. The average weekday entries to the garage are approximately 1,520 vehicles per day in both February and June. Figures on the right show the occupancy on a typical day in February and June.

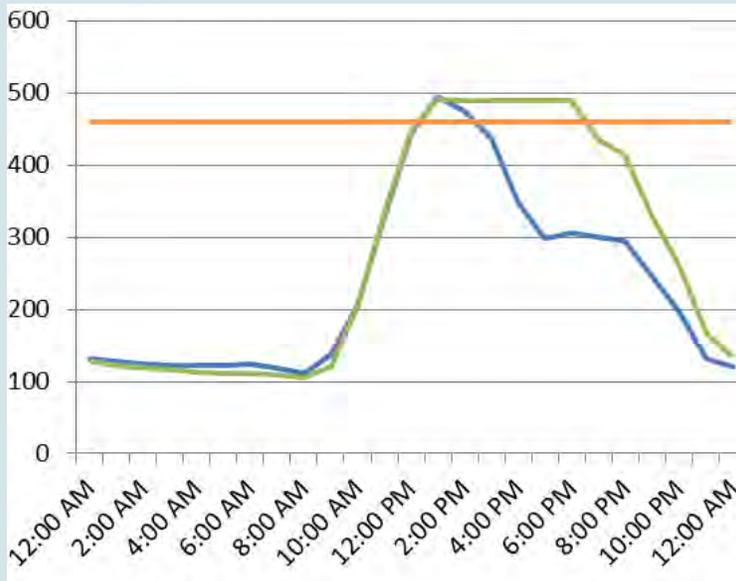
The hourly occupancy levels are generally the same between the time periods. The seasonal differences are much more pronounced when comparing the weekend occupancies between the February and June data. In the weekend comparison figure, the garage occupancy levels are significantly higher from 2:00-10:00 PM during February versus June. In February, the garage exceeded capacity from 12:00-7:00 PM, while the garage only exceeded capacity for a short time (approximately two hours) in June.

*(Source: Arup)*

## PARKING GARAGE OCCUPANCY: FEBRUARY V. JUNE



Weekday



Weekend

Figure 3.6  
 — February (First Week)    — June (First Week)    — Capacity

## Public Transit



The San Francisco Municipal Transportation Authority (SFMTA), which oversees Muni transit in the city, operates two regular service bus routes and two express service bus routes in the Portsmouth Square area.

Muni route 1 operates weekday service from 4:24AM to 1:30AM with 5 minute headways during most of the day. Saturday and Sunday service operates from 2:11AM to 2:01AM with 10-20 minute headways. Inbound service is towards Downtown, with outbound service towards the Richmond District.

Route 8X operates from 4:43AM to 12:59AM with 10 minute headways during most of the day. Route 8X operates service 7 days a week from 4:43AM to 1:26AM with 7-15 minute headways throughout the day. Inbound service is towards Fisherman's Wharf, with outbound service towards City College via Visitacion Valley, Portola District and the Downtown.

Route 8AX operates express weekday peak direction only service from 6:40AM to 9:58AM and 3:30PM to 7:37PM with 7-8 minute headways. Inbound service is toward North Beach, with outbound service towards Visitacion Valley via the Portola District and Downtown.

Route 8BX operates express weekday peak direction only service from 6:26AM to 9:58AM and 3:29PM to 7:47PM with 7-8 minute headways. Inbound service is toward Fisherman's Wharf, with outbound service towards City College via the Portola District and Downtown.

The SFMTA and the Chinatown community are currently working on a proposal through the Transit Effectiveness Program (TEP) to route the new #11 Downtown Connector by Portsmouth Square via Sacramento and Kearny Streets. This would provide a direct connection between North Beach and Chinatown with the Financial District and Folsom and Harrison Streets in the South-of-Market (SoMa) area. In addition to scheduled bus transit, there is a Chinatown Park and Ride program on weekends from 8:00 AM to 9:00 PM at the Golden Gateway Garage on Washington and Sansome Streets. The program provides shuttle services from the 1,000 space garage around Chinatown, which helps to provide another transportation connection for residents and visitors of the community.

(Source: Arup)

## Tours



### BUS TOURS

A popular Downtown bus tour route, the red line, visits the area everyday. There is a stop on the red line for Portsmouth Square, stopping in front of the Hilton Hotel on Kearny Street. The bus runs every 15-30 minutes, operating from 9:00AM to 5:00PM daily. Bus riders can hop on and off at their preferred stops and stay at their own pace. About 1,500 people are served daily on weekdays, with 3,000 people on weekends.

(Source: <http://www.city-sightseeing.us/tourmap.html>)

### WALKING TOURS

Chinatown is a popular tourists' destination in San Francisco. There are a couple of walking tours in the area for sightseeing, culture learning, and history observing. The tours feature the Chinatown's gate, old alleys, St. Mary's Church, some bakeries or eateries, and Portsmouth Square as the starting or ending point. A few tours start on the upper level of Portsmouth Square near the elevators. Listed below are some examples:

**Chinese Culture Center Walking Tour:** two unique guided tours are provided every Wednesday, Friday, and Saturday at 10:30AM. About 290 people join these tours monthly.

**Chinatown Alleyway Tour:** tour features the alleyways for the daily life, rich history, and modern day issues of San Francisco's Chinatown. Around 800 people participate every year.

**Barbary Coast Trail:** a self-guided walking tour connecting twenty historic sites and local history museums. Approximately 180 bronze medallions and arrows embedded in the sidewalk mark the 3.8-mile trail.

(Source: Chinatown Culture Center/ Chinatown Alleyway Tours / <http://www.barbarycoasttrail.org/>)

## PUBLIC TRANSIT AND TOURS



**N** Figure 3.7  
0 100FT

Muni Stop Bus Tour Stop Muni Tour Bus Barbary Coast Trail Markers

# Pedestrian Access

## ACCESS TO THE SITE

The highest pedestrian volumes are at the intersections of Kearny Street / Clay Street and Kearny Street / Washington Street during the observed mid-day peak hour, from 11:15AM to 12:15PM. The most foot traffic happens at the Washington Street / Walter U. Lum Place entrance and the Kearny Street / Clay Street entrance.

The total traffic volumes (for all movements) at the Kearny Street/Clay Street intersection are approximately 1,500 during the PM peak hour compared to over 2,600 at Kearny Street/Third Street/Market Street. Pedestrian volumes at Kearny Street/Clay Street are approximately 1,600 during the mid-day peak hour compared with 6,700 at Kearny Street/Third Street/Market Street.

Besides the bridge access from the Chinese Culture Center (CCC), there are nine entrances to the upper and the lower levels. The two on Kearny Street are through stairs while the others are either flat, with a gentle slope, or with minimal steps.

From the community interview process (Part 5), the project team learned that most people come to the site through the Washington Street / Walter U. Lum Place corner due to 1) relatively flat entrance; 2) closer to Chinatown, cable car stop and bus stop downhill; 3) closest to the garage elevators and has an open view. The corner of Clay Street / Walter U. Lum Place is the second favorite with similar reasons,

even with the fact that there are no mid-block crosswalks on Washington Street or Clay Street. Among the people interviewed, the corner of Kearny Street / Washington Street is the least used entrance to the park given its location, stairs and less favorable programs on the lower level.

*(Source: Arup / community outreach / field observation)*

## ACCESS THROUGH THE SITE

The upper and lower levels of the site are connected by stairs and ramps. It was implied in the community outreach process that people are walking down along Washington Street or Clay Street instead of taking the central stairs inside the square, mainly because the upper side of the stairs is blocked by groups of card players.

In order to define the park edge, fences are built along the Walter U. Lum Place edge, the Kearny Street edge at the back of the planters, and the middle of the site when it changes its level. Children's play areas are also fenced.

The bridge is noted as private property and is gated. It can only be opened from the east side without keys. There is no public access to Hilton or back to the street level from the bridge. The only destination is the Chinese Culture Center which opens from 10:00AM to 4:00PM, Tuesday to Saturday.

*(Source: community outreach / field observation)*

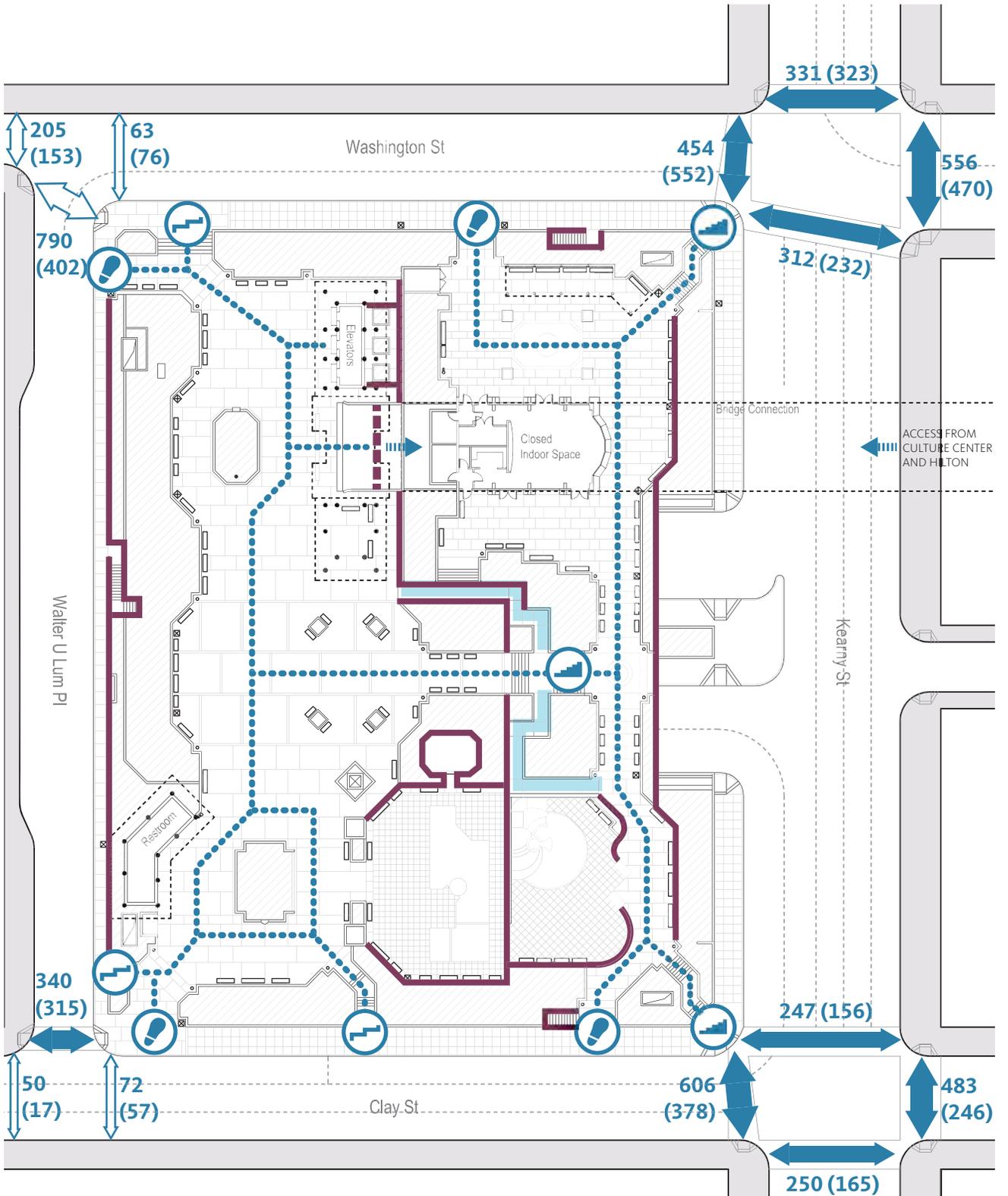


Entrances

Access

Barriers

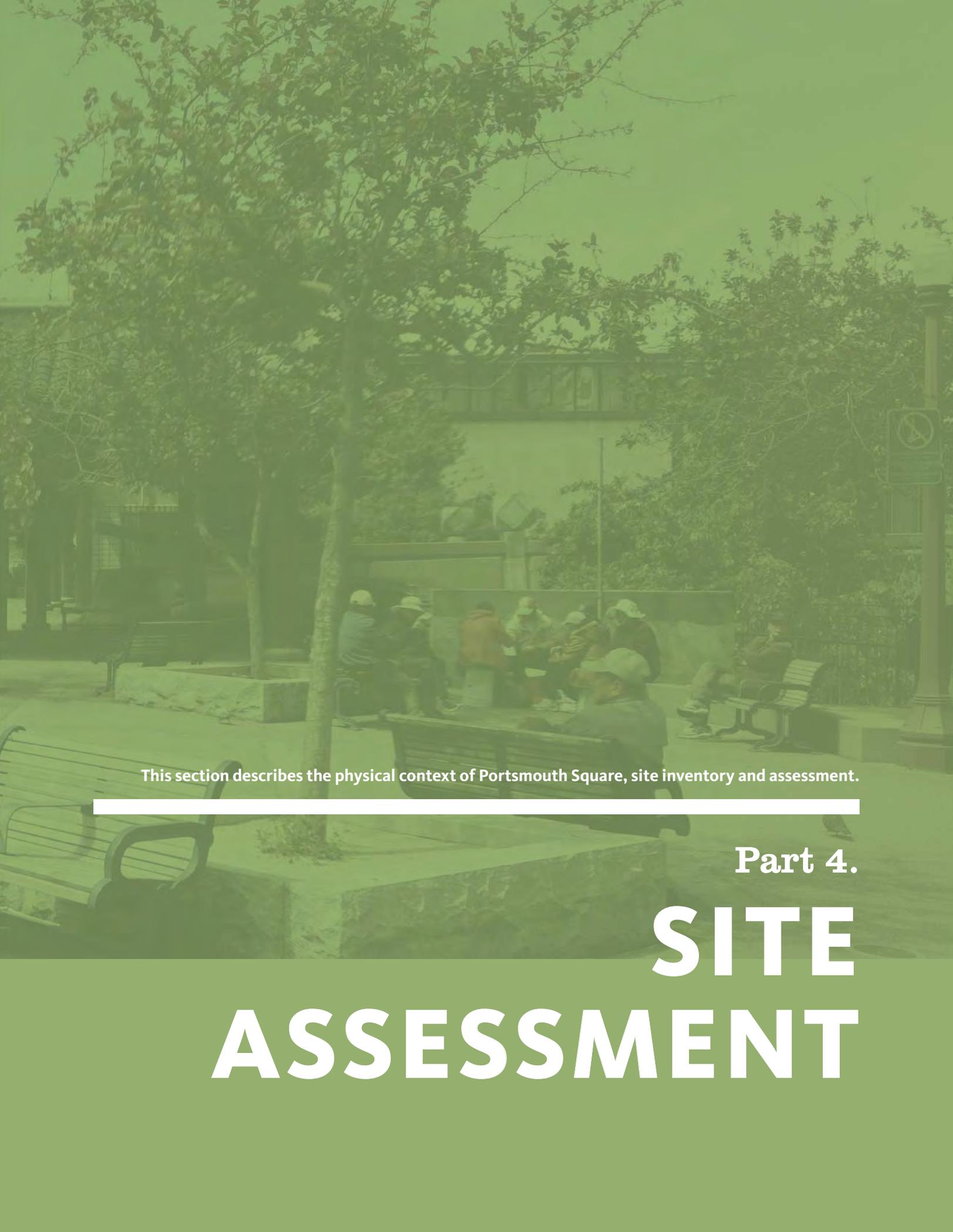
## PEDESTRIAN ACCESS TO AND THROUGH THE SITE



- Pedestrian Circulation
- ⓘ Flat Entrance / Gentle Slope
- ⬆ Entrance with Minimal Steps
- ⬆ Stairs
- ↔ Movement in Intersections
- ↔ Movement with no crosswalk
- ## Mid-day: 11:15AM-12:15PM
- (##) PM: 4:45PM-5:45PM
- Barrier
- - - Gated Access to/from CCC
- Ramp

**N**  
Figure 3.8  
0 50FT





This section describes the physical context of Portsmouth Square, site inventory and assessment.

---

Part 4.

# SITE ASSESSMENT

# Citywide Zoning

A majority of Chinatown is within a quarter mile radius of Portsmouth Square. A portion of the Financial District comes in close proximity to Portsmouth Square to the east across Kearney Street. Zoning adjacent to Portsmouth Square is largely Chinatown mixed use, including Chinatown Residential Neighborhood Commercial District, Chinatown Community Business District and Chinatown Visitor Retail District.

## **Chinatown Residential Neighborhood Commercial District**

The Chinatown Residential Neighborhood Commercial District extends along Stockton Street between Sacramento and Broadway and along Powell Street between Washington Street and Broadway. This daytime-oriented district provides local and regional specialty food shopping for fresh vegetables, poultry, fish, and meat. Weekends are this area's busiest shopping days.

## **Chinatown Community Business District**

The Chinatown Community Business District extends along Broadway from the eastern portal of the Broadway Tunnel to Columbus Avenue and along Kearny Street from Columbus to Sacramento Street. This district represents the "edge" of Chinatown.

## **Chinatown Visitor Retail District**

The Chinatown Visitor Retail Neighborhood Commercial District extends along Grant Avenue between California and Jackson Streets. This district contains a concentration of shopping bazaars, art goods stores, and restaurants that attract visitors and shoppers and contribute to the City's visual and economic diversity.

Dwelling Unit Density in these parcels is required to be less than 1 per 200 square feet. Commercial FAR ranges from 1:1 to 2.8:1. The area is densely populated and in great need of housing. It is proposed in the 1995 General Plan that *"New zoning controls in Chinatown should insure that a substantial part of new buildings will consist of housing. In selected areas of Chinatown, height incentives related to provision of affordable housing should be provided. New residential development should be linked to new commercial development."*

*(Source: SF Zoning Map / San Francisco General Plan - Chinatown Area Plan 1995)*

## ZONING

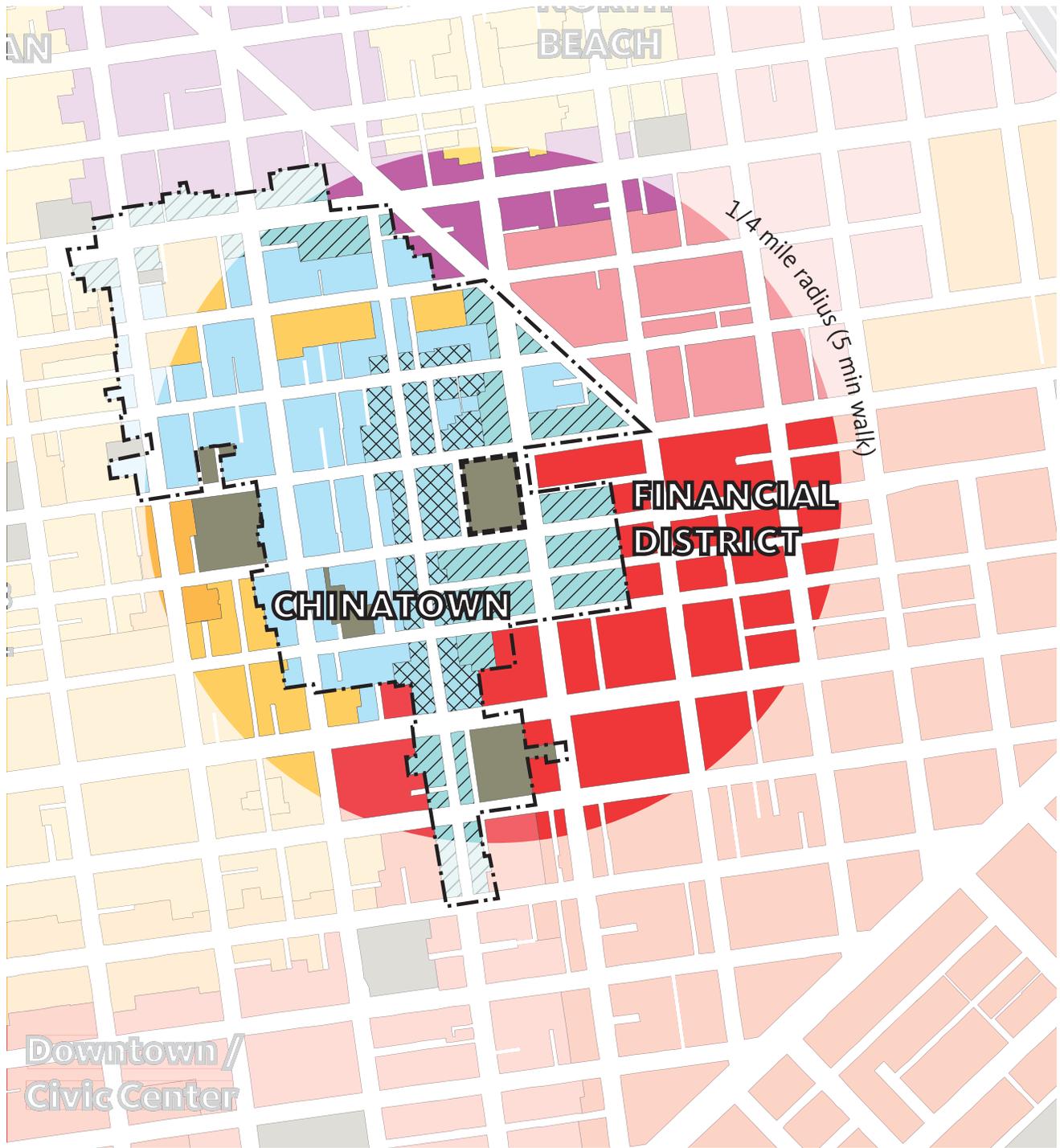


Figure 4.1 Zoning in 1/4 mile radius



# Adjacent Land Use

## General Land Use

In general the immediate land use surrounding the site is a mix of retail, commercial and institutional on the ground floor, and housing on the upper levels. A couple of vacant ground floor spaces exist along Kearny Street and Washington Street.

Much of the energy of Chinatown is derived from the density and mix of uses. Anecdotally, buildings and parcels are typically rental properties rather than owner occupied, with separate tenancies either by floor, use, or unit. For example first floors are typically a mix of retailers trading in chinese goods and medicines, second floors may be either office or residential, with floors above these divided into residential units. Restaurants, particularly smaller establishments serving the neighborhood, typically occupy either first or second floors.

A detailed analysis of the duration of ground floor vacancies was not conducted as part of this study. This report suggests further survey of vacancies may assist in developing replacement tenants, and could be established as part of a broader Chinatown Community Economic Strategy.

## Connectivity With Vicinity

Portsmouth Square has been commonly used as public parking to access the surrounding neighborhood. As such, the role of the Parking Garage as an anchor to business and cultural activity may further enhance the impact of the Community Economic Strategy.

*(Source: field observation)*



Mixed use building with Food & Beverage use on the ground floor



Vacant stores on the ground floor



Mixed use building with Commercial use on the ground floor

## GROUND FLOOR LAND USE

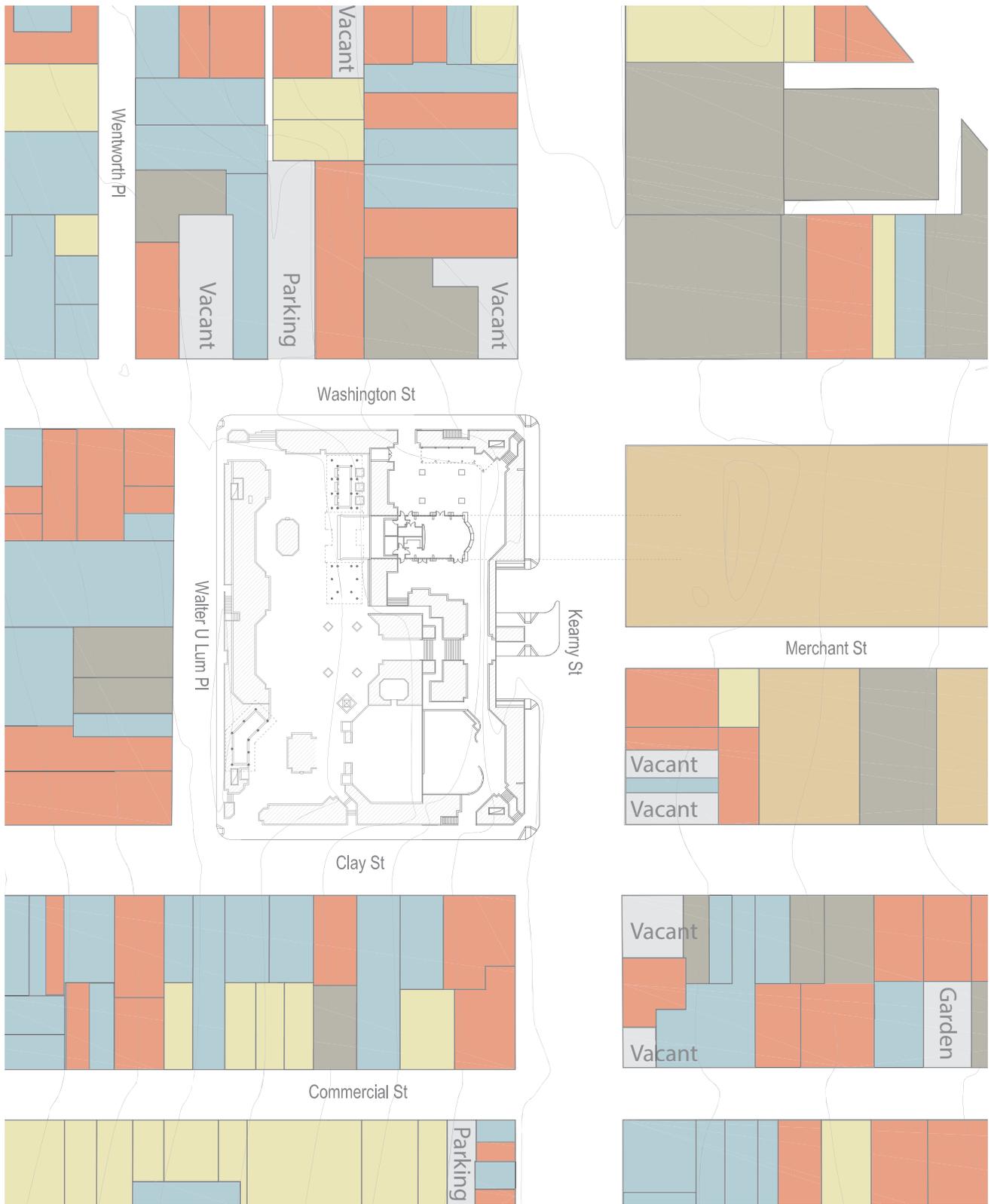


Figure 4.2  
 0 100FT

- Food and Beverage
- Commercial
- Residential
- Hotel
- Institutional
- Vacant

# Built Form

Buildings around the square generally range from three to five stories and help define a pedestrian-scale streetscape at the edges of Portsmouth Square.

There are a two high-rise developments adjacent to Portsmouth Square that create an anchor at the northeast corner of the square. These are:

The 27-floor Hilton San Francisco Financial District Hotel completed in 1971 and re-opened following a renovation in 2006. The Hotel includes the Chinese Cultural Center, and is connected to Portsmouth Square by a concrete pedestrian bridge which was constructed at the same time as the Hotel, and,

The 14-floor City College of San Francisco Chinatown, designed by EHDD, and occupied in 2012. The project is a result of over 30 years of grass-roots community activism and required a ten-year stakeholder design process. The building provides 39 classrooms and laboratories, administrative offices, library and a community room which opens up into a terrace overlooking Portsmouth Square. (A 4-story annex houses the culinary program which includes a teaching kitchen, a community auditorium, four classrooms

and a public café.) The result is a compact (.25 acres), “vertical” campus serving over 4,000 students a day in the heart of the Chinatown community.

West, across Walter U. Lum Place, the prime business is the Empress of China Restaurant, that will close December 31st 2014 after more than two decades in business. This is a six story structure, with level access from the basement to Portsmouth Square. Floors 1 and 2 are predominantly commercial including the owners office, there are approximately 20 small offices on 3,4 and the restaurant on levels 5 & 6.

North, across Washington Street, is the Buddhas Universal Church. However, like Clay Street, Washington Street climbs relatively steeply from east to west, making pedestrian access to businesses and commercial establishments difficult. An opportunity exists to visually connect these businesses to the functions of the Square.

Two elementary schools, St. Mary’s School and the Chinese Education Center are located nearby, and form cultural anchors to the Square, and may benefit from increased connection to the Square.

*(Source: GIS data from data.sfgov.org / field observation)*

## HIGH-RISE BUILDINGS AND PUBLIC INSTITUTIONS

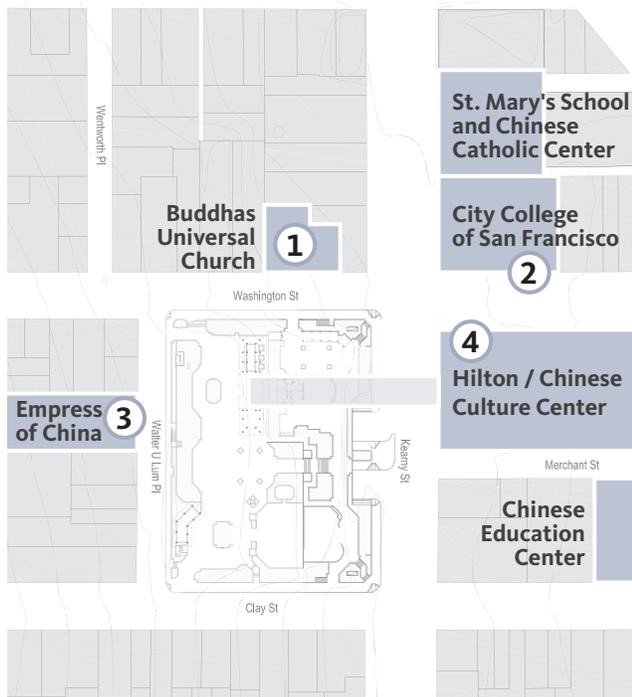
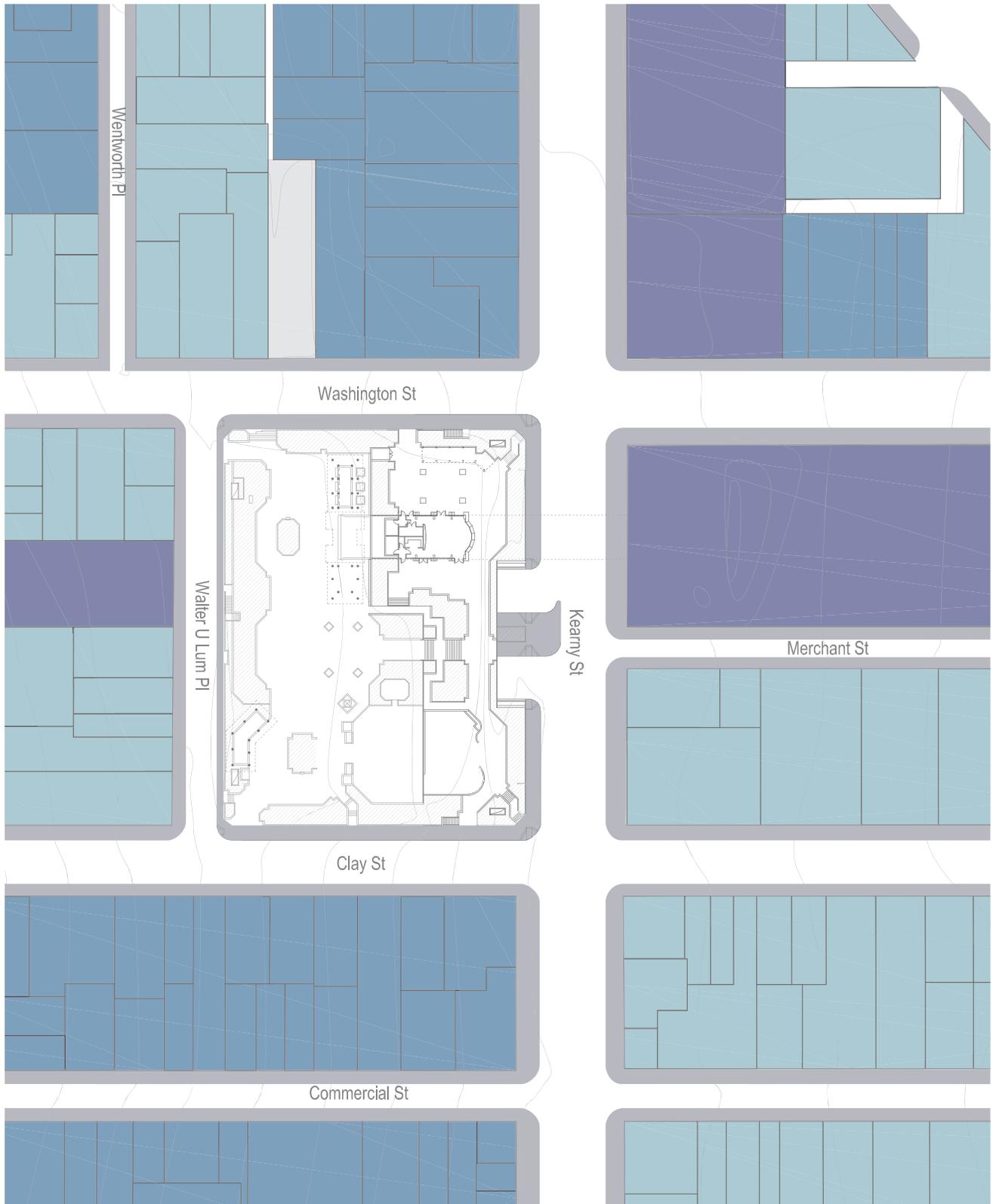


Figure 4.3

## ADJACENT BUILDING HEIGHT



**N**  
Figure 4.4  
0 100FT

30 - 60'    60 - 80'    80 - 100'    >100'

# Open Spaces in Chinatown

Chinatown is in need of open space. The Trust For Public Lands, in their 2014 City Park Facts publication, claim San Francisco sets aside about 19% of its area to parks. These are predominantly managed by the Recreation & Parks Department, the Presidio Trust and the National Parks Service.

By comparison, the approximately 18-block area of Chinatown is served by less than 5% by area of open space. This, in one of the densest neighborhoods in the city, supports continued community sentiment around access and provision of open space in Chinatown.

Currently there are five park/recreation places for the community. Besides the ten alleyways renovated between 1999 and 2010, there are further alley improvements planned for the area.

**Willie “Woo Woo” Wong Playground:** currently provides a Basketball Court, Tennis and Volleyball Courts, Childrens PLayergrounds (2), Ping Pong Tables, and a Clubhouse/Activity Room including a Kitchen. It is regarded as an athletic park and an open space for families. Built in 1920s, it is in master planning phase for renovation, with anticipated completion in 2017. At the time of writing, early community based design was underway.

**Woh Hei Yuen Park:** is a small (approximately 1/3-acre) park that provides a tranquil garden with a play area for children at the north-western extreme of Chinatown.

**St. Mary’s Square:** is at the southern boundary of Chinatown, and as such . An extension is being designed during 2014 at the corner of Kearny Street and Pine Street that will enlarge the Square.

**Chinatown Alleyways:** thirty-one alleyways were identified in the 1998 Chinatown Alleyway Master Plan. Since the 1990s, ten of them were renovated in the Chinatown Alleyway Renovation Program. A new project called Chinatown Green Alleys is in the design phase, which will include green infrastructure technologies on two alleys - Ross Alley and Spofford Street.

**Chinese Recreation Center:** indoor athletic center. The most recent renovation was completed in 2012.

**Central Subway Station:** is a small site (.25 acre or less) and is being designed with a rooftop open space. The station is scheduled to open in 2019.

*(Source: CCDC / Chinatown Alleyway Master Plan 1998 / SFDPW Chinatown Alleyway Renovation Program)*



Willie “Woo Woo” Wong Playground  
*(Photo Courtesy: SFRPD)*



Chinese Recreation Center  
*(Photo Courtesy: SFDPW)*



Woh Hei Yuen  
*(Photo Courtesy: SFRPD)*



St. Mary’s Square  
*(Photo Courtesy: Charles Birnbaum)*



Central Subway Station  
*(Rendering Courtesy: SFMTA)*



Chinatown Alleyway Renovation Program  
*(Photo Courtesy: SFDPW)*

## OPEN SPACES IN CHINATOWN



Figure 4.5

0 500FT

- Chinatown Boundary in General Plan 1995
- Renovated Alleyways between 1999 and 2010
- Other Alleyways Identified in the 1998 Chinatown Alleyway Master Plan

## Topography and Drainage

This natural topography, like much of San Francisco, contributes to the allure and visual identity of Chinatown. It helps establish a rhythm of narrow facades cascading down streets that slope toward the Bay. Washington Street and Clay Street are these streets, and provide an emblem of San Francisco that is tangible.

The relationship of topography to street grid is further enhanced on commercial streets, where relatively level paths of travel and egress to buildings supports higher on street activity, and anecdotally, more successful clusters of businesses. Stockton Street is this street, with its activity, fruit and vegetable stands on the street, and sidewalk activity.

### Topography

Portsmouth Square is located on an easterly facing slope. The topography rises from an elevation of approximately 30' Above Sea Level (ASL) on the east to over elevation 50' ASL on the west. This 20' grade change is roughly parallel to the street grid of this part of San Francisco. The average natural gradient (and grades on Washington and Clay Streets) is an approximately 10% slope along the north and south sidewalks.

### Drainage

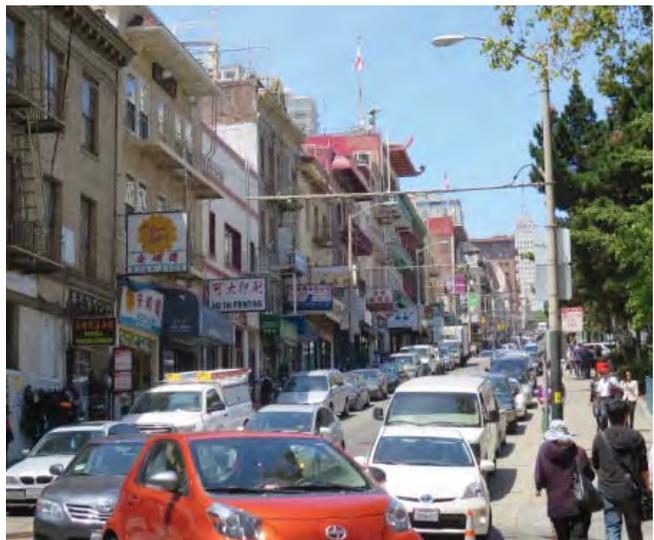
There are five trench drains and four area drains observed on the upper level, and one trench drain and four more area drains on the lower level. No information was provided indicating the collection of storm water to the city systems. During recent heavy rains in December, 2014, storm overflows were observed rising through joints and cracks in the sidewalks. Anecdotally, the flows on Clay Street and Washington Street may have included sanitary sewer surcharge.

Future redesign of Portsmouth Square may need to consider integrating the Square into storm and sanitary sewer analysis as part of a broader neighborhood solution to potentially aging in ground infrastructures.

*(Source: GIS data from data.sfgov.org / Portsmouth Rehabilitation Phase 2 Drainage Plan / field observation)*



Slope on Clay Street



## TOPOGRAPHY AND DRAINAGE

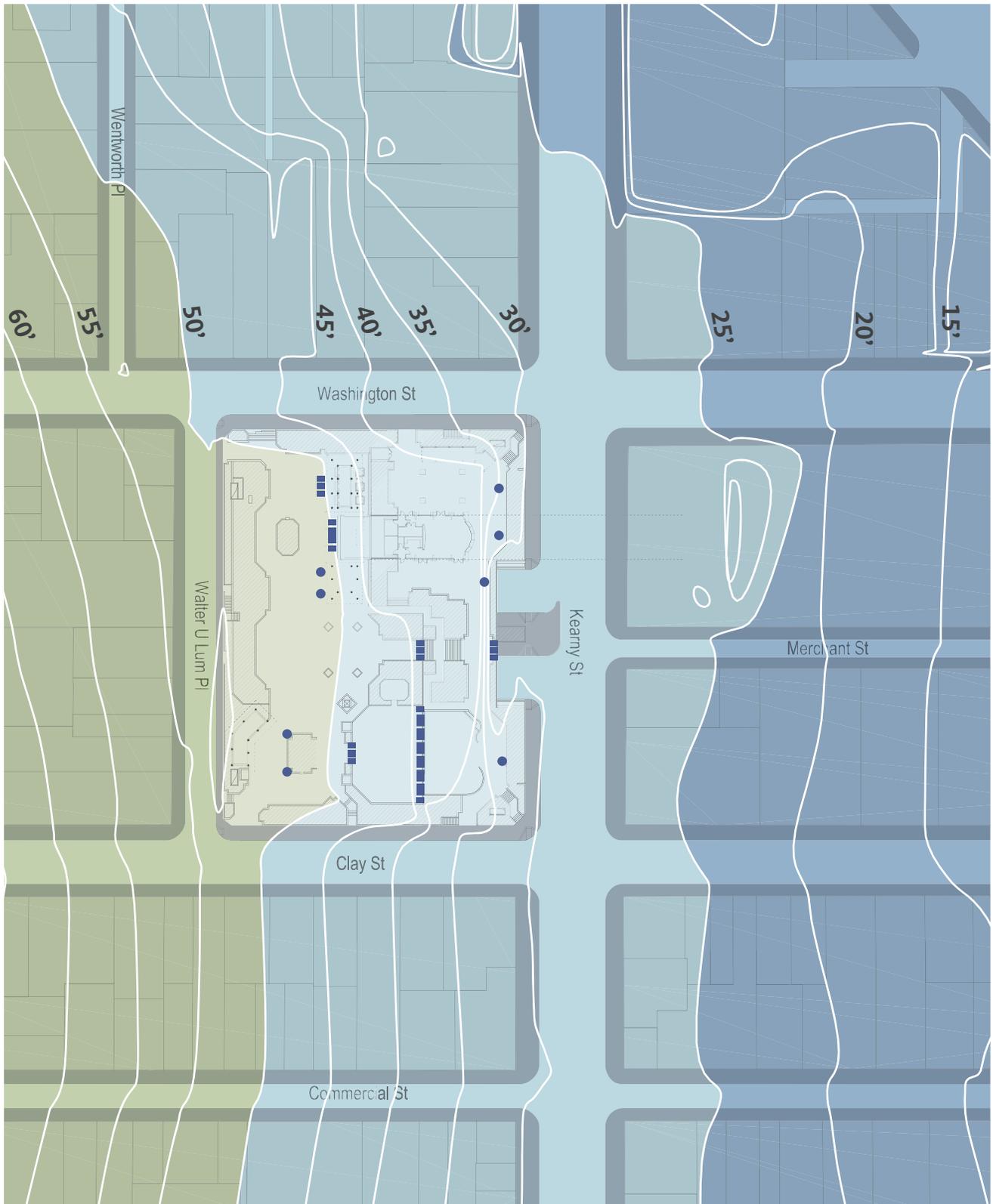


Figure 4.6  
0 100FT

### TOPOGRAPHY

- 0' - 25'
- 25' - 50'
- 50' - 75'

### DRAINAGE

- Trench Drain
- Area Drain

# Site Elevations

In its existing configuration, Portsmouth Square reflects the underlying topography of the site. The Square generally cascades down the slope from west to east in increments that correspond to the Garage infrastructure below. The Square and underlying Garage has five levels, these being:

- Plaza Level (upper level),
- Mezzanine Level (lower level, floor 1),
- Ground Level (Kearny Street, floor 2),
- Basement Level 1 (floor 3), and,
- Basement Level 2 (floor 4).

Elements of the different levels include:

**Plaza Level (Upper Level):** elevators connect the garage to the pavilion, public restrooms, children’s play area, sitting areas / event space, and the pedestrian bridge to the Chinese Culture Center in the Hilton Hotel.

The Plaza Level is established at 48’ ASL ±, and, due to its elevation above Kearny Street, affords the greatest opportunity to maximize views out of the Square.

**Mezzanine Level (Lower Level):** linear pathway, trellis, chess boards, children’s play area, and clubhouse run by Self-Help for the Elderly underneath the pedestrian bridge, with men’s restroom for the public and women’s restroom for club members exclusively. The indoor portion under the plaza level is used as valet parking and not accessible by the public.

The Mezzanine Level is established at 38’ ASL ± and ensures a ten-foot grade change between the two major outdoor spaces at Portsmouth Square.

Future design options will need to carefully consider the impact of a modest 10’ floor-to-floor dimension established by the Garage. In particular, more public uses may desire a much greater floor-to-floor measurement subject to future programming by City, staff and the community.

**Ground Level:** parking entrance, pay station, garage operation office, and valet parking. There is a slight downgrade from Kearny Street to Floor 2 of the Parking Garage, that includes gates and other controls to the Garage.

The Garage Ground Level is assumed to be set at approximately 28’ ASL ± and should be confirmed in future studies.

**Basement Level 1:** public parking at 18’ ASL ±.

**Basement Level 2:** public parking 8’ ASL ±.

*(Source: field observation / SFDPW Portsmouth Square Rehabilitation Drawing Set / SFPD Public Parking Garage Drawing Set*



Sign on elevators indicating levels



Ramps for accessibility



Stairs connecting the lower and upper levels

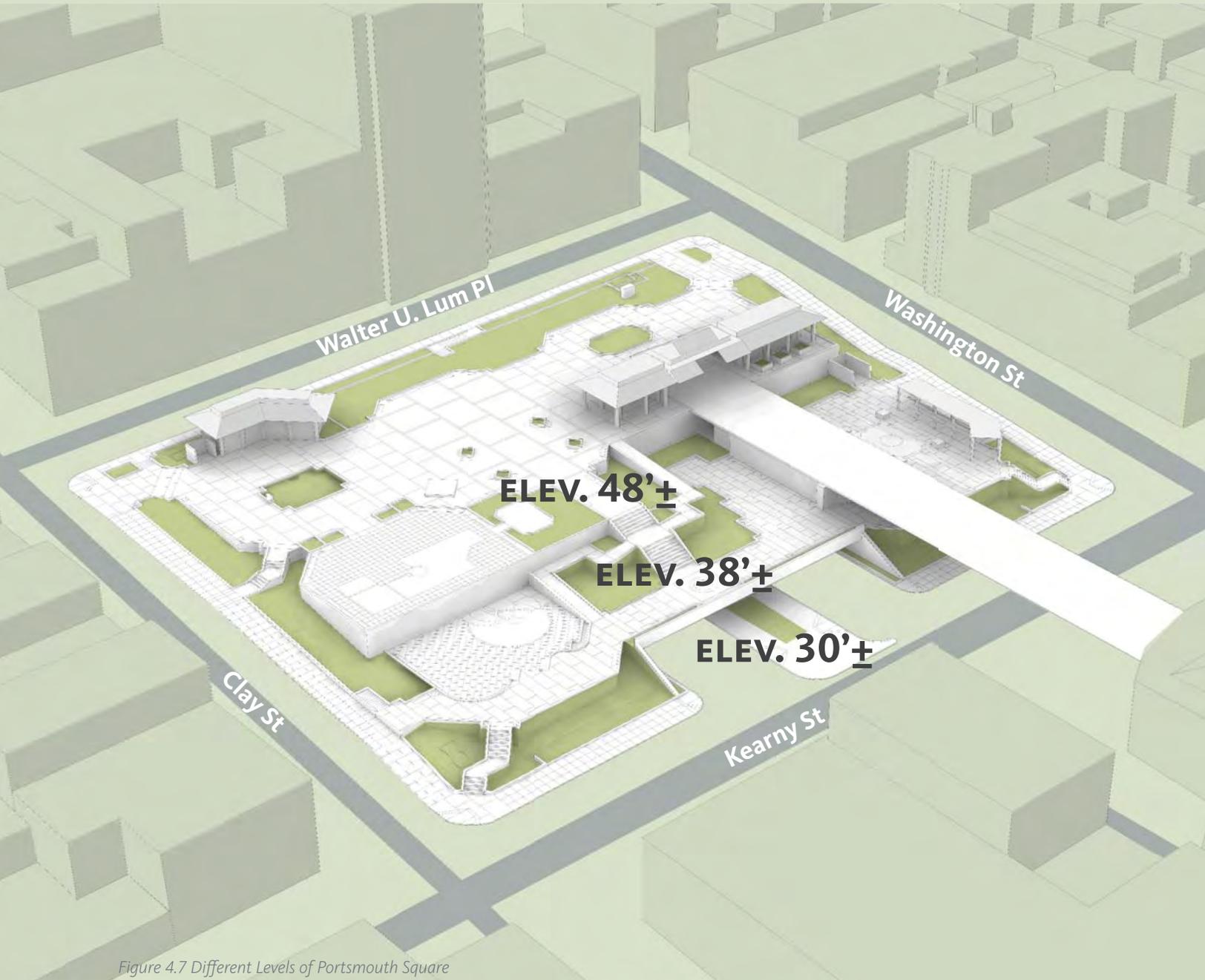


Figure 4.7 Different Levels of Portsmouth Square

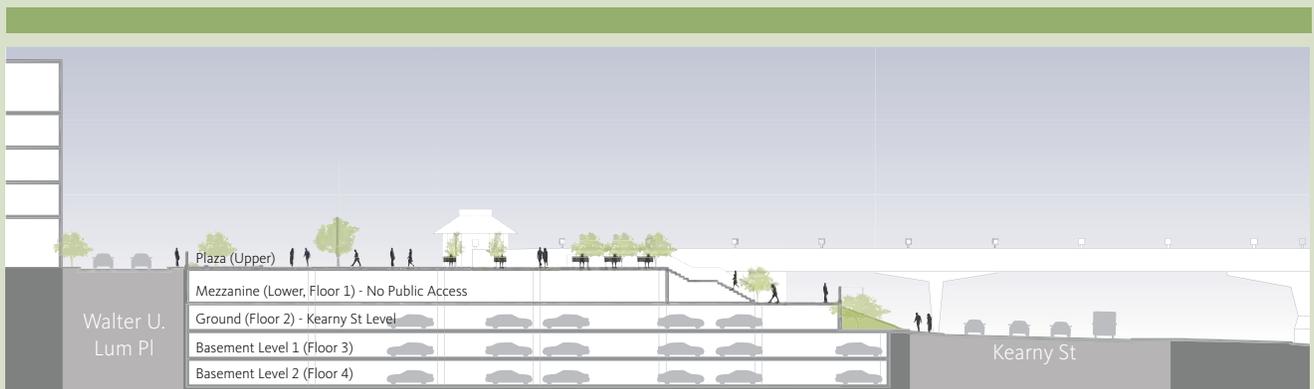


Figure 4.8 Portsmouth Square Section

# Facilities

The existing built structures are generally in good condition. Most are heavily used with the exception of the play structure on the lower level and the clubhouse beneath the bridge. The clubhouse is currently used by Self Help for the Elderly members. The following descriptions describe each facility, it's hours of operation, and general assessments of use and maintenance.

At the time of writing, the San Francisco Recreation and Parks Department is overseeing the Portsmouth Square Restrooms Renovation Project, and posting regular updates regarding status on their project website.

*(Source: field observation / Arup / Self-help for the Elderly)*



Existing Restrooms



Elevators



Upper Level Play Structure Area



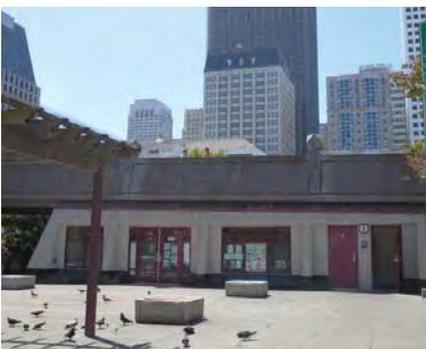
Pavilion



Trellis



Lower Level Play Structure Area



Clubhouse

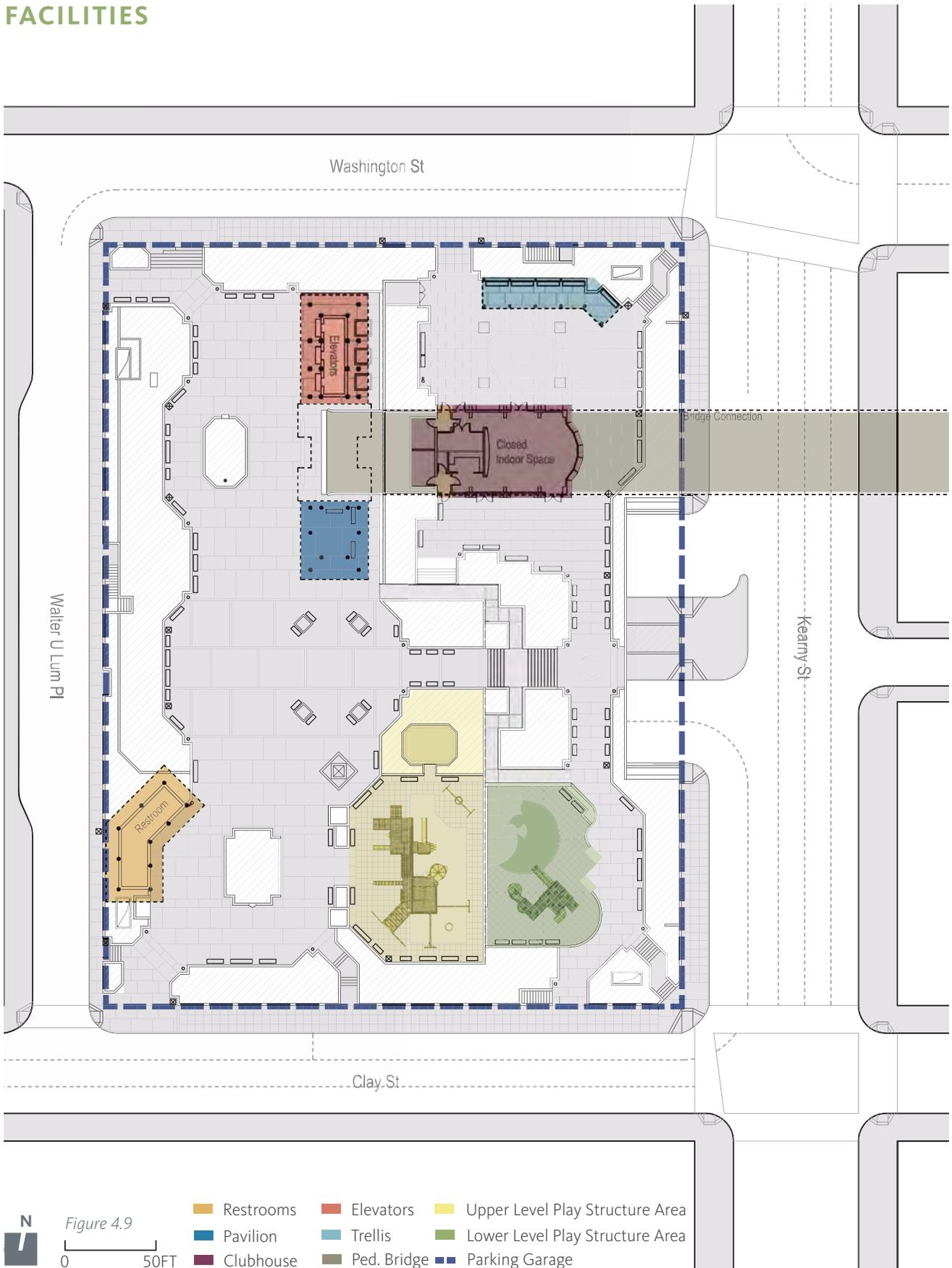


Pedestrian Bridge



Parking Garage

## FACILITIES



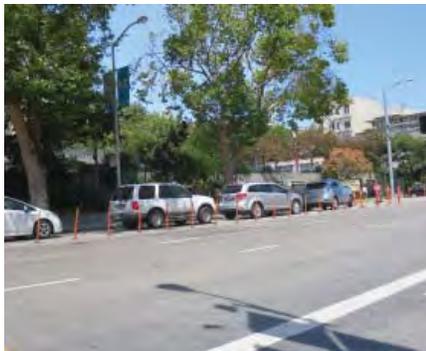
### Parking Garage

The Portsmouth Square Garage was constructed in 1961 with four levels of parking providing 500 parking spaces below the Portsmouth Square Plaza. The site was excavated approximately 26 feet below Kearny Street and 49 feet below Walter U. Lum Place into natural clayey and sandy soil. The garage includes an extensive drainage system, as the lower level of the garage is below the water table.

The garage is constructed of cast-in-place reinforced concrete exterior walls, columns, ramps, floors and roof framing, all designed to the 1956 Building Code standards. The floor and roof framing is constructed from two way waffle slab that is supported by long narrow columns. All parking floors and ramps are designed to meet the standard of fifty pounds per square foot for a live load.

Vehicles enter the garage from Kearny Street onto the second level. Separate up and down ramps provide access to two parking levels below and one partial level above. Pedestrians can access the garage either from Kearny Street between the auto entrance and exit lanes or via the elevator to the plaza level. The elevators were replaced in 1990, along with the construction of a new pavilion at the plaza level. The garage is also equipped with toilet facilities, office space and locker rooms.

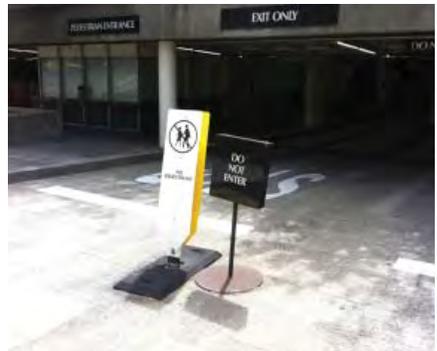
Each floor is equipped with fire sprinklers, a water supply and an integrated drainage system. Ventilation for the garage is supplied through the openings at the main and mezzanine levels and by a supply fan located on the mezzanine that delivers air through duct work to the central portion of the floors below. Air is released through exhaust duct risers located at the perimeter of each level that are connected by ducts and plenums to four separate exhaust air fan rooms that discharge to the plaza above.



Parking Garage Entrance



Underground Parking



Safety Signs on Street



Parking Garage Exit



Driveway on Level 3



Staircase as Emergency Exit

The garage design is a rigid, reinforced building of monolithic cast-in-place concrete that is almost entirely underground. As an underground structure, its response to earthquake ground motions will differ from the response of above ground buildings. In general terms, above ground buildings will amplify the ground motions due to their unrestrained flexibility, whereas an underground structure tends to conform to the movement of the surrounding earth. The structure was designed to be able to incur minimal damage given the strongest earthquake that would be anticipated for that site. A 2002 structural conditions report for the garage recommends that seismic strengthening of the garage is not necessary.

Necessary renovations for the garage were identified in a structural conditions report in 2002. A Request for Qualifications notice for the improvements identified has been circulated. These renovations include upgrades to the drainage, lighting and ventilation systems, and operational and safety improvements in the amount of \$8 million.

### Elevators

The elevators, built in 1991 as part of a major renovation, connect the underground garage directly with the plaza. Elevators are in operation from 7:00AM until 12:00AM midnight daily and are the most direct route to access the garage as a pedestrian. The east side of the elevator structure is fenced off to prevent gathering and loitering in this narrow area.



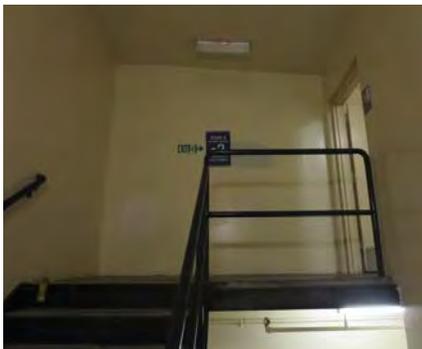
Separate Entrance for Monthly Parking



Busy Front Side of the Elevators



Signs outside the Elevators



Staircase Leading to the Outside



Fenced Back Side of the Elevators



Side Taken Over by Homeless People

### Pedestrian Bridge

The pedestrian bridge extending from Portsmouth Square to the Hilton Hotel was built in 1971 concurrent with the construction of the hotel. Gates were installed in 2006 to restrict access at night.

**Ownership:** At the time of writing, the City of San Francisco is still investigating ownership of the pedestrian bridge. Preliminary review of agreement documents authored in 1968 indicate the bridge was originally intended as a connection between the Chinese Cultural Center and Portsmouth Square, and was to be constructed and maintained at no cost to the City. Further review of archival documents should be completed to confirm ownership of the bridge.

**Maintenance Responsibility:** San Francisco Recreation and Parks Department has not traditionally maintained the bridge. Site observations did not, at the time, reveal significant maintenance other than periodic clearance of trash receptacles. Confirmation of current maintenance procedures and responsibilities will be required as a baseline for establishing the impact of future redesign of Portsmouth Square.

**Structure:** The pedestrian bridge is a reinforced concrete girder

structure. The bridge deck is supported by cross beams and two main girders. The main girders are supported by a two-column bent at each side of the street. Based on field observations, no obvious deterioration or other deficiencies were found on the exterior of the structure. It is believed that the bridge is in good condition for day-to-day use. An analysis of detailed structural drawings and other testing will be required to provide a more thorough understanding of the bridge's seismic performance. A full seismic survey should be conducted before future phases of the project.

**Pedestrian Surface:** The current surface of the bridge is clay brick pavers or tiles which are generally in a good state of repair. Some evidence of erosion of the surface was observed on stair treads at the Hilton. However, there were few observed signs of heavy usage such as pitting, or loss of surface. Jointing between the clay pavers is of cement mortar, which appears in a good state of repair for its age. No documentation of construction method was provided for this study. This should be reviewed at the time of the seismic survey to confirm if there is any likelihood of water penetration to the sub-structure, and assess the long-term durability of the pedestrian surface. The clay surface extends to the inner faces of the bridge typical of brutalist



Seating on the Pedestrian Bridge



Space Under the Bridge



Bridge Structure



Notes on Glass Doors from CCC



Shadow Under the Bridge



Use of Bridge during Events

structures of its era such as Boston City Plaza.

**Benches:** On either side of the pedestrian walkway a series of concrete benches are installed, and these appear to be part of the original design. These show signs of age related surface failure, and, show less signs of damages due to skate-boarding and other urban activities than would be expected elsewhere in the City.

**Use Observations:** Detailed occupancy observations of bridge usage were not completed as part of this survey. A GoPro Digital Camera was installed over the weekend of August 15th through 18th to observe Portsmouth Square and the Pedestrian Bridge. Generally, bridge traffic was observed to be relatively light compared to usage of Portsmouth Square. A more detailed survey may be required to verify bridge usage and pedestrian destinations.

*(Source: <https://www.flickr.com/photos/76275427@N05/7451533010/lightbox/> / City of San Francisco. 2002. Portsmouth Square Garage Structural Condition Appraisal and Renovation Study. <http://sfrecpark.org/wp-content/uploads/item10PortsmouthGarageAttachmentB111810.pdf>)*

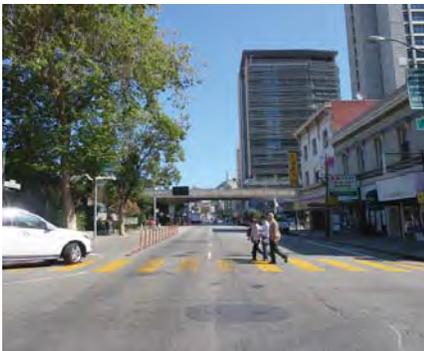
## Clubhouse

The clubhouse was constructed in 2001 and was once a popular gathering place for seniors until it closed in 2008 due to budget cuts. There is a women's restroom associated with the clubhouse for members only.

Currently "Self Help for the Elderly" is managing this space and offers periodic classes, including a Fun & Fit program with exercises, Yoga, Tai Chi and dancing. Cooking and nutrition classes, as well as self-help programs are also conducted in the clubhouse. Other programs include two-hour beginning and advanced level "English as a Second Language and Citizenship Education". Classes are scheduled for Monday, Tuesday and Thursday mornings, and Monday and Wednesday afternoons all year round. Roughly 40 to 50 seniors are attending each level of these classes. A fee of \$2:00 per class is levied, however, fitness classes are currently free.

This facility may have additional capacity to support more programs and an occupancy and scheduling study may be considered in future to confirm whether current occupancy.

*(Source: Self-help for the Elderly)*



View of Hill around Coit Tower



Clubhouse



Clubhouse Entry



View Under the Bridge



Problematic Back Side of the Clubhouse



Member Exclusive Women's Restroom

### Restrooms

Open from 7:00AM to 10:00PM daily, the restrooms on the upper level of Portsmouth Square were counted as the most highly used restroom in San Francisco with around 2,000 users each day. Long lines are commonly seen in front of the women's restroom. Built in 1991 and scheduled to be renovated in the fall of 2014, the restrooms will have a clean new look. An additional men's restroom is located on the lower level for the park users.

### Play Structures

The upper level play structure was installed in 1994, and the lower level's added in 2001. Families were observed coming to the play area during daylight hours. Of the two play structures, that on the upper level is clearly more favorable by parents and children as it displays significantly more occupation. The play structure on the lower level is typically occupied by seniors who exercise and play board games. The sand feature of the playgrounds is seldom used on both levels.

### Pavilion and Trellis

The pavilion was built in 1991, and the trellis was completed in 1994. Together these elements provide shade to park users. Some users were observed gathering under these structures during the site observations.

*(Source: Portsmouth Square Historic Resources Evaluation / San Francisco Recreation and Parks Department)*



Existing Restrooms



Play Structures on the Upper Level



Pavilion



Rendering of the Proposed Restrooms



Play Structures on the Lower Level



Trellis

## Maintenance

Portsmouth Square is maintained by the Recreation and Parks Department staff. Staff utilize the residual spaces beneath the bridge to store maintenance equipment.

Infrequently used areas of Portsmouth Square (that form the interface between different agencies), such as garage stairs, are typically not well maintained and may pose health and safety issues. There are elements in the garage stairs that display deferred maintenance, including painting and rust removal from walls and recycling of boxes left behind by card players. The garage stairs and air intake vents are intended to be renovated during the planned improvements to the garage.

Under the current lease agreement for the garage, the Recreation and Park Department receives 85 percent of the net income generated by the Garage and the City of San Francisco Portsmouth Plaza Parking Corporation (Corporation) retains 15 percent in the Corporation's capital improvement fund. Future redesign of Portsmouth Square should consider establishing an ongoing maintenance revenue stream in support of that project.

*(Source: field observation / SFMTA Minutes)*

## Security

San Francisco Police Department data from 2011, 2012 and 2013 on this block show an average of 80 incidents per year requiring police attendance. These include around 60 occurrences for incidents of theft, drugs and vandalism, and around 20 occurrences of robberies with bodily force, threat against life, and battery.

*(Source: SFPD incident data from data.sfgov.org)*



Equipment Storage on the Lower Level



Painting and Rust



Boxes Left Behind by Card Players



People Sleeping



People Loitering



People Feeding Pigeons

## Sun & Shade

During stakeholder interviews and focus groups, the influence of sun and shade patterns on the comfort of users of the Square was noted. As a result of these anecdotes, the consultant created an Exposure Patterns diagram shown in Figure 4.10 to identify which parts of Portsmouth Square are likely to see the most sun or shade throughout the calendar year.

In general, the patterns of daytime use of Portsmouth Square were observed to respond to thermal comfort and levels of exposure or protection from the sun. Planned downtown, financial district and transbay area developments may alter these patterns, and should be considered as future proposals for Portsmouth Square are generated.

*(Source: sketchup model / field observation / Transit Center District Plan and Transit Tower Final EIR)*

## Wind

In a study conducted by Peter Bosselmann in 1984, it was noted that “Under existing conditions, the Portsmouth Square area is well sheltered from the western winds, so as a consequence, wind ratios at most points on the square and on Kearny Street are in the low to moderate range.” No major massing differences were found around the site between the diagram indicated and the current condition. The original diagrams can be found in Appendix D.

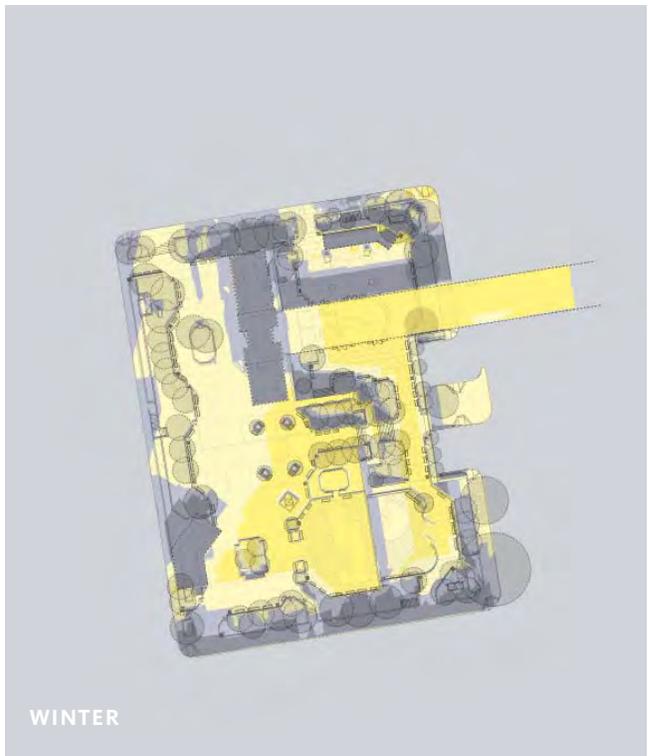
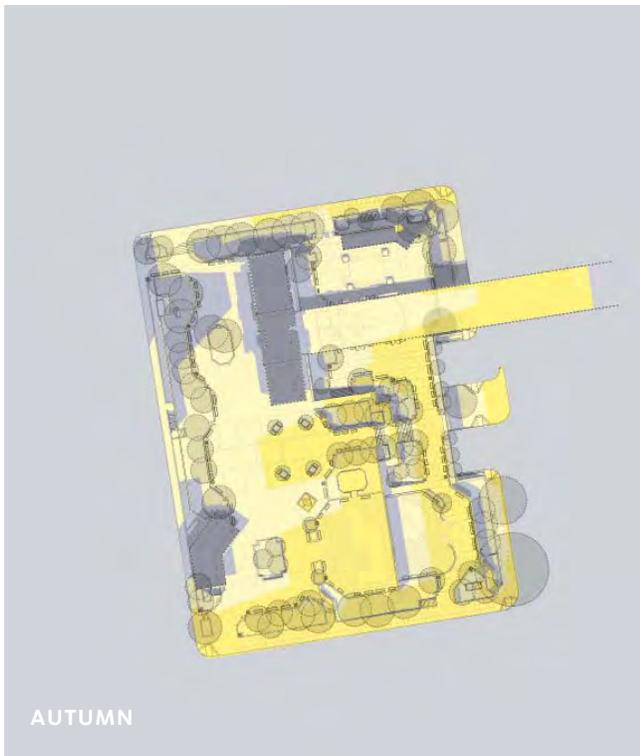
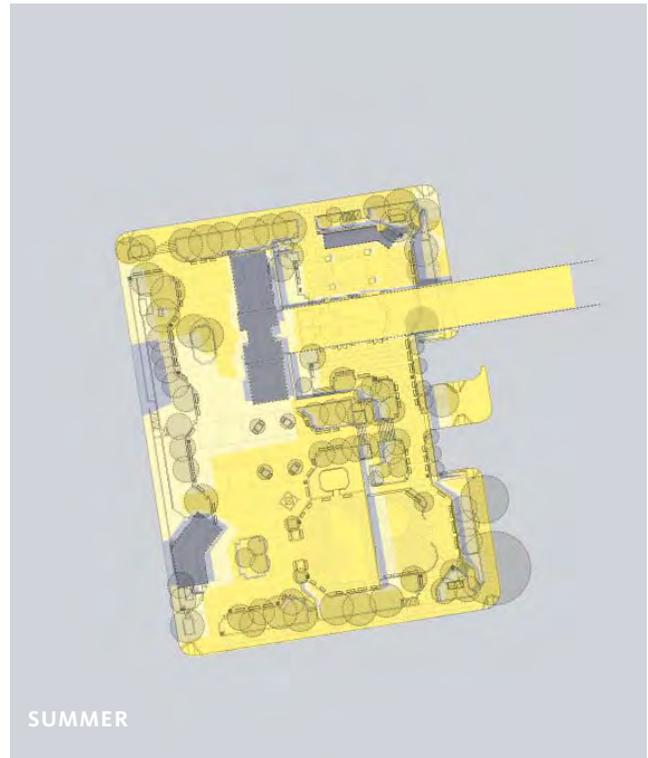
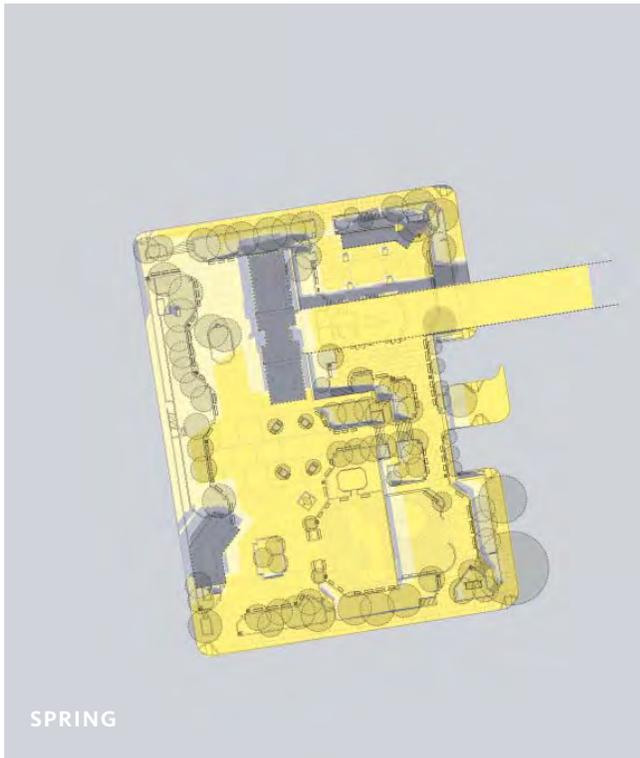
*(Source: Peter Bosselmann, “Sun, Wind, and Comfort: A Study of Open Spaces and Sidewalks in Four Downtown Areas”, 1984)*



Card Players Gathered in the Shade on a Sunny Afternoon



## EXPOSURE PATTERNS



 >6hrs  4-6hrs  2-4hrs  <2hrs

Figure 4.10 Sunlight Exposure Time on Portsmouth Square

# Views and Vistas

Views, View Corridors and Vistas in and around Portsmouth Square provide an opportunity to visually link the Square with its neighborhood, and landmarks in the immediate context of San Francisco including the Bay, the Transamerica Building, North Beach and potentially Coit Tower.

**Views into Portsmouth Square:** Photos A and B illustrate the only points at which views into Portsmouth Square are available to ground level pedestrians. These points also provide the opportunity to locate Portsmouth Square in relation to San Francisco Bay as seen from both the Clay Street and Washington Street view corridors. The south, east and northern edges have impeded views into the Square due to the grading and topography of the neighborhood.

**Views from Portsmouth Square:** Photos C and D illustrate existing views from Portsmouth Square toward the Financial District and North Beach. There is the opportunity to enhance these views, and potentially re-engage with the existing view corridors to the San Francisco Bay.

**Internal Views:** Portsmouth Square is not a landscape that has been inspired by internal view corridors or vistas. So

too, the visual connectivity between Upper and Mezzanine Levels of the Square is compromised by the current plan. This perceived lack of visual connectivity may contribute to the sense that the lower terrace is less safe. Future design of Portsmouth Square should consider reconfiguration of the Square to enhance visual connectivity between all parts of the Square.

**Views Past Portsmouth Square:** Views both up and down Clay Street and Washington Street (Photos G and H) assist in visually linking Portsmouth Square to its neighborhood. However, the Square and its activities are obscured by the grade change between street level and the Upper Plaza. The opportunity exists to increase this visual and use connectivity at key locations to engage the Square with the street.

**Kearney Street:** The pedestrian bridge over Kearny Street provides a unique opportunity, like the High Line in New York, to see the city from above street level. Conversely, the pedestrian bridge is an impediment to the Kearney Street view corridor, and in particular, restricts north-bound views toward North Beach. *(Source: field observation)*



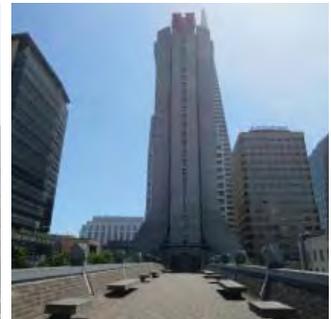
A - SW View to the Upper Level



B - NW View to the Upper Level



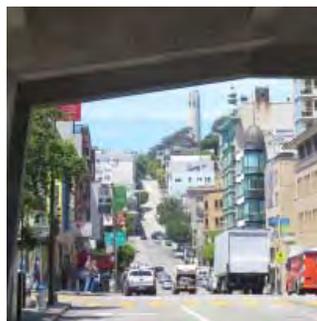
C - View of Downtown



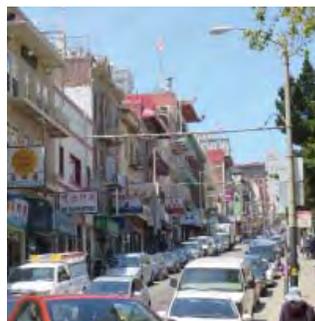
D - View of the Hilton Hotel



E - Kearney Street View



F - View under Bridge

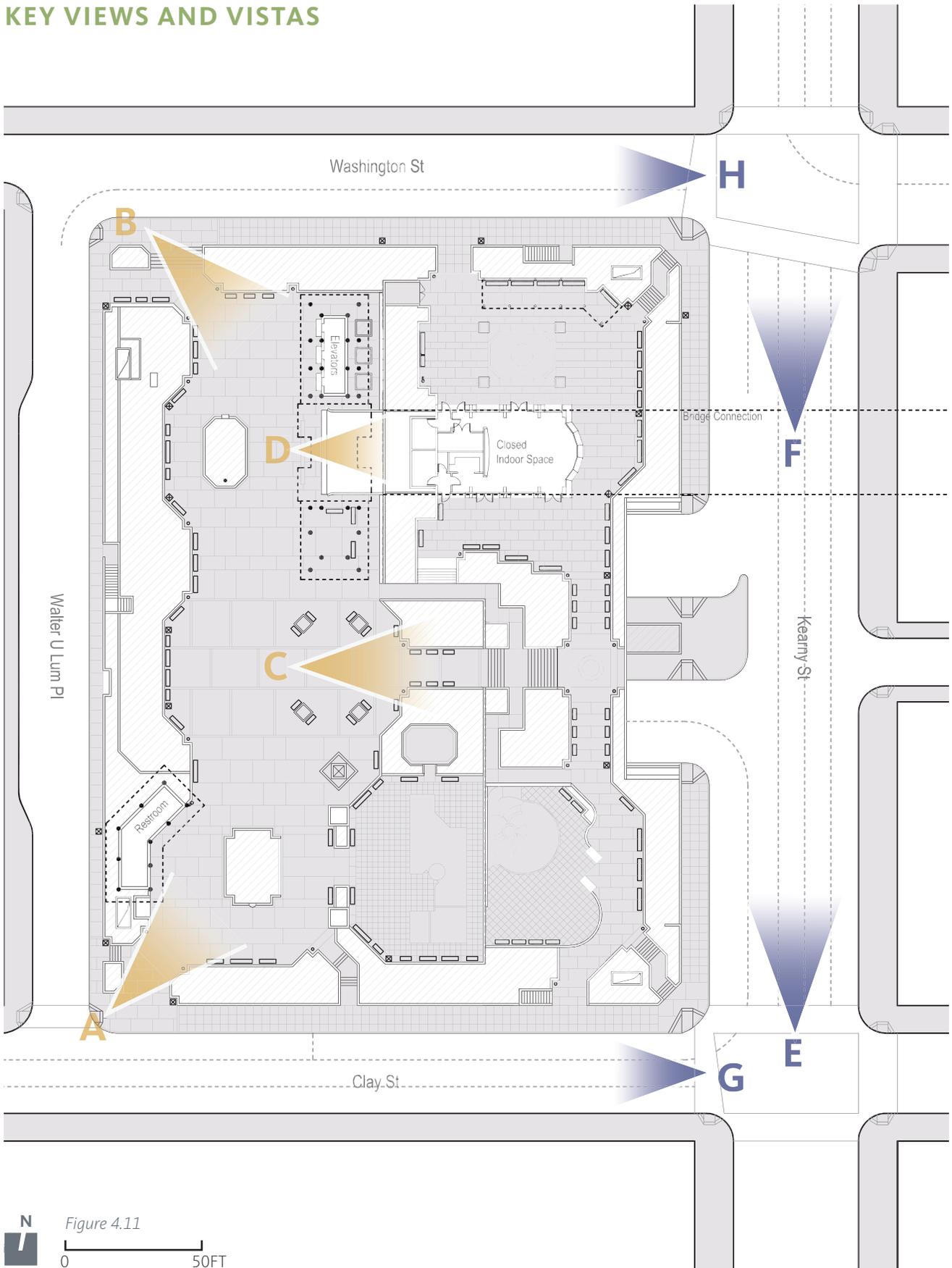


G - Clay Street View



H - Washington Street View

## KEY VIEWS AND VISTAS



**N** Figure 4.11  
0 50FT

# Trees

Portsmouth Square contains a variety of tree species, with many planted in conjunction with previous renovations. Perimeter trees include Flowering Pear, Pine, Magnolia and two Sycamores at the southeast corner. Accent trees like Crab Apple, Ginkgo, Mayten, Japanese Maple, Cherry, and Yew Pine, are used to define axes, identify entrances, and indicate special spaces.

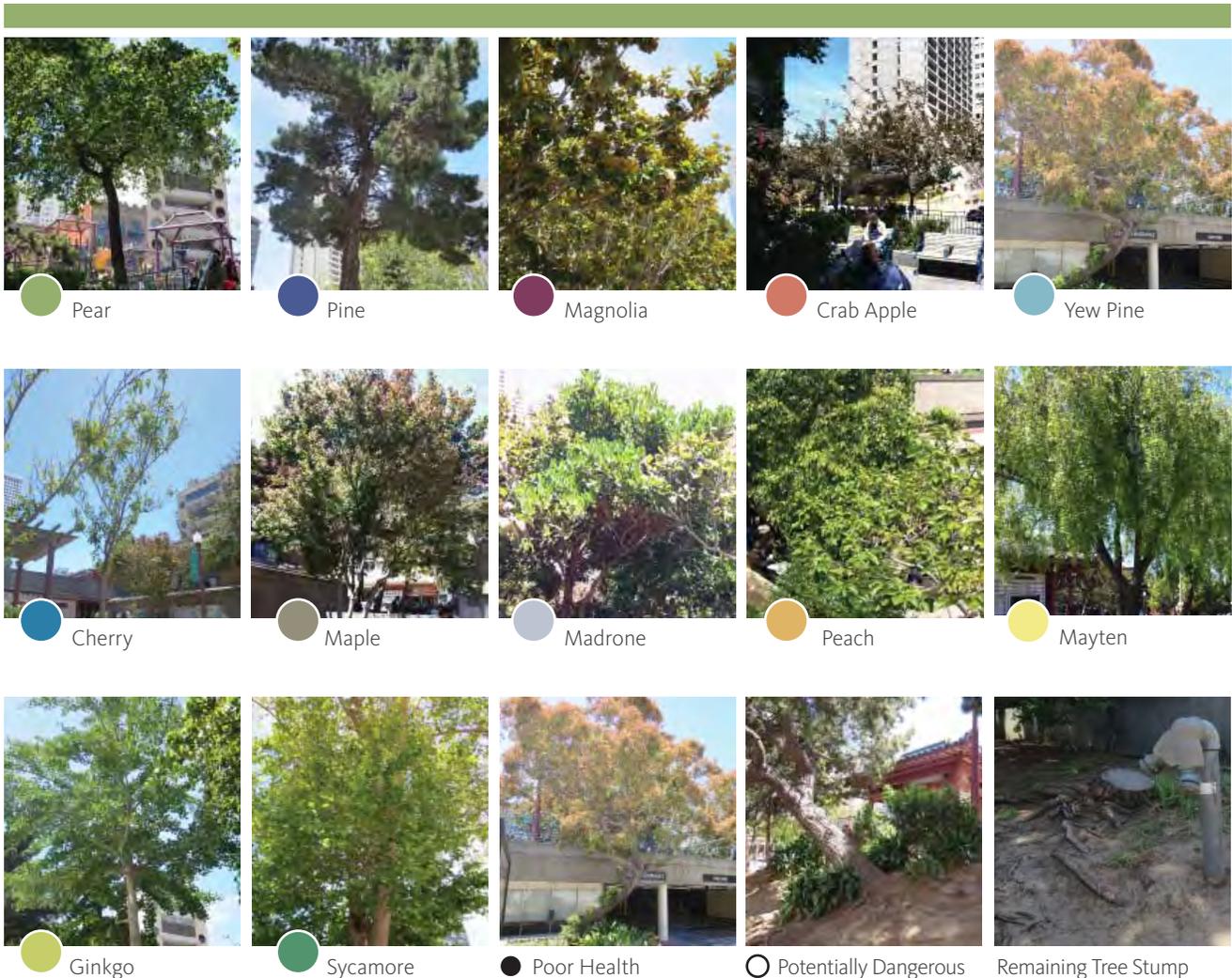
Some trees were observed to display signs of poor health or growing in potentially dangerous situations along pedestrian spaces. Tree roots can be seen above the soil surface and there are visible signs of trees being removed from the site with stumps remaining.

An arborist report may be commissioned as part of the future planning and design of Portsmouth Square to confirm tree health, identify any corrective actions required, and confirm anticipated lifespan issues of current tree planting.

The future tree selection criteria may include evaluation criteria including:

- potential impacts of climate change on the lifespan and longevity of chosen species,
- consistency with San Francisco's Urban Forest Plan,
- culturally atruned species selection to reflect the heritage of Chinatown, and,
- visual and growth characteristics in high-sue urban situation.

*(Source: field observation)*



## TREE TYPES



# Understory Vegetation

Understory vegetation has the ability to shape space and add visual, textural, seasonal and color interest and vibrancy to the public realm. Portsmouth Square is contained by raised planters built on all four street edges, creating a green wall for the park. Due to high usage, lack of maintenance and limited sunlight, plants on the north edge, and part of the south edge, are in poor health. In those areas, ground cover is limited to small clusters, leaving a large portion of the planters as bare soil.

The same situation is observed inside the Square. Bare soil can be seen frequently, and is evidence that the Square is heavily used. In addition, users of the Square are indiscriminant in their use of space, and, debris, garbage and cigarettes without depositing these items in the trash cans provided.

Lawn is located in the most sunny spots on the upper level and is much better maintained. Although people step onto the green areas and put chairs on them occasionally, the lawn appears to handle the daily usage.

Future planning and design of the Square should consider selection of species that are more reliable in high usage urban conditions, and, should consider the maintenance regime required to maintain adequate plant health.

*(Source: field observation)*



■ Lawn

■ Shrubs / Ground Cover

■ Ground Cover (Sparse)

■ Bare Soil

## UNDERSTORY VEGETATION ZONES



# Pedestrian Pavement

The Pedestrian Pavement materials used throughout Portsmouth Square are typical of projects of the era of construction. Issues typical of materials of this age were observed, and include:

- Staining caused by liquid spills including grease and oil,
- Chewing Gum spot staining,
- Loss of fidelity of surfaces including periodic pitting, and,
- minor cracking and breakage, especially around paving joints and material changes.

A detailed review of the construction drawings and methodology was not completed as part of this study, however, as there is a comparatively rigid substructure, the pedestrian pavement within Portsmouth Square shows few, if any, signs of differential settlement which would produce trip hazards.

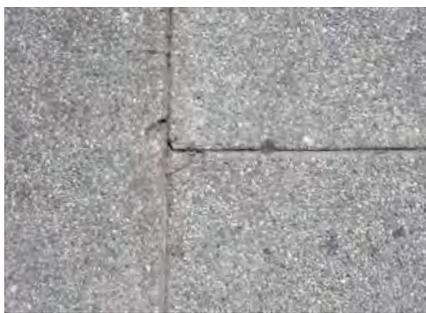
The majority of pedestrian areas in Portsmouth Square are finished in exposed aggregate concrete. Decorative granite bands are installed at key locations to reinforce significant circulation zones and add visual interest and diversity to the material and color / texture palette of the paving.

The play area is composed of rubber and sand, and is soft and resilient, and the consultant assumes is under a maintenance contract from the supplier.

Voluntary weeds have grown in the paving joints periodically, resulting in an uneven surface and potential trip hazard.

The future planning and design project may consider integrating sidewalk improvements and to all four sides of Portsmouth Square, particularly if it can alleviate issues associated with differential settlement.

*(Source: field observation)*



Concrete with Exposed Aggregate Finishes



Natural Color Concrete



Granite Band



Rubber

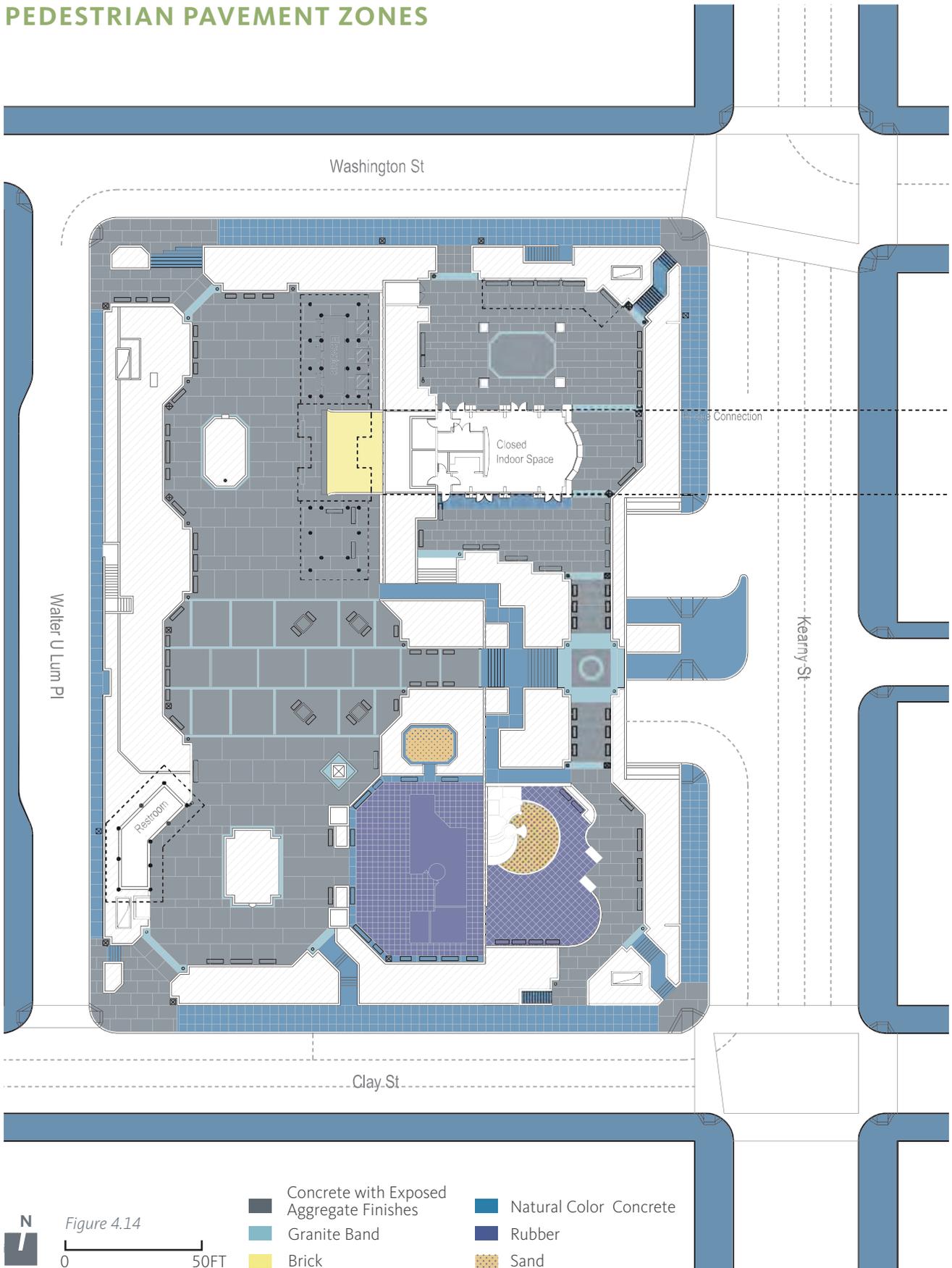


Brick



Sand

## PEDESTRIAN PAVEMENT ZONES



# Signage

Signage is located throughout the Square, on both the upper level and the lower levels. Sign types include;

- City park rules and regulations, which predominantly include:
  - “Please do not feed pigeons”, and,
  - “Smoking prohibited in City parks and recreation areas”
- Wayfinding markers or banners, largely consisting of
  - restroom signs,
  - elevator signs and,
  - banners for the Chinese Cultural Center.
- Advertising signage. Besides the City sanctioned signage attached to street lights, there is informal signage including;
  - photos on the clubhouse’s windows and,
  - temporary signs set up by local protesters daily.

Community Outreach participants identified a desire for increased wayfinding signage from Portsmouth Square into the Chinatown Neighborhood, and this need should be further studied in subsequent phases of the project.

*(Source: field observation)*



**R** Park Rules

**W** Wayfinding

**A** Advertisement

## SIGNAGE TYPES



# Lighting

There are four kinds of poles and light fixtures on Portsmouth Square and the vicinity, including:

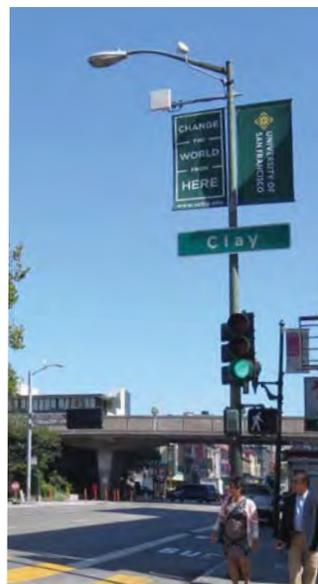
- Historically themed acorn fixtures which are used throughout Portsmouth Square to light pedestrian areas,
- City standard street luminaire / cobra heads to which street signs are affixed,
- More traditional luminaire / cobra head street lights near intersections on Kearney Street and,
- Unique Themed Chinatown posts on Washington Street near Kearney Street.

The poles range in color (galvanized metal, dark red, green, and faded colors), heights, and mounting configurations. Some light poles have park rules and regulations affixed to them.

Light levels were not measured for the purposes of this study. Future studies should determine if lighting is sufficient for the park and whether a more uniform fixture would increase the unification of design of the public realm. The opportunity exists to establish a flexible smart-pole based approach that could support banners, safety and decorative lighting, signage and street controls and reduce the number of impediments to circulation in the public realm.

Additionally, a Chinatown lighting strategy may be considered in collaboration with planned park and alleyway upgrades.

*(Source: field observation)*



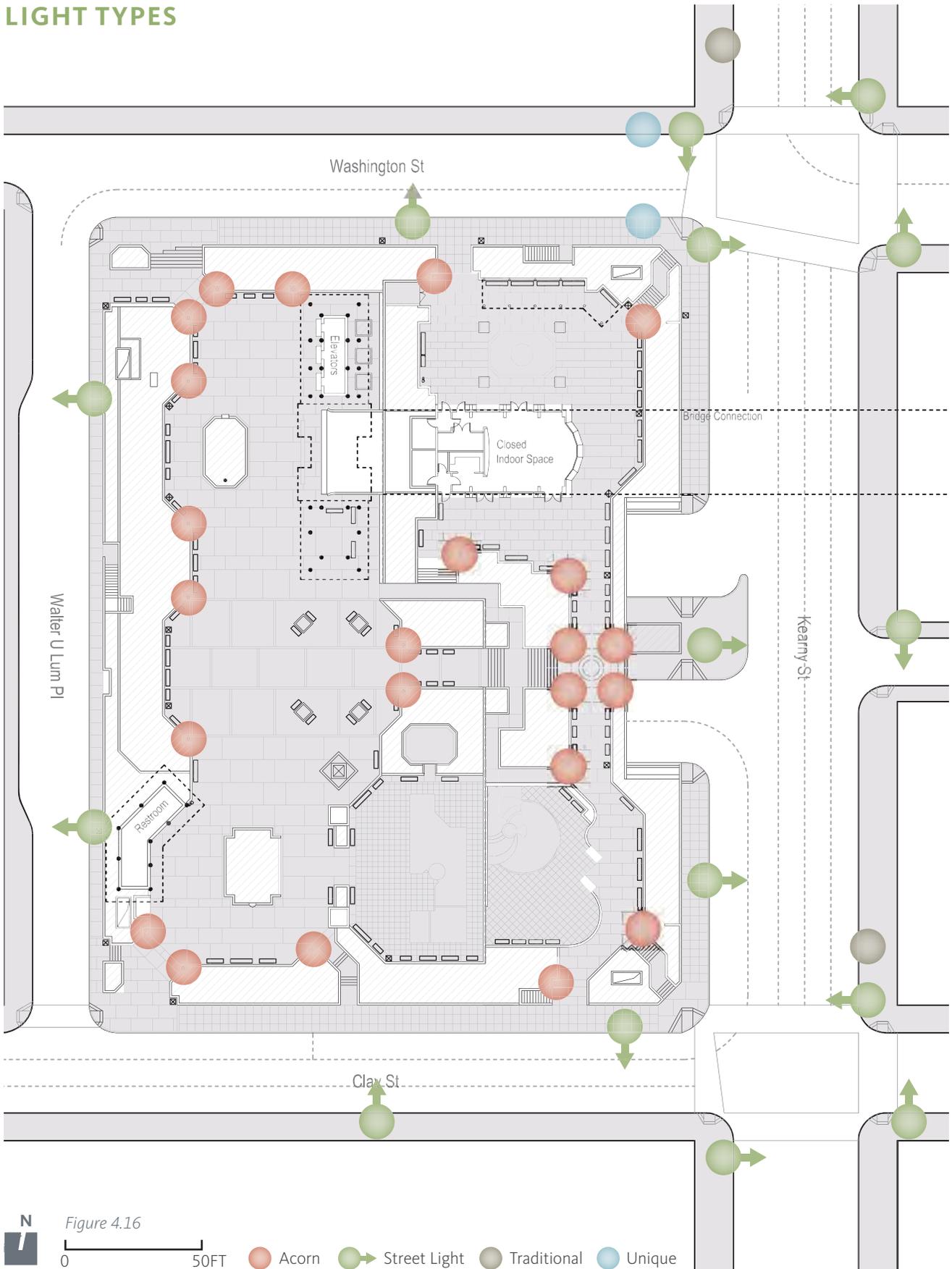
● Acorn

● Street Light

● Traditional

● Unique

# LIGHT TYPES



# Site Furnishings

There are three primary types of benches on the site, ranging from four-feet long with two seats, six-feet long with two seats, to eight-feet long with three seats. Benches are composed of wood and metal, and most have a back and intermediate arm supports. Some people use the benches as a resting place, to read newspapers or watch passers-by; others use them as a gathering place to play card games. It is also observed that some seats are occupied by people sleeping and loitering. Some people sit on retaining walls to get more space and avoid the benches where people have been sleeping.

There are no furnishings that support seating on the perimeter of the Square and along the adjacent sidewalks. As a result, people sit on the retaining walls.

Standard city concrete trash cans are distributed evenly in and around the park with two larger trash collection areas. Two drinking fountains are also found on the site, one on the lower level and one on the upper level, both being used by park users. Pigeons have been seen standing on the fountains and the upper level fountain occasionally leaks water.

Fences and handrails throughout the site are painted metal and in generally good condition.

*(Source: field observation)*



■ Typical Bench



■ Trash Can



● Drinking Fountain



■ Retaining Wall

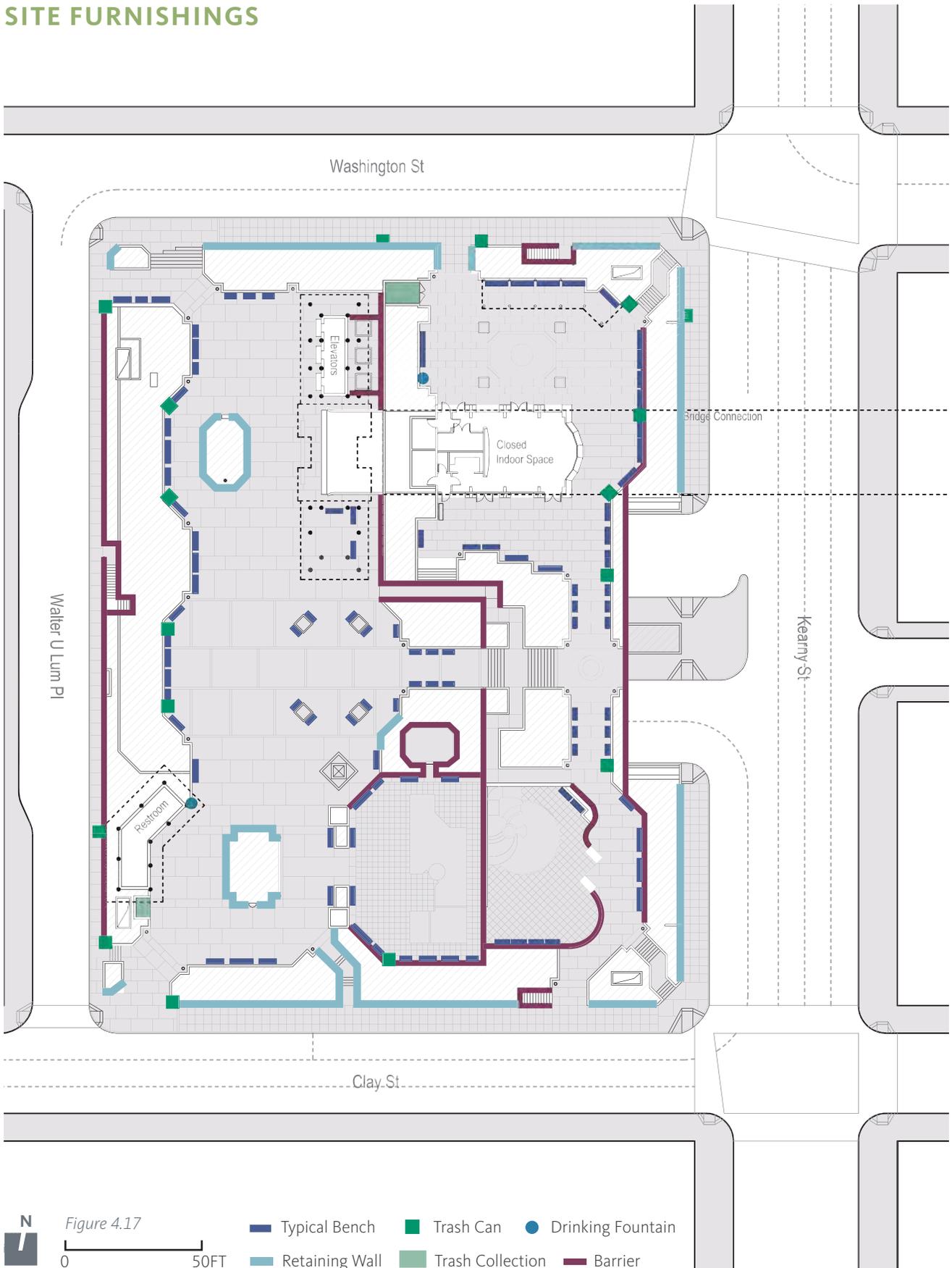


■ Trash Collection

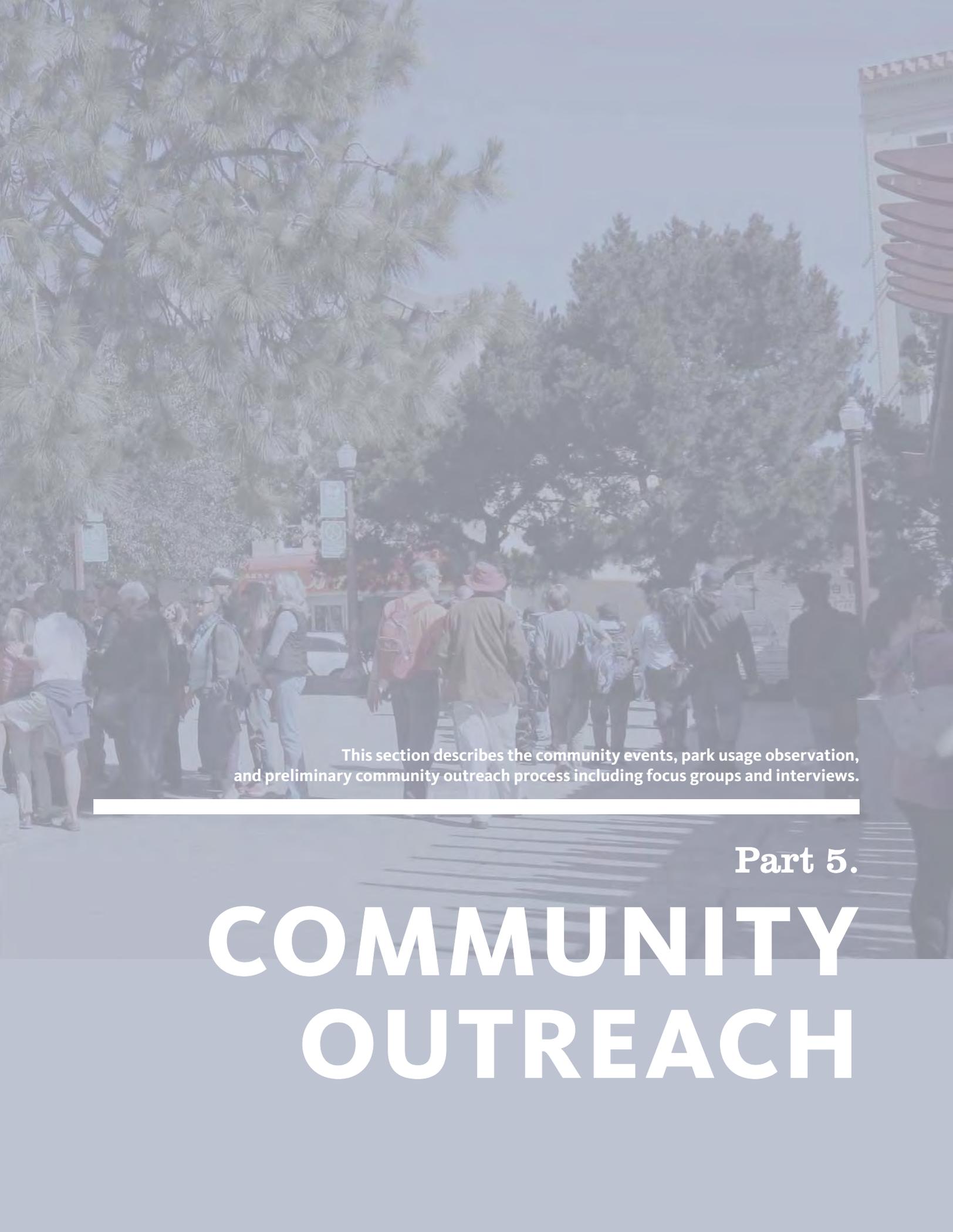


■ Fence

## SITE FURNISHINGS







This section describes the community events, park usage observation, and preliminary community outreach process including focus groups and interviews.

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Part 5.

# COMMUNITY OUTREACH

# Weekday Park Usage Observation

Park usage observation was conducted on a weekday in early July 2014 with one activity scan done every two hours from 7:00 AM until 9:00 PM. For each scan, park users are mapped according to their location as shown below in the Usage Observation Zones. Refer to Appendix E for original mapping and user scans.

Peak Usage occurred in the early afternoon, and it is estimated there were almost 500 people in Portsmouth Square at that moment.

Due to the high level of pedestrian traffic and dynamic conditions of movement and congregation, the figure to the right presents a synthesis of use observation mapping for the surveyed day. Darker clusters of occupancy indicate areas where congregation occurred, typically the edges of the Upper Plaza and seating zones. Lighter areas of occupancy indicate

zones of movement through Portsmouth Square.

Time of occupancy, area of occupancy and activities are analyzed and documented on the following pages. Information regarding age and race was collected based on observation. For purpose of this study, eight observation zones were established to identify park uses per given quadrant or zone of Portsmouth Square.

*(Source: field observation)*

## USAGE OBSERVATION ZONES

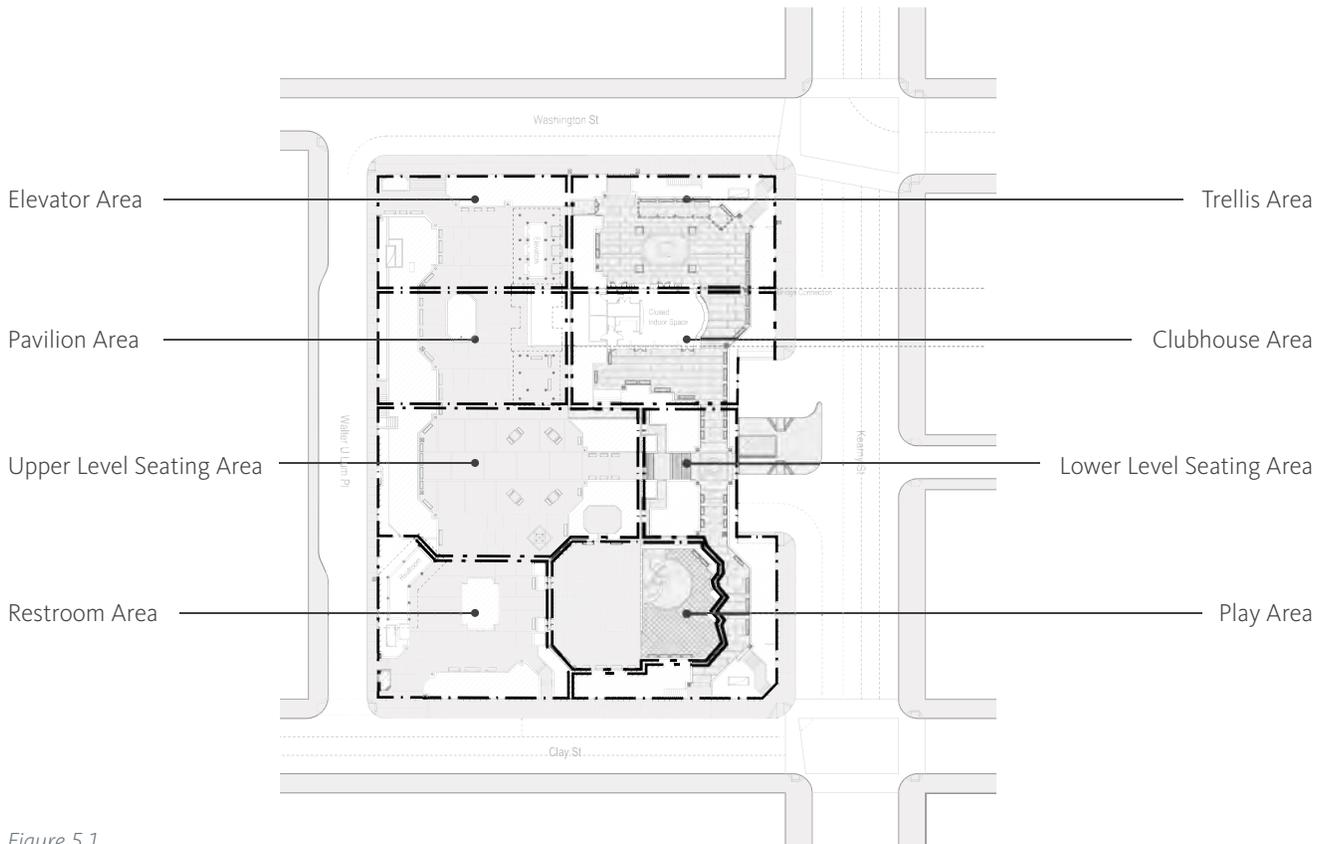
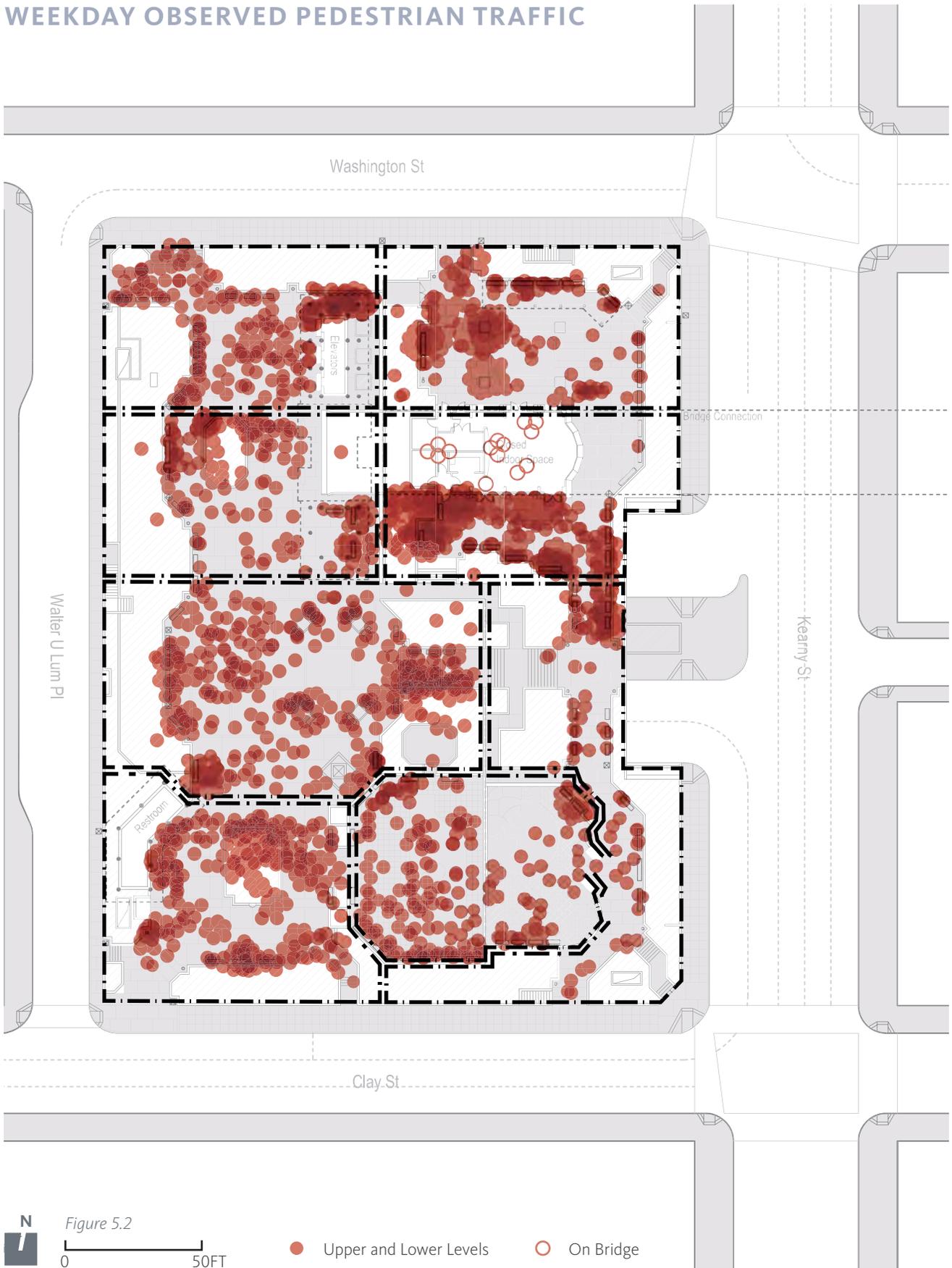


Figure 5.1

# WEEKDAY OBSERVED PEDESTRIAN TRAFFIC



# Weekday Activity Observation

In order to document activities for the majority of people using the Square, activity categories were established. These categories include:

- sitting/watching,
- eating/drinking,
- reading,
- waiting/standing,
- board-game playing,
- cards playing,
- exercising,
- touring, and,
- passing/walking.

Three nuisances also observed:

- smoking, loitering, and other (such as pigeon feeding, littering and urinating).

**Activities at Portsmouth Square:** The predominant observed activity in Portsmouth Square at the time of the Observations is Card Playing, which accounted for almost 50% of all observations. Card players tended to gather in groups of four to ten people. The groups also aggregated together,

creating larger clusters of 20 to 50 or more. In comparison, individual or more passive activities, such as sitting and eating or reading were infrequent.

The upper level children’s play area is heavily used by children under the supervision of their parents or grandparents. The lower level play area is more frequently used by seniors who were observed playing cards or board-games and exercising.

**Location Preferences:** card players tended to cluster in shaded locations, including the lower level near the clubhouse, upper level under the pavilion and trees, along the restrooms’ walls, and abutting the fence on Walter U. Lum Place, in front of the Empress of China building.

Exercise groups occupied the larger spaces of the Square at given time periods throughout each day. For example, a Tai Chi group in the morning and a Dance Group in the evening, both about twenty people in size, use the large open spaces on the upper level at specific times.

Smaller groups use the play areas for stretching and the trellis area open space for running laps. The same trellis area becomes a gathering place for the chess players at other times.

*(Source: field observation)*



Sitting/Watching



Eating/Drinking



Reading



Waiting/Standing



Boardgames Playing



Cards Playing



Exercising/Playing



Touring



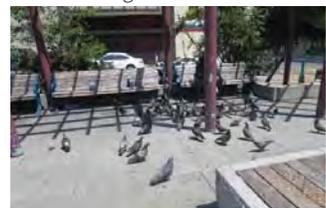
Walking



Smoking

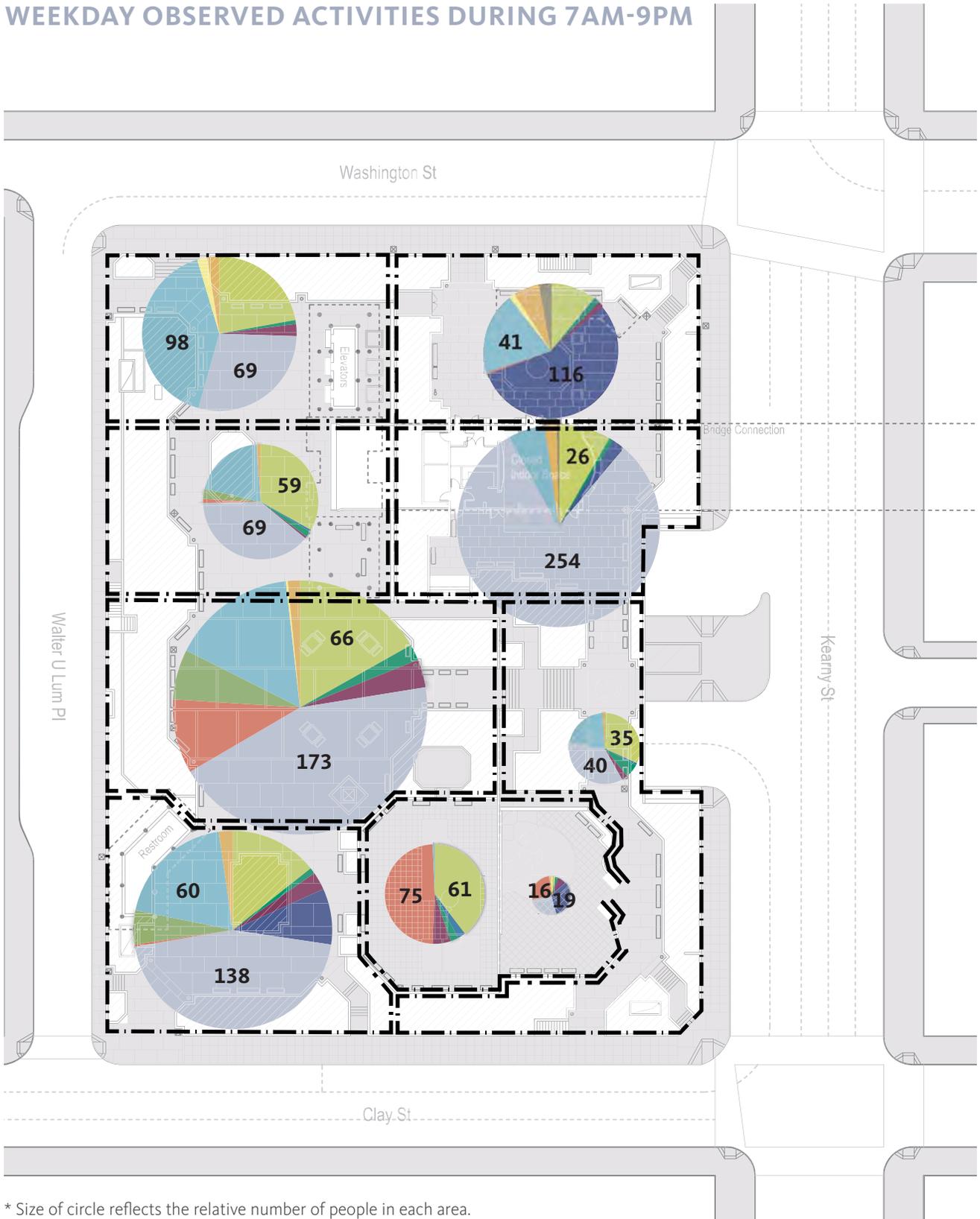


Loitering



Other Nuisances

## WEEKDAY OBSERVED ACTIVITIES DURING 7AM-9PM



\* Size of circle reflects the relative number of people in each area.



# Weekday Occupancy

Portsmouth Square is used throughout the day. The average observed occupancy for the Square totalled almost 280 people. Users of the Square began early (73 in the morning scan) and peak usage occurred in the early afternoon with almost 500 people in the Square. These people were observed either using or transiting the Square.

**Users of the Square:** apart from card-players, users of the Square include seniors in the early morning coming to exercise, groups of runners, a Tai Chi group, a dancing group, families with children, cards players, chess players, tourists, the homeless and casual wanderers.

**Transit through the Square:** a large volume of foot traffic is experienced on the Square, especially near the elevator area and on the upper level. At any time, the number of park users changes greatly, partly because a park users tend to come and go in groups, which caused issues with the fidelity of observational data gathered. It is anticipated that the pedestrian movement through the Square may reflect the role the garage plays as an anchor for a more dispersed community accessing Chinatown.

**Peak Usage:** Portsmouth Square is most heavily used between 1:00PM and 5:00PM. This corresponds to the highest levels of solar access to the Square as previously described.

**Preferred Locations in Portsmouth Square:** the upper level seating area, the clubhouse area, and the area immediately around the restrooms were observed as the most intensively used areas of the Square.

**Least Preferred Locations in Portsmouth Square:** the lower level seating area and the pavilion area have the least number of recorded users. During the activity scan, no people were using or occupying the clubhouse or the space beneath the pedestrian bridge, and a few people passing on the bridge.

(Source: field observation)

## USAGE OBSERVATION SAMPLE TEMPLATE

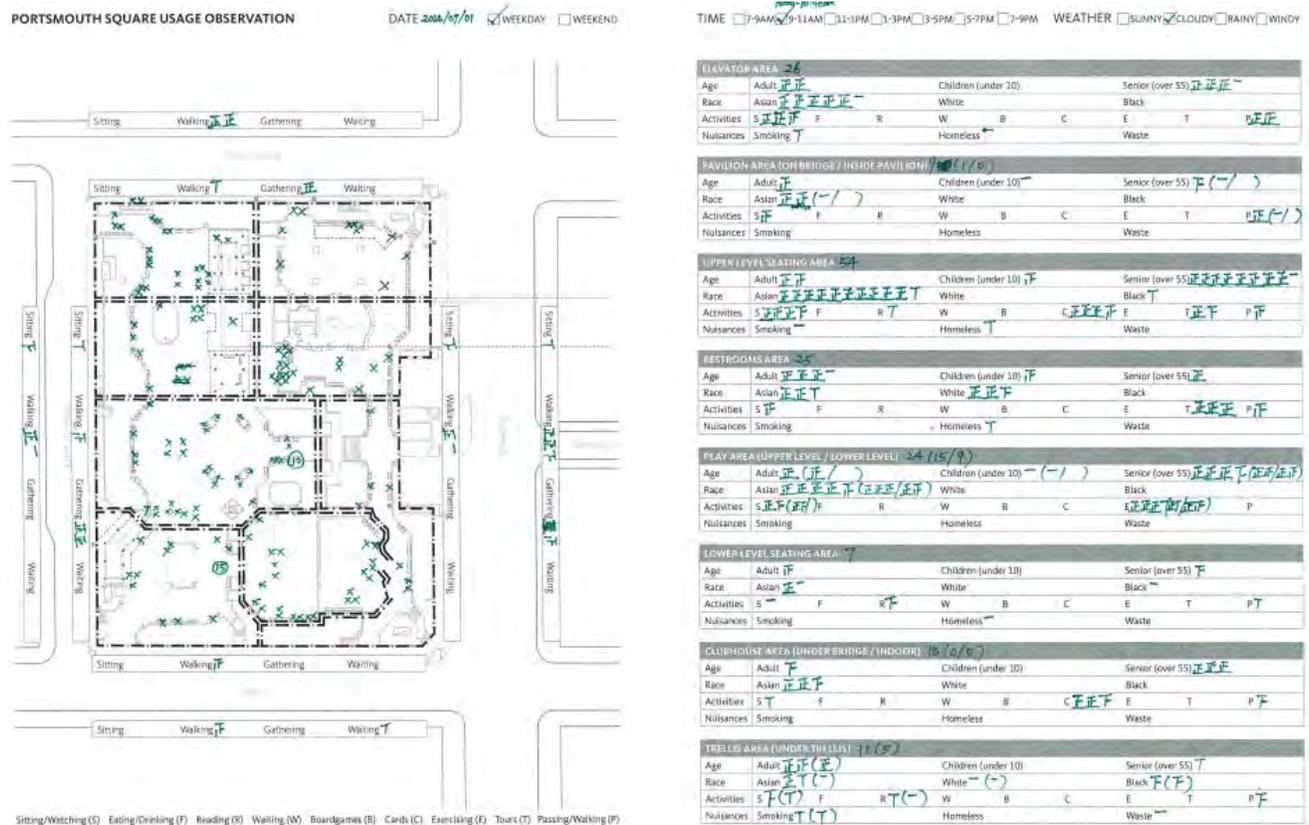


Figure 5.4

### WEEKDAY TIME OF OCCUPANCY

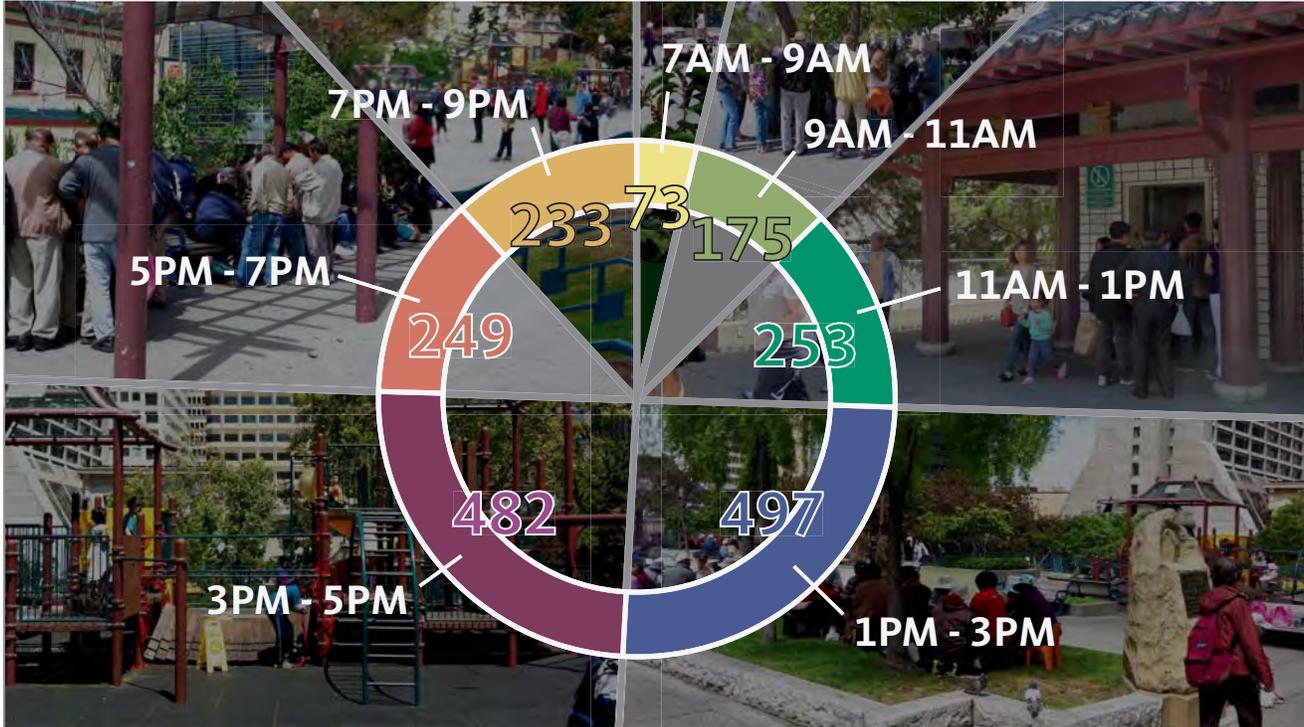


Figure 5.5

### WEEKDAY AREA OF OCCUPANCY

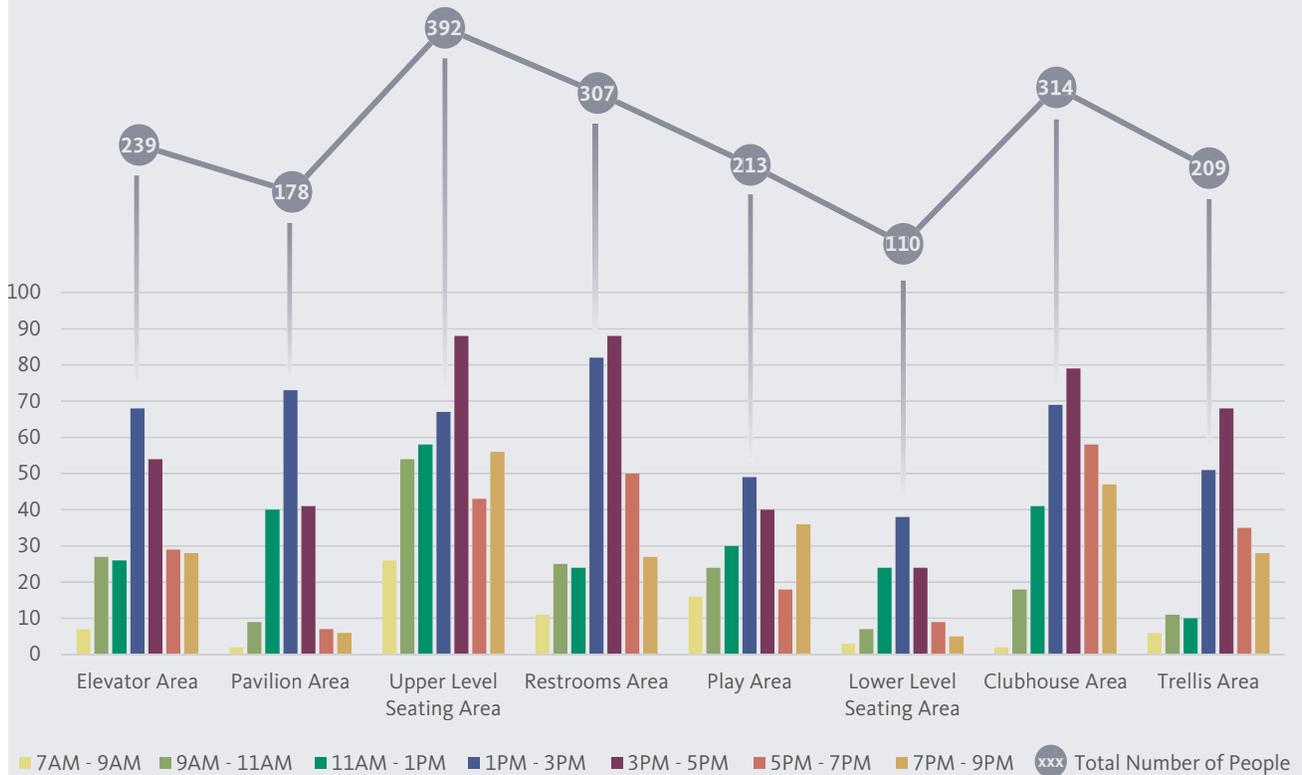


Figure 5.6

# Weekend Observation Findings

A weekend observation of Portsmouth Square using the same method described for the Weekday Observations was conducted in November 2014. Variables included;

- Closure of Restrooms including temporary barricading, and.
- Shorter daylight range for the day.

**Activities at Portsmouth Square:** The predominant observed activity in Portsmouth Square at the time of the Observations was Card Playing, which suggests it is a year-round and week-long activity that will need to be accommodated in Chinatown. Other activities generally reflected those observed during the summer.

**Location Preferences:** card players continued to cluster in locations where seating was available at the edges of the main spaces of the Square.

**Users of the Square:** apart from card-players, users of the Square included a similar profile to that observed during the weekday observations, and included morning exercise groups,

families with children, cards and chess players, tourists, the homeless and casual wanderers.

The 5:00 PM to 9:00 PM scan observed a number of organized dance events that were both enjoyed and / or observed by users, including square dancing.

**Weekend Transit through the Square:** those transiting the Square appeared to be accessing Chinatown for the evening opportunities it affords, however, numbers were less than those observed during the summer scan.

**Weekend Peak Usage:** confirmed the afternoons as a peak period, however, during this scan, the duration of the peak was shorter due we believe to an earlier sunset.

**Weekend Activity Locations in Portsmouth Square:** the locations preferred during the summer were replicated, however, the consultant believes this data is unreliable as the bathrooms were closed.

*(Source: field observation)*



Tai Chi in the morning



Square Dancing at night

# WEEKEND OBSERVED PEDESTRIAN TRAFFIC

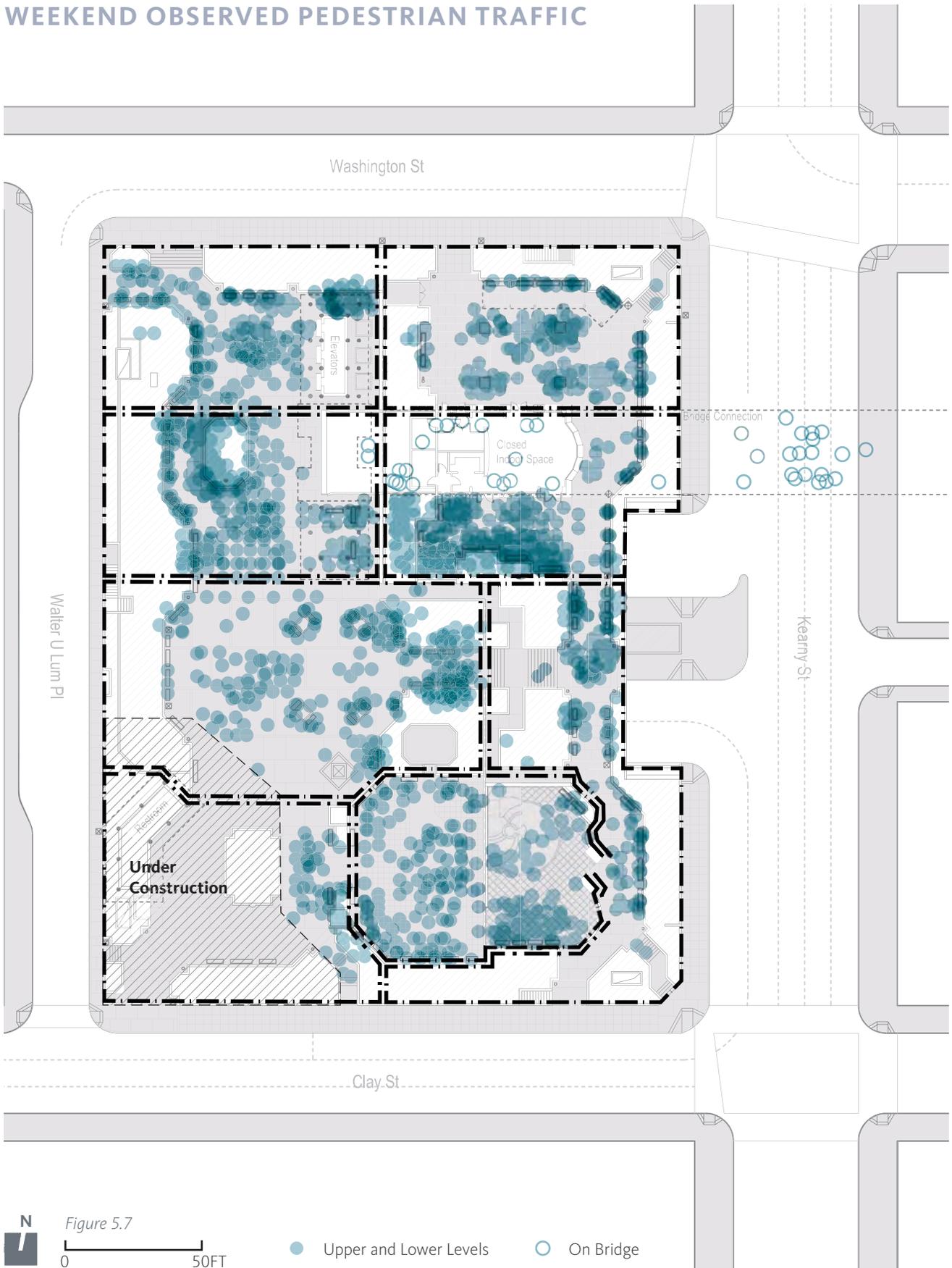
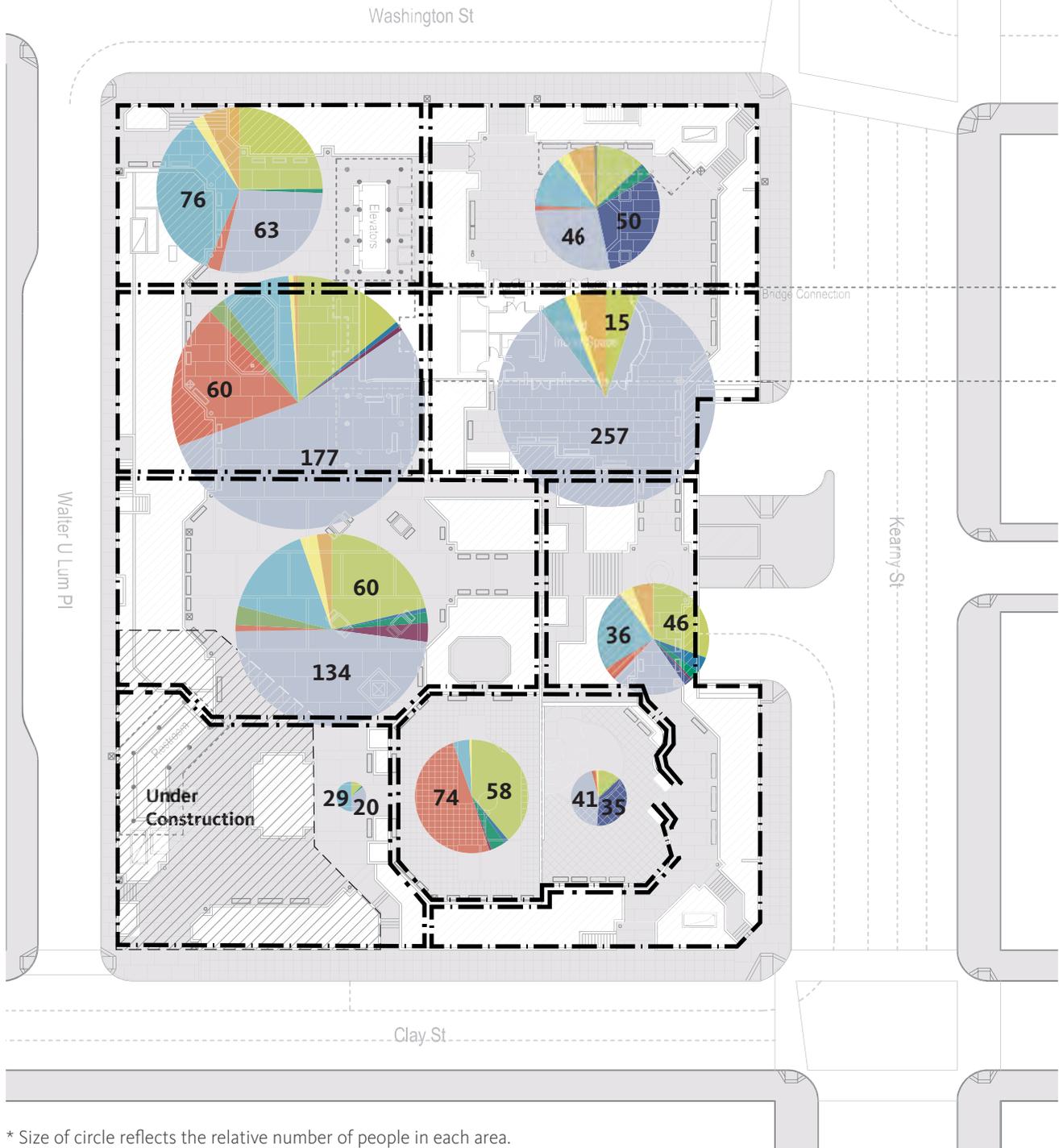


Figure 5.7

0 50FT

- Upper and Lower Levels
- On Bridge

## WEEKEND OBSERVED ACTIVITIES DURING 7AM-9PM



\* Size of circle reflects the relative number of people in each area.

Figure 5.8



### WEEKEND TIME OF OCCUPANCY

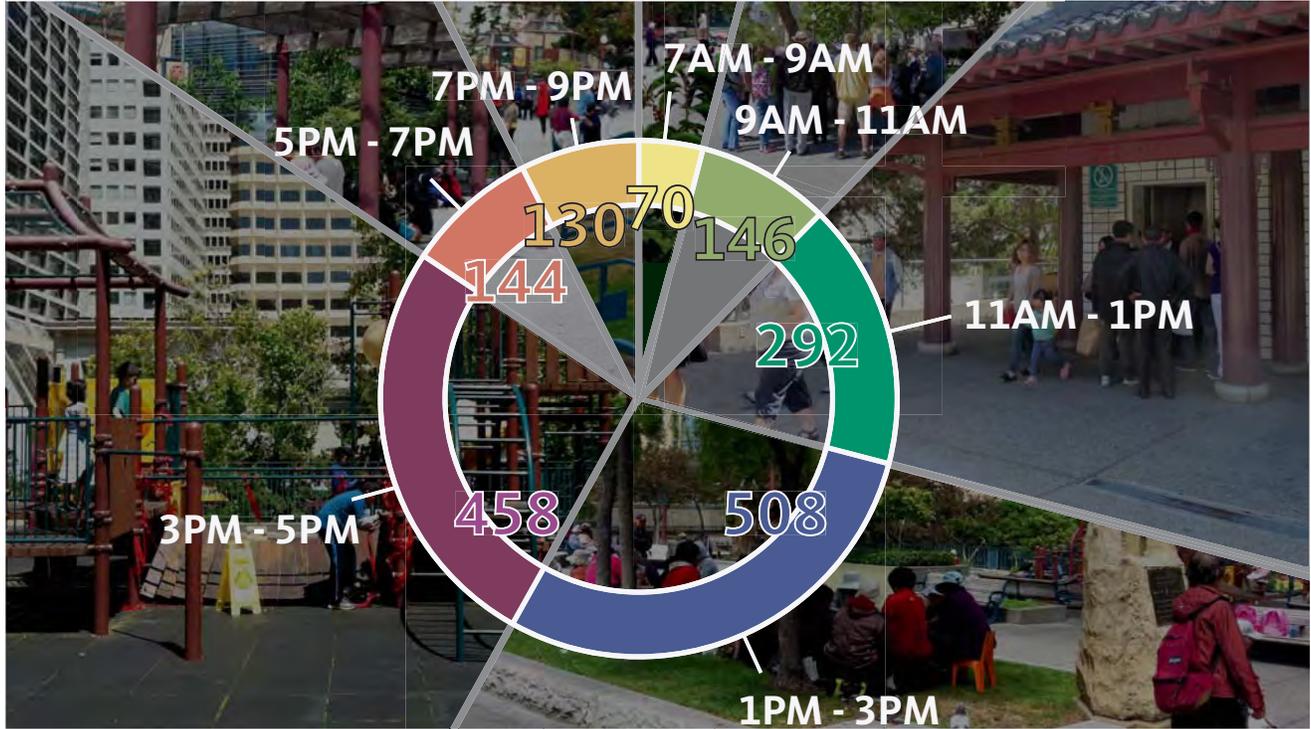


Figure 5.9

### WEEKEND AREA OF OCCUPANCY

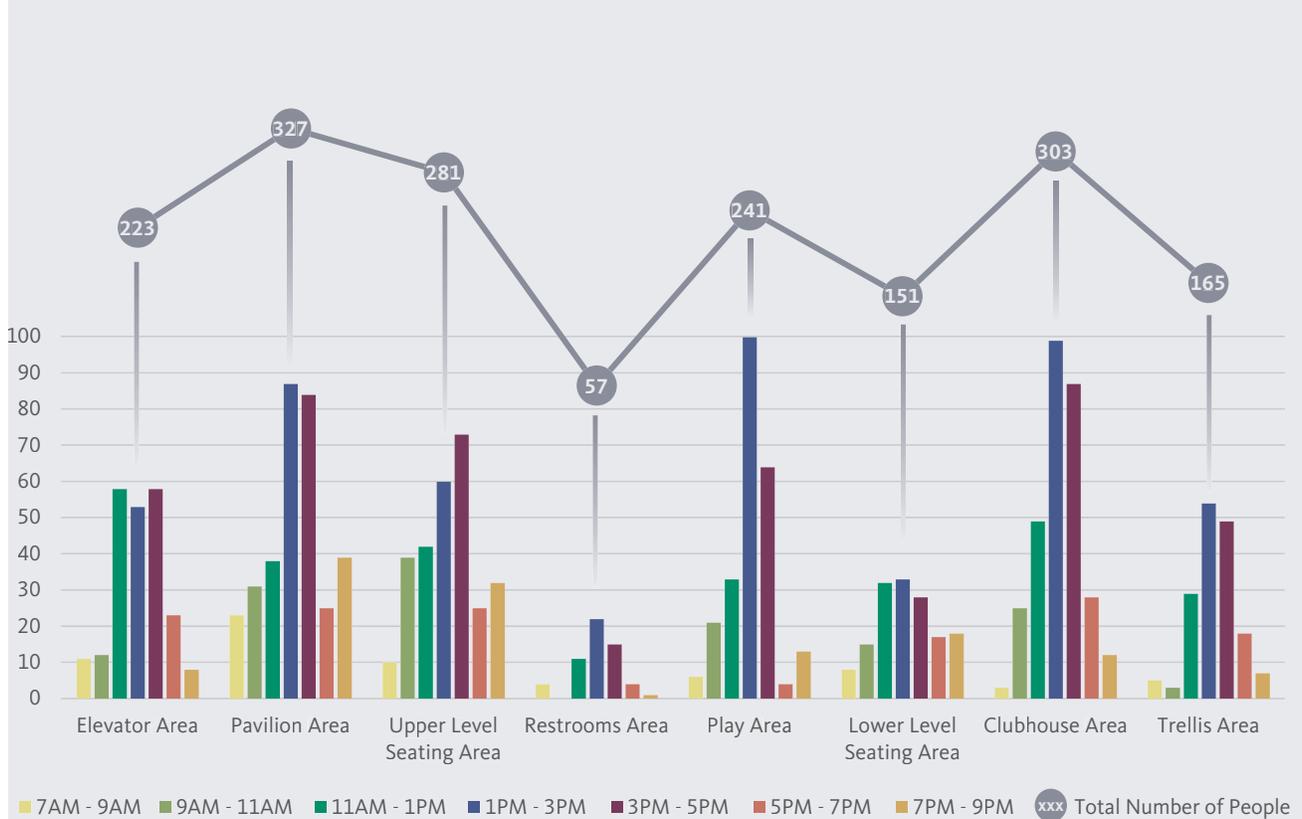


Figure 5.10

# Bridge Usage

In order to confirm levels of usage of the Pedestrian Bridge, a GoPro Camera was set-up at the Empress of China Restaurant on the west side of Portsmouth Square, from August 15th through August 18th. It recorded activity in part of Portsmouth Square and on the Pedestrian Bridge on a 60-second stop motion capture. Over this weekend, the Annual Chinatown Music Festival and Ping Pong Festival events took place in Chinatown.

The time lapse photos were analyzed and pedestrian traffic on the bridge was counted for each ten minute interval between 7:00 AM and 9:00 PM.

The consultant considers the results inconclusive, however, observations are relayed below.

**Linking Events & The Chinese Cultural Center:** during the review of Saturday footage, the day of the Music Festival, pedestrians appeared to be moving across the bridge between Portsmouth Square and the Chinese Cultural Center. These people appear to be both performers and members of the public.

**A Place to Pass Over:** review of the full 4-days of footage tends to indicate the serves its original purpose as a link between the Chinese Cultural Center and Chinatown. Very little stationary activity can be observed, and as such, it is anticipated it has limited value as a passive space.

**Additional Staging Areas:** were observed during the footage review, were the bridge was a relatively private area on which to assemble a dragon team.

**Pedestrian Traffic on the Bridge:** was counted and observed to be approximately proportional to the levels of activity in Portsmouth Square proper. Both weekend and weekday observations of footage recorded approximately 2.5 to 5 % of all users of the public domain moving across the pedestrian bridge.

A more robust study of pedestrian traffic generators in the neighborhood and of the levels of activity on the bridge may be considered as the redesign of Portsmouth Square commences to verify and validate opportunities described herein.

*(Source: field observation)*



GoPro Time Lapse Photo Sample - Saturday August 16th, 9AM

## BRIDGE USAGE: WEEKEND V. WEEKDAY



Saturday August 16th, 11AM



Saturday August 16th, 2PM



Saturday August 16th, 5PM



Monday August 18th, 11AM



Monday August 18th, 2PM



Monday August 18th, 5PM

# Preliminary Community Outreach

Preliminary Community Outreach was conducted by two means with the intent of identifying key issues to consider in future planning and redesign of Portsmouth Square. These included:

- invitation and facilitation of two focus groups, and,
- individual interviews with eleven key stakeholders in the Chinatown community.

The overview and findings are described in the following pages.

## Focus Groups

Two focus groups were organized around thematic lines. The questionnaire used for individual interviews guided these discussions, which can be found in Appendix F.

### Tenant Group

This group included fifteen participants who live near Portsmouth Square. This group of mostly seniors shared their concerns over gambling and smoking, and expressed their desire for reinstatement of community-based programs that had been provided in the clubhouse.

#### Tenant Group Attendees:

Community Tenants Association (CTA)

- Wing Hoo Leung, CTA board
- Qing Zhi Deng
- Pei Juan Zheng
- Wong Chi Chiu
- Ring Hai Lao
- Yu Qin Zeng
- Ben Nong Li
- Sui Yiu Lui
- Guang Juan Tang
- Cai Mei Mei
- Yu Lian Chen
- Guo He Yu
- Shi Long Xu

Community Organizer

- Tammy Hung
- Dixon Li

### Park Group

This group included five participants from diverse backgrounds who are active participants in advocating for park space in Chinatown. Participants included;

- a park supervisor,
- an advocate for open spaces, and,
- a user of Portsmouth Square (& resident of a neighborhood single room occupancy (SRO) hotel).

Strong desires for improved open space was shown, as well as quiet and calming corners.

#### Park Group Attendees:

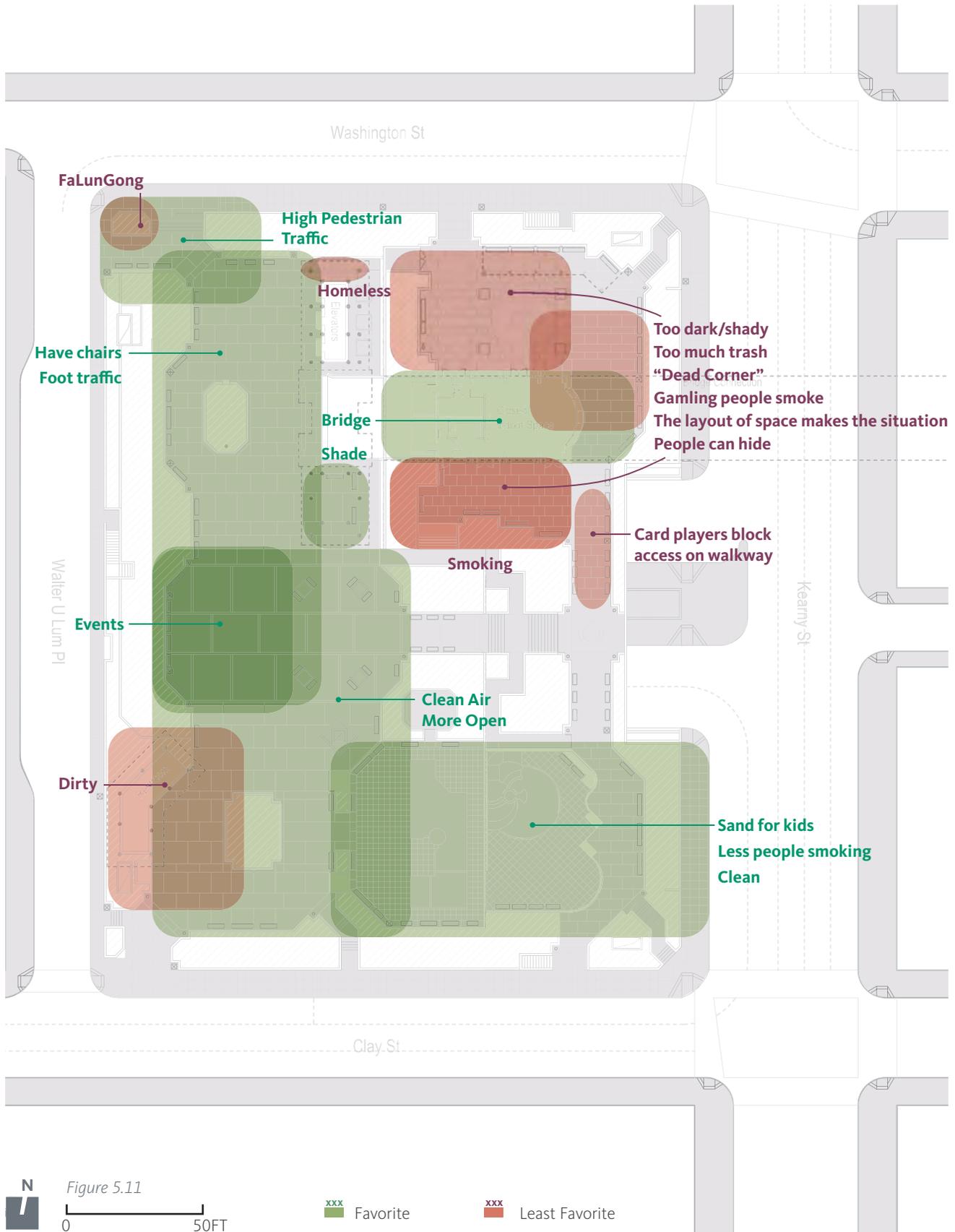
- Phil Chin, Chair, Committee for Better Parks and Recreation in Chinatown (CBPRC)
- Carol Kuong, CBPRC
- Linda Kuang, CBPRC
- Bing Rong Tan, SRO resident
- Cliff Shiong, Park Supervisor, SFRPD

Representatives from Self Help for the Elderly and a neighborhood youth group were absent and were sent questionnaires later in the process. Responses, where available, are included in the Appendices.

- Wendy Lee, CBPRC (Absent)
- Anni Chung, Self Help for the Elderly (Absent)
- Sarah Wan, Community Youth Center (Absent)

*(Source: community outreach)*

## FAVORITE AND LEAST FAVORITE SPOTS - FOCUS GROUP



# Community Outreach Interviews

The project team interviewed eleven people in their preferred language to establish the following:

- Attitudes to the Physical Conditions of Portsmouth Square,
- Attitudes and Assessment of Existing Programs and preferences for new programs to activate Portsmouth Square, and,
- Emotive responses and relationship to Portsmouth Square.

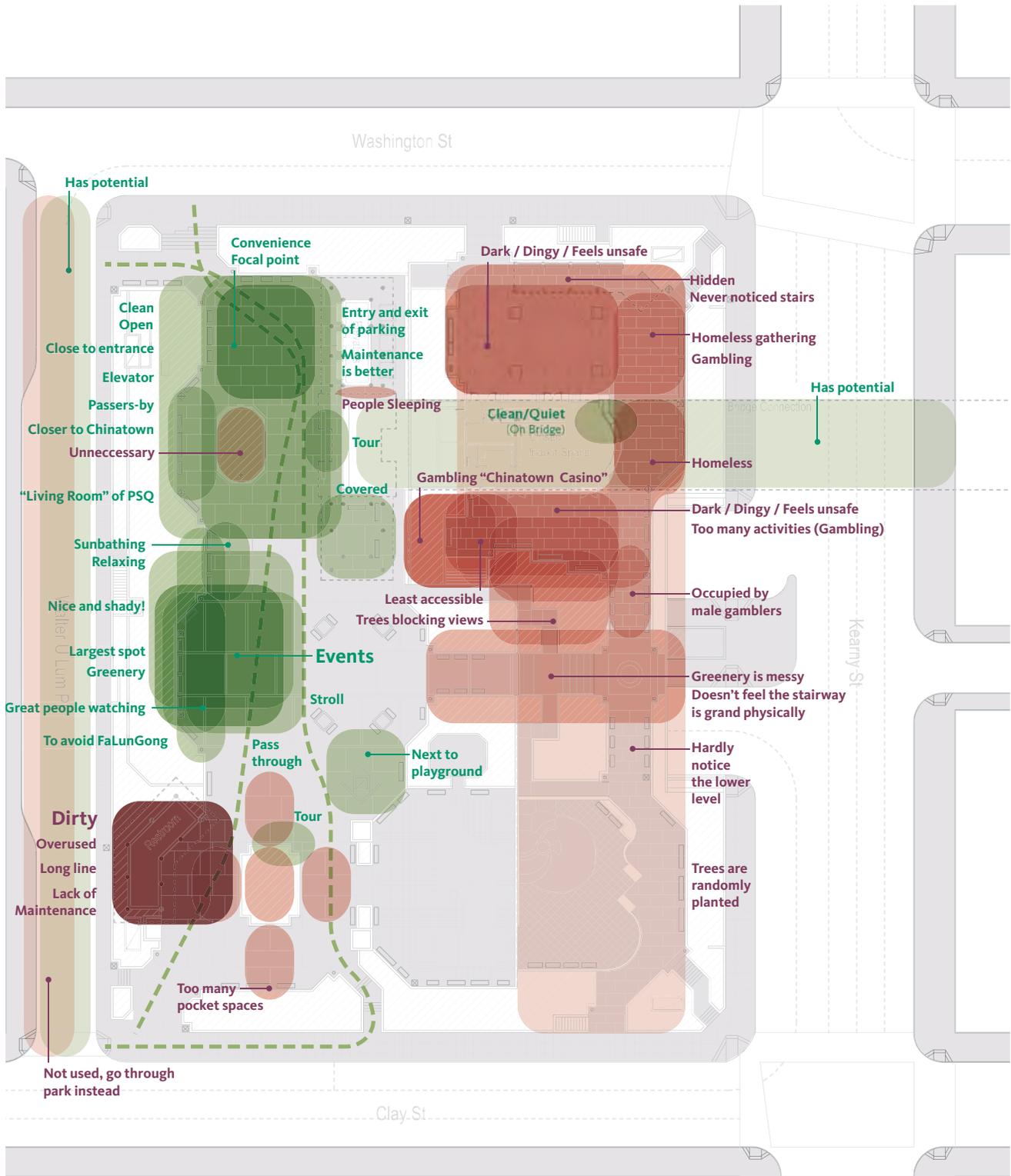
The interviewees were asked about how many years they've been using Portsmouth Square; what they use it for; what they've seen through the years; what they think about accessibility, safety, facilities, programs and activities, etc. Each of them was asked to circle their favorite & least favorite locations in the Square. The following diagram represents an aggregate of interviewees' feedback. Refer to Appendix F for the questionnaire.

## Interview List

- Harvey Louie, office at Empress of China, grew up and active in Chinatown, participated in the last master plan process
- Li Ben Nong, a Chinatown tenant/senior, Lee Family association, Community Tenants Association representative
- I Cafe, Nobo, merchant at Walter U. Lum Place
- Allan Low, land use attorney, San Francisco Recreation & Park Commissioner, Committee for Better Parks and Recreation in Chinatown, grew up in SF/Chinatown, active politically in Chinatown
- Francis Wong, prominent Chinese Am Jazz Musician, cultural consultant for Chinese Culture Center
- Francis Chan, Office of Economic and Workforce Development, Job Squad Chinatown
- Donald Luu, architect, Chinese Chamber of Commerce Board, grew up at Ping Yuen Public Housing and Chinatown
- Tim Ho, Mayor's Office, grew up in Chinatown, former youth organizer and organized Chinatown Alleyway Tour launching from Portsmouth Square
- Charles Chow, active in family association and Chinese Chamber of commerce
- Jade Wu, former Chinatown SRO resident, family live in North Beach, Assembly member Phil Ting aide, active in Chinatown/North Beach open space and community
- Abby Chen, Curator, Chinese Culture Center

*(Source: community outreach)*

## FAVORITE AND LEAST FAVORITE SPOTS - INTERVIEWS



**N** Figure 5.12  
0 50FT

xxx Favorite    xxx Least Favorite    --- Preferred Path

# Community Outreach Findings

The Community Outreach conducted during this study should be considered a preliminary survey and will be confirmed and ratified by a more extensive process as the next steps for re-design of Portsmouth Square develop. The purpose of the 11 interviews and 2 focus groups of 23 people together was to pass a first impression over the function and perceptions of Portsmouth Square, and identify whether there were any key issues that were consistent across the groups consulted.

From the process undertaken, the perception is that Portsmouth Square is heavily used, and as such, it functions in many different ways for different user-groups.

- Visitors and garage-users frequently pass through the Square moving from the garage to their destination,
- Local residents occupy the Square for a range of smaller scale informal activities throughout the day,
- Periodic events (both formal and informal) bring residents and visitors together,
- The Square is used as a staging area for major community events and,
- There is casual use of the Square for recreational activities.

Two primary concerns were expressed across the majority of those consulted, and, these concerns generally correlated with each other.

- There is a perception that the Lower Level of Portsmouth Square and the Pedestrian Bridge are not as heavily used as the rest of the Square and,
- There is widely held concerns over the extent and negative impact of expressed anti-social behaviors including smoking and littering, public urination, and periodically overt gambling.

To better capture all the comments, the project team categorized the feedback into five subjects:

1. A Safe Environment,
2. A Central Community Space,
3. A Healthier Landscape,
4. Infrastructure That Works and,
5. A Rich Activity Program.

*(Source: community outreach)*

## A SAFE ENVIRONMENT

Community outreach identified a number of aspects that could markedly improve perceptions of public safety in the Square, these included:

- ◇ **A Cleaner Portsmouth Square with Better Maintenance and Enforcement**  
To reduce the number of people violating the park rules, community outreach participants suggested additional policing including park rangers, police kiosks or community ambassadors on site.
- ◇ **A Lighter & Brighter Portsmouth Square at Night**  
Current night lighting is not sufficient for activities. Concerns are shared over security, especially near the frequently used elevators.
- ◇ **Improved Wayfinding from Portsmouth Square to the Chinatown Neighborhood**  
The site is regarded as the heart of Chinatown, because of the parking garage, many visitors come to Chinatown through the site. Improved directional signage (and a potential visitor center) would be a valuable addition and establish a potential gateway to Chinatown.

## A CENTRAL COMMUNITY SPACE

The community identified a number of potential design elements that are considered desirable to improve the function and perception of Portsmouth Square, including:

- ◇ **A More Open Portsmouth Square**  
The current site design divides the park into multiple spaces that support segregated uses by different groups, and causes division and lack of perception of safety. The groups interviewed would like to re-connect the spaces into one larger open area, either plaza or park.
- ◇ **A More Connected Portsmouth Square**  
The lower level is infrequently used by the community due to the lack of visibility in and out - and they desire more connections across the full extent of the Square to help unify it and enhance safety.
- ◇ **An Indoor Alternative on Portsmouth Square**  
Many seniors expressed their desire to have an indoor community space to avoid adverse weather and an expanded community center may support increased provision of community programs at the Square.

## A HEALTHIER LANDSCAPE

The community identified the following potential improvements to the landscape elements of Portsmouth Square:

- ◇ **Healthier and More Appropriate Trees & Plants**  
Trees were a subject around which consensus was difficult to identify, with some participants wanting more for shade while others wanted more transparency. Common feedback is that the existing trees lack maintenance and need to be trimmed better.
- ◇ **More Transparency to the Streets Surrounding Portsmouth Square**  
Planters were identified as being problematic on a number of issues including over-crowding, lack of maintenance, trash and general decline of the planters. Greater connectivity between surrounding sidewalks and the Square may address community concerns.

## INFRASTRUCTURE THAT WORKS

The Community identified potential improvements which may be considered during subsequent design phases for Portsmouth Square, including:

- ◇ **A More Connected / Better Used Bridge**  
The bridge is considered underutilized. Interviewees expressed their ideas, which included greater programming of the bridge similar to the Highline in New York, potentially including community gardens or cultural exhibition spaces.
- ◇ **Integrating Walter U. Lum Place with Portsmouth Square**  
The fence along Walter U. Lum Place creates a barrier between the alley and the square. There may be an opportunity to better integrate the two spaces and provide more public space opportunities.
- ◇ **Increased Pedestrian and Vehicular Safety Surrounding Portsmouth Square**  
The garage queuing design has conflicts with vehicular traffic on Kearny Street, and is dangerous for pedestrians crossing with queuing traffic on all street sides of Portsmouth Square. The circulation associated with the garage may be re-designed to reduce collisions and enhance safety.

## A RICH ACTIVITY PROGRAM

The community identified three themes for future design exploration relating to the ongoing and new programming of Portsmouth Square, including:

- ◇ **More Active Programs and Managed/Organized Activities**  
After the close of the clubhouse, seniors feel that there's a lack of active programs, such as outdoor fitness, karaoke, or a night market. Better management of activities is also desired so that no one group can entirely occupy one space.
- ◇ **Increased Cultural and Educational Programming**  
More cultural and educational programs, like festivals, should be considered, potentially with a permanent stage and the design for better acoustics.
- ◇ **Exhibition Space - Build an Image of Chinatown**  
A visitor/information center for Chinatown or booths showing routes and directions to neighborhood landmarks, restaurants, and shops were suggested.



## Event Scheduling

Portsmouth Square is the largest open space in Chinatown. As such, it hosts or supports a variety of cultural and social events and festivals each year.

Throughout the Preliminary Community Outreach, the role that Portsmouth Square plays as an anchor for cultural events was frequently identified. In order to verify this role, the Consultant conducted a preliminary review of the calendar schedule to scan the types of events that use Portsmouth Square regularly.

There are many events associated with the Chinese New Year, including the Flower Fair, the Community Street Fair, and the famous Chinatown New Year Parade - one of the world's top ten parades. During these events, the volume of pedestrian traffic in Portsmouth Square increases dramatically.

In the summer, the annual Chinatown Music Festival and Ping Pong Festival are held on the same weekend, attracting people from all over the bay area. Many other large organized events happen throughout the year, as the table on the right shows.

Aside from the large events, Portsmouth Square is regularly used by cultural, political and civic groups. A Better Chinatown Tomorrow, for example, performs weekly in the pavilion on the upper level. Many other events, rallies, protests and press conferences are carried out by spontaneous organically organized groups. Some memorial events are also held near the center of the park.

Future programming and design of Portsmouth Square will need to identify a schedule of both organized, informal and serendipitous events, and a structure to support them which will be flexible and opportunistic.

*(Source: <http://www.sanfranciscochinatown.com/events/index.html> / community outreach; All photos on this page are from the internet)*



## LARGE ORGANIZED EVENTS IN CHINATOWN

Chinese New Year Flower Fair	Late January to Early February (Prior to Spring Festival)
Chinese New Year Parade and Community Fair	Late January to Early February (During Spring Festival)
Adopt-An-Alleyway Youth Project	July
Annual Chinatown Music Festival	August
Annual Ping Pong Festival	August
Chinatown Autumn Moon Festival	September
Annual Walkathon (Portsmouth Square)	October
Night Market	Suspended

Table 5.1



An aerial photograph of a large, lush green park. In the center, there is a large, multi-tiered fountain with water spraying upwards. The park is filled with various types of trees, including tall palm trees and smaller deciduous trees. There are several paths and walkways visible, and some people can be seen walking or sitting on the grass. The overall scene is vibrant and well-maintained.

This Section describes the best practice research of ten comparable international urban spaces, from which two were selected for more detailed case studies. The case studies are presented first, with the remaining eight best practice examples identified afterward.

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Part 6.

# BEST PRACTICES



## Case Study: Union Square, San Francisco

Union Square occupies one city block and is surrounded by vehicular circulation on all sides. It is comparable to Portsmouth Square in a number of aspects:

- 1) Topographic conditions,
- 2) Demographic conditions,
- 3) Comparable history,
- 4) Pioneer of underground parking, and,
- 5) Diversity of park users

Originally designed in 1847, Union Square was renovated between the Years 2000 and 2002, as a result of an open competition with 309 entries from 10 countries and 20 states. The winning entry was entitled “All the Square is a Stage”, sought to transform Union Square from an imposing, seldom used urban space into an open, pedestrian-friendly plaza.

Sitting in the central shopping, hotel, and theater district, Union Square is heavily visited by both locals and tourists. The Union Square Business Improvement District (USBID) covers 27 blocks with 2,980 parcels, which include both public and private ownership with a vast array of retail and hospitality spaces. The USBID helps to enhance and promote the Union Square neighborhood through maintenance and public safety measures, marketing, advocacy, beautification and capital improvement programs. and is funded through a self-assessed tax on the property owners of Union Square that is administered by the City Tax Assessor’s Office through property tax bills. The space can be reserved through the Recreation and Parks Department and can accommodate up to 6,000 people.



OVER GARAGE



ELEV. CHANGE



CONTEXT

**Size: 2.6 acres**

**Year: renovated 2000 - 2002**

**Parking: 985 cars**

**Maintenance: MJM Management Group**

(Source: [http://www.visitunionsquaresf.com/the\\_bid](http://www.visitunionsquaresf.com/the_bid)  
<http://sfrecpark.org/reservablefacility/union-square/>)

- Functions:** “Heart” of the city, event space, gathering space, culture exhibition
- Surrounding Land Use:** High volume of high-class retail and commercial buildings, bordered by large department stores on two sides, luxury hotel on Powell Street
- Circulation:** Vehicular traffic: Post Street, Stockton Street, and Geary Street are one-way streets; Powell Street is two-way  
Most pedestrians come from BART stations to the south
- Entries:** Pedestrian access to park from all four corners, Stockton Street, and Geary Street; garage access on Geary Street and Post Street
- Streetscape:** Buildings are flush against the sidewalk, on-street parking along the sides of the buildings, double-wide sidewalks along side of buildings
- Similarities:** Topographic change, located in San Francisco, significant history, underground parking, street context
- Civic Responses:** More of a destination attraction for the surrounding area/tourists; supports more organized activities and events



### INNOVATION

Located in the center of retail and commercial places, Union Square has become one of the most popular tourists' destinations in San Francisco, and the name expands to the larger area. Being the first underground parking garage in the world, it has transformed from a park into a plaza. The cafe and free wifi also serves as additional amenities and attractions.



### OPERATION

The BID provides cleaning and maintenance, community service ambassadors, additional police patrols, marketing, public affairs and advocacy, streetscape improvements, and capital improvements.



### TRADE-OFF

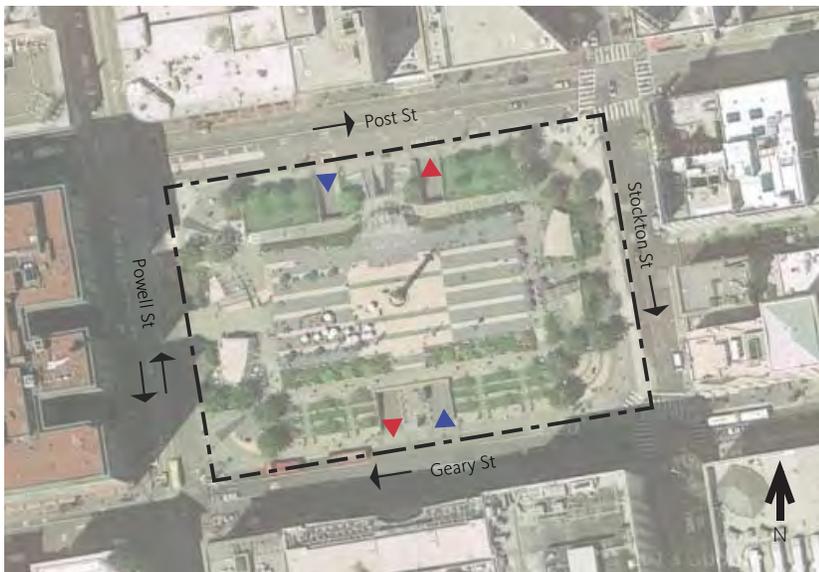
As shown in the most recent annual BID report (FY2012-2013), total funds were \$3,301,779, and total expenses were \$3,141,478, resulting in a net surplus of \$160,301.



### KEY DESIGN ELEMENTS

Union Square has a relatively flexible layout with event space large enough to host many kinds of events in the center and food and beverages to the side. To respond to the topographic challenge, long seats/stairs along Geary Street were designed. They not only provide access to the raised square, but also serve as a unique seating opportunity.

- Food and Beverages / Restaurants
- Courtyard Space / Seating
- Outdoor Entertainment Space
- Public Restroom
- Pedestrian Traffic
- Site Outline



### VEHICULAR ACCESS

All four sides of Union Square are bounded by vehicular traffic. Sidewalk widths range from 8 feet to 12 feet, providing enough space for pedestrian traffic. Ramps are provided for accessibility of people in need. There are two parking garage entrances/exits on Post Street and Geary Street.

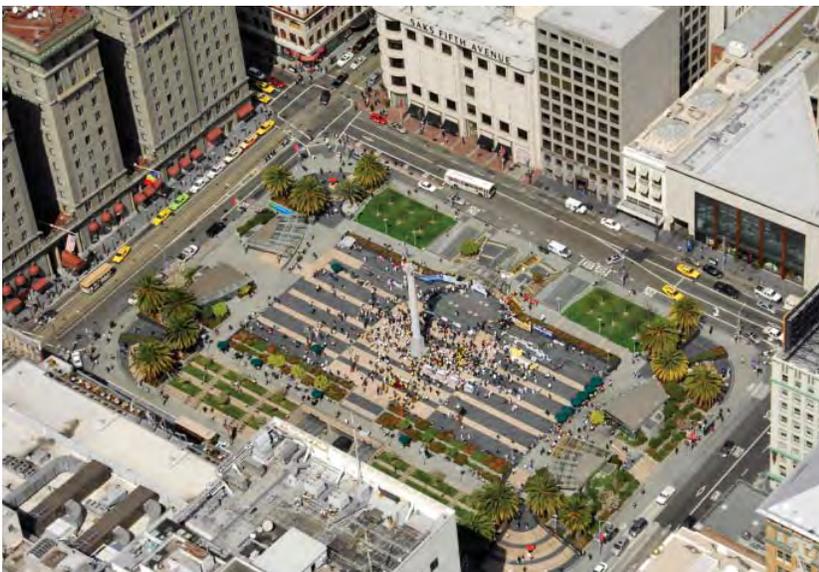
- Parking Entrance
- Parking Exit
- Traffic Flow
- Site Outline



### SURROUNDING LAND USE

Located in the central shopping, hotel, and theater district, the bordering land use is a mix of retail and commercial. One shopping mall occupies the south edge, with a couple of higher-end retail and commercial establishments on the three other sides.

- Retail
- Commercial
- Site Outline



### EVENTS AND CULTURAL EXHIBITIONS

A variety of events can be found including outdoor music and other entertainment, seasonal ice skating and holiday festivities.

Besides the “Victory” sculpture in the middle of the square, sculptures are exhibited in the square.



## Case Study:

# New Taipei City Plaza, Taiwan

New Taipei City, the most populous city in Taiwan, is served by Taiwan High Speed Rail through the Banqiao Station, which is an intermodal station with Taiwan Railways Administration (TRA) and Taipei Metro. The New Taipei Government building sits across the street with the City Plaza in the front. Therefore, the City Plaza becomes one of the first stops for tourists to New Taipei.

New Taipei City Plaza is comparable to Portsmouth Square in a number of aspects:

- 1) Underground parking,
- 2) Diversity of park users,
- 3) Demographic and culture similarity,
- 4) Elevation and level change, and,
- 5) Various events throughout the year

The plaza is located in a very convenient location, and is designed with a beautiful landscape. It carries all kinds of cultural and art exhibition and performances for people to enjoy. Christmas lighting is one of the most popular events with its landmarked Christmas tree; others include job fairs, live performances, arcades, lantern festival, and children's art festival. Its underground plaza features retail stores with a passageway to the Banqiao Station.



OVER GARAGE



ELEV. CHANGE



CULTURE

**Size: 5.8 acres**

**Year: built in 2003**

**Parking: 1,797 cars**

**Maintenance: New Taipei government**

(Source:

<http://kaichingchang.blogspot.tw/2013/03/New-Taipei-City-Plaza.html>

<http://publish.ntpc.gov.tw/guide/history/h02.htm>

<http://honeymay99.pixnet.net/blog/post/88906013>

<http://news.housefun.com.tw/news/article/14728556871.html>

<http://www.taipetimes.com/News/feat/archives/2012/02/03/2003524543>

<http://news.ltn.com.tw/news/local/paper/793655>

<https://www.ptt.cc/bbs/BigBanciao/M.1393708793.A.CDA.html>

[http://www.sec.ntpc.gov.tw/web66/\\_file/1924/upload/22093/Byelaw/byelaw-01.pdf](http://www.sec.ntpc.gov.tw/web66/_file/1924/upload/22093/Byelaw/byelaw-01.pdf)

[http://www.sec.ntpc.gov.tw/web66/\\_file/1924/upload/22093/Byelaw/byelaw-01.pdf](http://www.sec.ntpc.gov.tw/web66/_file/1924/upload/22093/Byelaw/byelaw-01.pdf))

**Functions:** Event space, civic plaza, gathering space, culture exhibition

**Surrounding Land Use:** Located inside the New Banqiao Special area (HOPSCA concept), the plaza is surrounded by (H) hotel and high-density transportation systems, (O) offices and Odeum, (P) parking and park, (S) shopping and skywalk, (C) conference and convention center, and (A) apartments and administration center

**Circulation:** Vehicular traffic: Xianmin Avenue to the north and Xinzhan Street to the east have two way traffic with medians; Xinfu Street to the west has two way traffic with no median. Most pedestrians come from the Banqiao Station and the MegaCity Shopping Mall from underground passageway and pedestrian bridges

**Entries:** Pedestrian access to plaza from all four sides; garage entry on Xinzhan Street to the east, exit on Xinfu Street to the west

**Streetscape:** Wide sidewalks with lines of trees

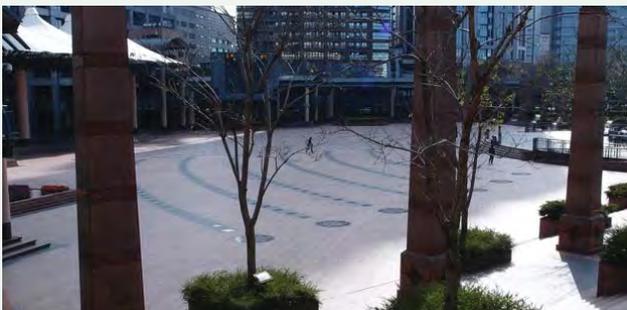
**Similarities:** Landmark, event spaces, underground parking, pedestrian bridges, culture

**Civic Responses:** All events from festivals, cultural, to job fairs are welcomed by citizens



### INNOVATION

With Taiwan's tallest Christmas tree and its LED lights showing different patterns, the City Plaza is popular when there are events. There is also a covered stage near the government building for performances and speeches. The plaza is currently connected with the Banqiao station through underground passageway. New pedestrian bridges on the second floor will further connect this space with the surroundings.



### OPERATION

The plaza, being mostly hardscape in the center, is easy to maintain. Event organizers are expected to clean-up the space after usage. Outside the center of the plaza, people like to sit on benches near the landscape areas.



### TRADE-OFF

Most events are sponsored by civic and governmental agencies as a benefit to the people of Taipei. The plaza is also able to be rented at a rate of around \$1,650 for a three-hour event and \$100 per hour for rehearsal, set-up and clean-up. The facilities like billboards, lighting and sound have additional rental fees. These fees are intended to off-set costs of operations.



### KEY DESIGN ELEMENTS

New Taipei City Plaza has a larger hardscape event space in the center. Midway along this space is located a landmarked Christmas tree and underground plaza; and on the shorter end is a covered stage. Outside the event space is largely landscape with benches on paths, for people to sit on. The plaza also has a dedicated cultural exhibition space.

- Food and Beverages / Restaurants
- Cultural Exhibition Space
- Outdoor Entertainment Space
- Public Restroom
- Pedestrian Traffic
- Site Outline



### VEHICULAR ACCESS

The north side of the plaza is facing a busy street. West and east side being less busy, have parking entrance and exit on each side. Sidewalks are very wide and lined with trees. The perimeter is connected to the central event space through a range of paths, making it easy for pedestrians to walk around and across the place. An underground passageway and future pedestrian bridges location are intended to enhance connectivity to the plaza.

- Parking Entrance
- Parking Exit
- Traffic Flow
- Site Outline



### SURROUNDING LAND USE

The plaza is very public as a result of being located in the middle of the Banqiao Station and the government building. Its other two sides are mixed use with residential and retail. This district will have more cultural and commercial uses in the future.

- Public
- Residential
- Retail
- Commercial
- Site Outline



### EVENTS AND CULTURAL EXHIBITIONS

Loved by the people of Taipei, the plaza hosts a range of events. One of the most famous is its annual Christmas festival with LED lights on the landmarked Christmas tree sculpture. In other seasons, there are job fairs, food fairs, arcades, children's art festival, etc. It also has live performances by local and international performers on occasion.

# Best Practices Research

## JAPANTOWN PEACE PLAZA, SAN FRANCISCO

**Similarities/Differences:** Japantown Peace Plaza is the venue for many community celebrations, such as the Obon Festival, Aki Matsuri, Children’s Day, and the Cherry Blossom Festival. Located in San Francisco, it has a similar group of visitors.

**Observations:** Peace Plaza has more creative events that attract thousands of people to the area. Directly connected with retail, the plaza has a lot of foot traffic. One of the destinations of this place is the Peace Pagoda, a landmark for Japantown.



OVER GARAGE



SCALE



CULTURE



## PIONEER COURTHOUSE SQUARE, PORTLAND

**Similarities/Differences:** Pioneer Courthouse Square has similar scale and topographical features and issues. However, it does not have parking below. People have to take public transit or park elsewhere and walk to the open space.

**Observations:** The center is arranged like an amphitheater, with a semicircle of steps serving as seats when the square is used for musical performances or other events. Outdoor chess tables are frequently used during the day.



ELEV. CHANGE



SCALE



CONTEXT



## MELLON SQUARE PARK, PITTSBURGH

**Similarities/Differences:** Built over a parking garage, the park is a city block in size. The park has significant topographic changes and is contained as all four sides with narrow streets.

**Observations:** The park features outdoor entertainment and festivals, fountains and benches. In response to the topographic change, one side of the park is flat with the street, while the other side has a level of commercial/retail uses along the sidewalk.



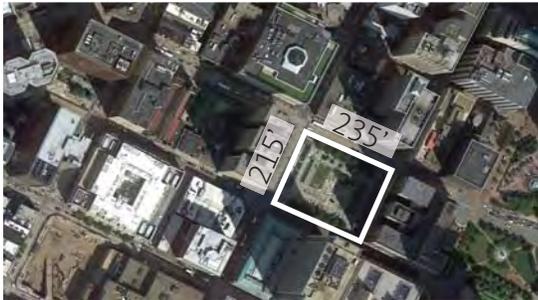
OVER GARAGE



ELEV. CHANGE



SCALE



## POST OFFICE SQUARE, BOSTON

**Similarities/Differences:** The Post Office Square is sitting on an underground parking garage with a non-rectangular shape but similar size. Known for the density at horticultural plantings with 125 species. It is primarily organized for passive use.

**Observations:** The park is a popular lunchtime destination for area workers. It features a cafe, fountains, and a pergola around a central lawn. Seat cushions are provided in the summer for visitors to use.



OVER GARAGE



CONTEXT



SCALE



## MILLENNIUM PARK, CHICAGO

**Similarities/Differences:** Although much larger in scale, Millennium Park features a variety of public arts and serves as an example for cultural significance. An underground parking garage can be accessed from two major streets.

**Observations:** The Bean area, more comparable in scale, has gained considerable popularity, both domestically and internationally since built. Parking entrances on the west side of the park are located in the street medium, providing continuous accessibility along the sidewalk.



OVER GARAGE



CULTURE



CONTEXT



## WASHINGTON PARK, CINCINNATI

**Similarities/Differences:** Washington Park occupies a single block, bounded by four sides of traffic but is six times larger than Portsmouth Square. A 450 space parking garage was recently added under the park.

**Observations:** The park was designed with a large open lawn, dog park, performance stage for outdoor entertainment, interactive water park and playground, food and beverage vendors. The park accommodates seasonal ice skating and holiday festivities.



OVER GARAGE



CONTEXT



## SCHOUWBURGPLEIN, ROTTERDAM

**Similarities/Differences:** Schouwburgplein is located in the heart of Rotterdam, minutes away from the Europe's largest port. It is capped by a light-deck square that replaced an outdated and leaking parking roof structure.

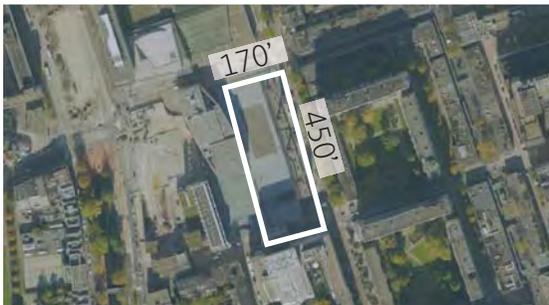
**Observations:** The plaza is raised above the sidewalk, creating an urban stage and an interactive open space. The design incorporates a variety of surface materials, wooden play deck and interactive lighting fixtures.



OVER GARAGE



CULTURE



## PLACE DES CELESTINS, LYON

**Similarities/Differences:** The plaza is located in a zone classified as a World Heritage Site, Place des Celestins is designed with a significant relationship with the theater to the west. An underground parking garage was built in the 1990s.

**Observations:** The square serves the surrounding neighborhood and Celestins Theater. On the square, a refracting telescope provides a kaleidoscope view of the cars parked below. There are cafes, benches and small gathering areas within the plaza.



OVER GARAGE



CULTURE







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**Part 7.**

# **APPENDIX**

# **A. Historic Resource Evaluation Report**



# Portsmouth Square Historic Resource Evaluation



AUGUST 2014



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## **PORTSMOUTH SQUARE**

### **HISTORIC RESOURCE EVALUATION**

**SAN FRANCISCO, CALIFORNIA | AUGUST 2014**

Prepared for: San Francisco Planning Department

Prepared by: Laurie Matthews and Madeline Carroll, MIG, Inc.

#### **PUBLICATION CREDITS**

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#### **COVER PHOTOS**

Clockwise from top: 1865 aerial of Portsmouth Square from the corner of Kearny and Clay streets (Courtesy San Francisco Public Library), 1952 photograph of children playing in Portsmouth Square (Courtesy San Francisco Public Library), Portsmouth Square and the Hall of Justice after the 1906 Earthquake and Fire (Courtesy California Historical Society), Illustration of 1846 raising of U.S. flag in Yerba Buena (Courtesy California Historical Society)

#### **FOR MORE INFORMATION**

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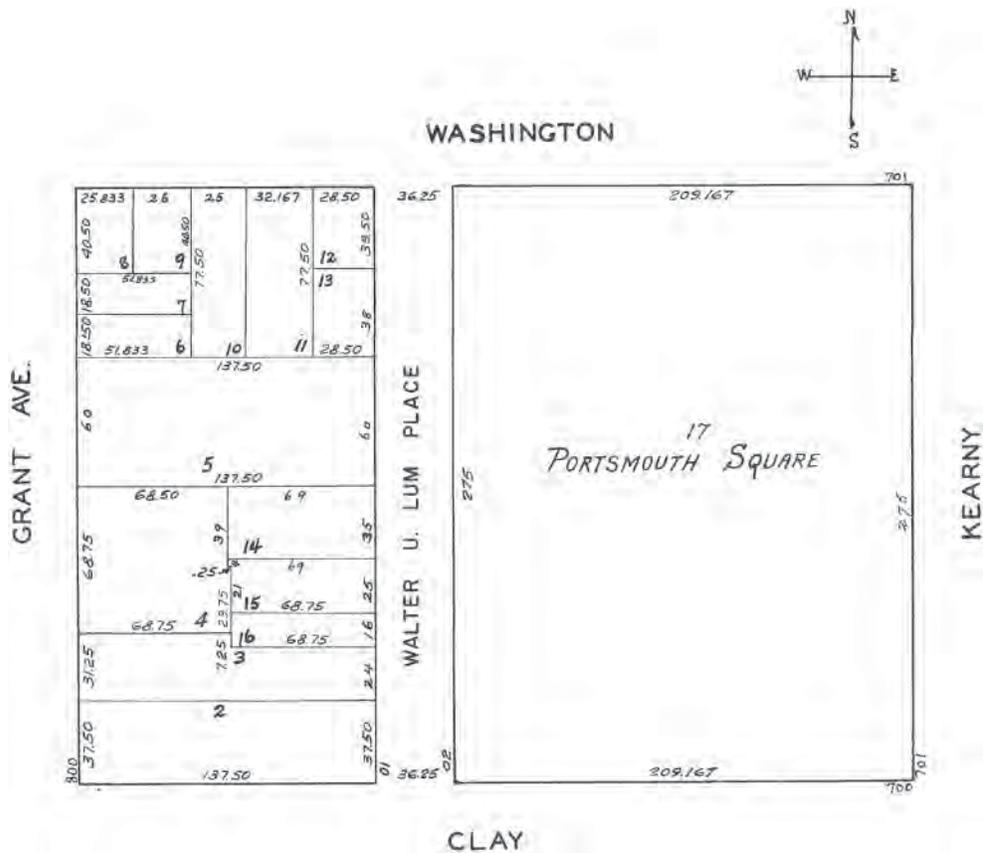


## INTRODUCTION & METHODOLOGY

In response to a request from the San Francisco Planning Department, MIG, Inc. has compiled and evaluated historical information relating to Portsmouth Square. In particular, MIG was asked to evaluate the site's extant landscape characteristics and features in relationship to established and potential historic eras of significance beginning in the mid-19<sup>th</sup> century, with the settlement of what is now known as San Francisco, to the mid-20<sup>th</sup> century, an era commonly referred to as mid-century modern. MIG assessed the site's extant landscape characteristics and features for their historical significance and integrity and evaluated any potential eligibility as contributing resources to the Chinatown Historic District. This evaluation is being completed to complement an existing conditions report being completed by Gensler for Portsmouth Square and its immediate environs.

## DESCRIPTION

Portsmouth Square (733 Kearny Street) is a public (P) park and open space (OS) located on the eastern edge of the Chinatown neighborhood in San Francisco, California. The park, located on Block 209/Lot 17, is bounded on the east by Kearny Street, the north by Washington Street, the west by Walter U. Lum Place and the south by Clay Street. The 57,516 square foot urban plaza is built over an underground four level garage that contains 505 parking spaces which is open 24 hours a day/seven days a week. The Square serves as a living room for the Chinatown community and is located just one-half block east of Grant Avenue, which forms the symbolic spine of Chinatown.



## **PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION**

### **HISTORIC STATUS**

Portsmouth Square is not currently listed as a site or as part of a district in any local, state or national registers of historic places. As part of Chinatown, the site has been studied peripherally through evaluations of the Chinatown Historic District dating back to the 1970s. On December 4, 1985, the San Francisco Landmarks Board recommended a boundary for the district which included Portsmouth Square, though other studies of the historic district from that time did not include it. As part of that effort a nomination was prepared, but was never formally submitted. In 1997, the Chinatown Historic District was determined eligible for listing in the National Register of Historic Places through a Determination of Eligibility issued by the federal department of Housing and Urban Development (HUD) when they completed a study for a project located at 848-868 Kearny Street. That study found Portsmouth Square to be a non-contributing site within the eligible historic district based on a lack of historic integrity.

### **HISTORY SUMMARY**

Portsmouth Square has existed as an open space since before the founding of San Francisco and has taken on many permutations through its long 180-year history. Historically, this area served as the heart of the early Yerba Buena settlement, being officially established as a square in 1833. The start of the Gold Rush was announced in Portsmouth Square along with California's admission into the United States. It was also the site of many early municipal buildings, including the Custom House, a post office, and the City Hall.

Many of the buildings surrounding the park, including municipal buildings such as the Hall of Justice, were destroyed in the 1906 earthquake and fire. That event and the near total destruction of this area necessitated the planning and construction of a new Chinatown. During the earthquake-induced fire and aftermath, Portsmouth Square served as a place for the community to congregate away from dangerous buildings and it provided a staging area for U.S. troops that were brought in to help with recovery efforts and provide order. It also served as a temporary cemetery for victims of the earthquake and fire. The park provided housing for refugees of the earthquake through 1907. Before and especially after the 1906 Earthquake and Fire, Portsmouth Square became the heart of Chinatown as one of its only community gathering spaces.

During the early to mid 20<sup>th</sup> century the history of Portsmouth Square was memorialized through various monuments and plaques celebrating its history. In the late 1950s and early 1960s controversy ensued over the redesign of the park to facilitate the construction of a four level underground parking garage. Very few disputed the need for parking in this congested part of the city, but many were opposed to either the destruction of the park's historic character and perhaps also the installation of a modern design being proposed by landscape architect Douglas Baylis. Baylis ended up resigning his commission and the park's design was finished and executed by notable landscape architecture firm Royston, Hanamoto and Mayes around 1962. That park design was changed dramatically during a three phase renovation of the park in the early to mid 1990s.

**METHODOLOGY**

This Historic Resource Evaluation incorporates information from previous inventories, documentation efforts, reports and studies which are relevant to the current understanding and future planning of the park and open space. It is a guiding document more than a prescriptive document; a resource which helps guide decisions rather than making them outright. It culls historic and current information, brings it together in one place and provides contextual information and analysis for future decisions affecting Portsmouth Square. In essence it documents extant landscape characteristics and features and evaluates their relationship to established or potential historic periods. This HRE provides a solid base of information for stewards of Portsmouth Square to work together to achieve a balance between preserving historic fabric and meeting current community needs for a place that has impacted and provided inspiration for the citizens of San Francisco.

To prepare the Historic Resource Evaluation, MIG:

- Conducted site visits in May 2014 to examine, photograph and document the site and its landscape characteristics and features;
- Completed a thorough review of major online archival sources of information relating to the history of Portsmouth Square in April and May 2014, including the repositories listed below and Calisphere, David Rumsey Collection, National Park Service, Online Archive of California, San Francisco Public Library, San Francisco Public Works Department Archives, University of California at Los Angeles Charles E. Young Research Library, and University of California at Santa Cruz Library.
- Visited select archives and repositories in May 2014 that, based on the initial review of sources and discussions with the San Francisco Planning Department, were known to hold critical written and graphic materials relating to the history of Portsmouth Square, including the California Historical Society, San Francisco Planning Department Archives, University of California at Berkeley Bancroft Library, and University of California at Berkeley College of Environmental Design Archives.
- Reviewed information which provided context for the evaluation of significance and analysis of extant landscape characteristics and features.



## SUMMARY OF FINDINGS

Portsmouth Square has held a significant place in the history of San Francisco and the Chinatown community; however as a site it does not retain integrity to any historic period. This Historic Resource Evaluation assessed Portsmouth Square for three potential historic periods; one associated with the early settlement of Yerba Buena and founding of San Francisco (1822-1906), one related to the draft National Register nomination for the Chinatown Historic District (c.1850-unclear end date) and one related to the mid-century modernist era, (1959-1963) for the areas of community planning and development, and social history, architecture and landscape architecture.

Therefore, it is the recommendation of this Historic Resource Evaluation that Portsmouth Square is not eligible for listing in the National Register, California Register or Local Register as a site due to its lack of integrity. Only a few features remain extant that date to the historic period, namely monuments and plaques including: the Robert Louis Stevenson Monument (1897), the Schoolhouse Monument (1957), the Daughters of the American Revolution Plaque (1924), and the Portsmouth Square Plaque (1950).

With that said the fact that it's been an open space and served the community as a gathering place since 1833 until the present should be recognized in terms of its relationship to the neighborhood's history. There are few open spaces that have such a long history and have borne witness as community spaces to such a wide array of significant events, for the United States, California and San Francisco.

Therefore, it is the recommendation of this Historic Resource Evaluation that Portsmouth Square be evaluated for its potential as a Traditional Cultural Property due to the cultural significance that was documented and observed through the development of this HRE. Portsmouth Square has served and continues to serve as an active community gathering place for the Chinese community since they began establishing a neighborhood in this area of San Francisco in the late 19th century.



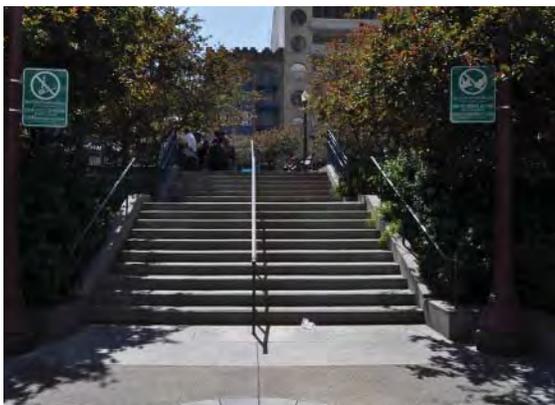
**SITE DESCRIPTION**

Portsmouth Square is a park and open space located on the eastern edge of the Chinatown neighborhood in San Francisco, California. The park is bounded on the east by Kearny Street, the north by Washington Street, the west by Walter U. Lum Place and the south by Clay Street. The 57,516 square foot urban plaza has two levels and is built over an underground four level garage that contains 505 parking spaces. The Square serves as a living room for the Chinatown community and is located just one-half block east of Grant Avenue, which forms the symbolic spine of Chinatown.

Portsmouth Square is divided into an upper level and a lower level that are joined by a central staircase and sidewalks along Clay Street and Washington Street that border the park's north and south sides. A bank of elevators, located on the north side of the upper level, provide pedestrian access to the underground garage. Vehicles enter and exit the garage along Kearny Street. People mainly enter Portsmouth Square from one of its four corners located at the intersections of Kearny and Clay streets, Kearny and Washington streets, Washington Street and Walter U. Lum Place, and Walter U. Lum and Clay Street. They can also enter from a couple of mid-block entrances along Clay Street and Washington Street. There's also a bridge that connects the park to the Chinese Cultural Center that spans over Kearny Street. Portsmouth Square serves as the outdoor living room and gathering space for many residents of the Chinatown neighborhood. In addition to the elevators, the park contains a restroom, community building, and pergola structure. There are two playgrounds, both located in the southern end of the park, but one on each level. Several monuments and plaques are placed throughout the park that marks this place's significant history. A linear section of lawn and shade trees is located along the western edge of Portsmouth Square. The northern, southern and eastern edges of Portsmouth Square are primarily softened with planting beds of shade trees and shrubs.

More information about the existing conditions of Portsmouth Square and its environs is included in a companion report being completed by Gensler. Please see that document for more detailed information and analysis of the existing site conditions.

**PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION**



**CIRCULATION** (clockwise from left): Central stairs connecting upper and lower levels; Entrance to Portsmouth Square Garage; Sidewalk along Clay Street looking west; Corner entrance into Portsmouth Square from intersection of Walter U. Lum Place and Clay Street; Mid-block side entrance along Clay Street; Stairs leading to underground garage; Entrance to bridge leading to Chinese Cultural Center. All photos taken in May 2014.



SPATIAL ORGANIZATION (clockwise from left): Area under bridge to Chinese Cultural Center on lower level of Portsmouth Square, Upper level of Portsmouth Square; lower level of Portsmouth Square. All photos taken in May 2014.



BUILDINGS AND STRUCTURES (on this page, counter-clockwise from left): Restroom; Pergola on lower level; Community Center located under bridge to Chinese Cultural Center. (on next page, left to right) Bank of elevators to underground garage; Pergola on upper level. All photos taken in May 2014.



**PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION**



**PLAYGROUNDS** (left - top and bottom) Playground on upper level; playground on lower level. All photos taken in May 2014.



**VEGETATION** (bottom - left and right) Planting area with shrubs and shade trees including a magnolia that dates to c. 1960 plan; Planting area with lawn and shade trees including a magnolia that dates to c. 1960 plan. All photos taken in May 2014.





MONUMENTS AND PLAQUES (clockwise from upper left) School House monument; Goddess of Democracy statue; Daughters of the American Revolution plaque; Robert Louis Stevenson monument.



MONUMENTS AND PLAQUES (left to right) Portsmouth Plaza plaque; Barbary Coast Trail maker. All photos taken in May 2014.

## HISTORICAL BACKGROUND AND DEVELOPMENT HISTORY

### SPANISH ERA

1769 Spanish first viewed the area around the bay of San Francisco, which was then known as the Bay of St. Francis.<sup>1</sup>

1775 The ship, San Carlos, came into St. Francis Bay under the command of Juan Manuel de Ayala, lieutenant of the royal navy of Spain, which marks the beginning of the Spanish era.<sup>2</sup>

### MEXICAN ERA: YERBA BUENA SETTLEMENT

1822 The Mexican era begins when unrest in the southern part of New Spain, which includes present day California, switches from Spanish to Mexican rule. Now known as Yerba Buena, soldiers stationed at the nearby Presidio merely changed the flag and their allegiances.<sup>3</sup>

1833 Plaza, now known as Portsmouth Square, was first used as a public gathering space in settlement of Yerba Buena, now San Francisco.<sup>4</sup>

1833 William Heath Davis described the area, where Portsmouth Square is now, as a fieldcrop growing potatoes, planted by Candelario Miramontes, who lived at the Presidio with his family.<sup>5</sup>

1834 Captain Don William Antonio Richardson, British whaler turned Mexican citizen, first laid out settlement around where Portsmouth Square is today.<sup>6</sup>

1835 Between 1835 and 1836 the first two homes were built near corner of Dupont (now Grant) and Clay streets for Captain Richardson and Jacob Leese, respectively. This corner is one-half block west of what is now known as Portsmouth Square.<sup>7</sup>

1835 Plaque at 823 Grant Ave. in 2013, proclaims it as site of shack built by William Richardson in 1835. First home built by European in San Francisco. Richardson, born in England, came to SF in 1822. Jumped from British ship Orion. Sold it with two other lots in 1841 for \$5000<sup>8</sup>

- 
- 1 Phillips, Catherine. Portsmouth Plaza
  - 2 Phillips, Catherine. Portsmouth Plaza
  - 3 <http://www.nps.gov/prsf/historyculture/mexican-period.htm>
  - 4 City of San Francisco, Portsmouth Square History Summary
  - 5 San Francisco: As It Was, As It Is, and How To See It
  - 6 A Proposal For: A Chinatown Historic District
  - 7 San Francisco: As It Was, As It Is, and How To See It; Chinatown Historic District Article 10 Draft
  - 8 Making Small Talk on Market Street

## PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION

1835 A Plaza, now known as Portsmouth Square, was first set aside as an official plaza within the Yerba Buena settlement.<sup>9</sup>

1836 Though still under Mexican rule, the first Independence Day celebration is held in the Leese family home, located one-half block from the Plaza at corner of Dupont (now Grant) and Clay streets.<sup>10</sup>

1839 Between 1839-1846, the residents of Yerba Buena were satisfied with "a few small houses on unnamed, straggling streets about a little unkempt Plaza."<sup>11</sup>

1839 Francisco de Haro, first alcalde of Yerba Buena, engaged Swiss-born Captain Jean Jacques Vioget to make the first survey of the settlement. Vioget opted for the standard European model of a grid of streets and a central plaza that would overlook the cove located a block away. The surveyed town included the Plaza and was bounded by Pacific Street on the north, Sacramento Street on the south, Dupont (now Grant) Street on the west and Montgomery Street on the east.<sup>12</sup>

1840 While a mining camp and soon after the settlement was a Spanish colony, the Plaza "was the scene of many a hanging."<sup>13</sup>

1840 Rosalie Leese, first child of American parents born in San Francisco<sup>14</sup>

9 San Francisco: As It Was, As It Is, and How To See It

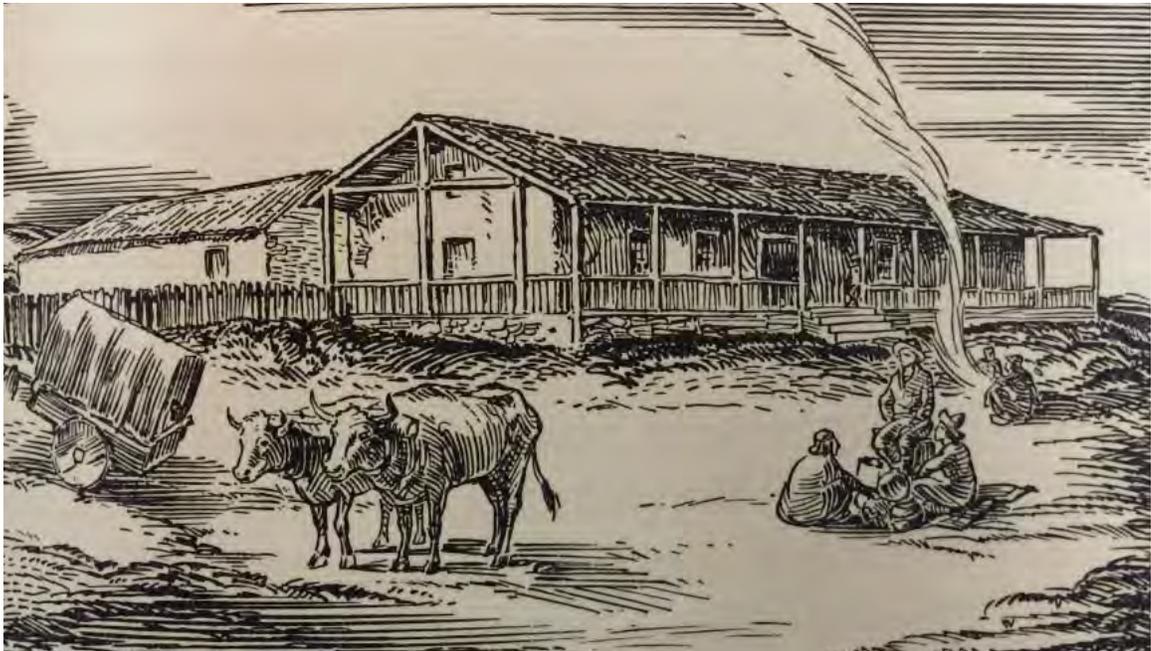
10 San Francisco: As It Was, As It Is, and How To See It

11 Phillips, Catherine. Portsmouth Plaza

12 Chinatown Historic District Article 10 Draft; City of San Francisco, Portsmouth Square History Summary; Chinatown Historic District Case Report

13 San Francisco's horror of earthquake and fire: terrible devastation and heart-rendering scenes

14 San Francisco: As It Was, As It Is, and How To See It



1840 - Illustration of Mexican Custom House in Plaza of Yerba Buena (Courtesy California Historical Society)

## HISTORICAL BACKGROUND & DEVELOPMENT HISTORY

1844 The Mexican government authorizes the building of a custom house on the NW corner of the Plaza.\* The 1 1/2 story building that included an attic was 56 1/2' long and 22' wide with a veranda across the front and both ends. Originally directed to cost \$800, it ended up costing \$2800. \*Two of four sources cite the location of the custom house as being on the NW corner of the plaza. The other two have it on the NE corner and SW corner.<sup>15</sup>

1845 Around this year a post office exists on the corner of Pike Street (now Waverly Place) and Clay Street. The first store was located at the corner of Clay Street and Dupont Street (now Grant Street), both within a block of what is now known as Portsmouth Square.<sup>16</sup>

1845 The first bank is located opposite the Plaza on Kearny Street.<sup>17</sup>

### U.S. MILITARY ERA - GOLD RUSH - SAN FRANCISCO ESTABLISHED

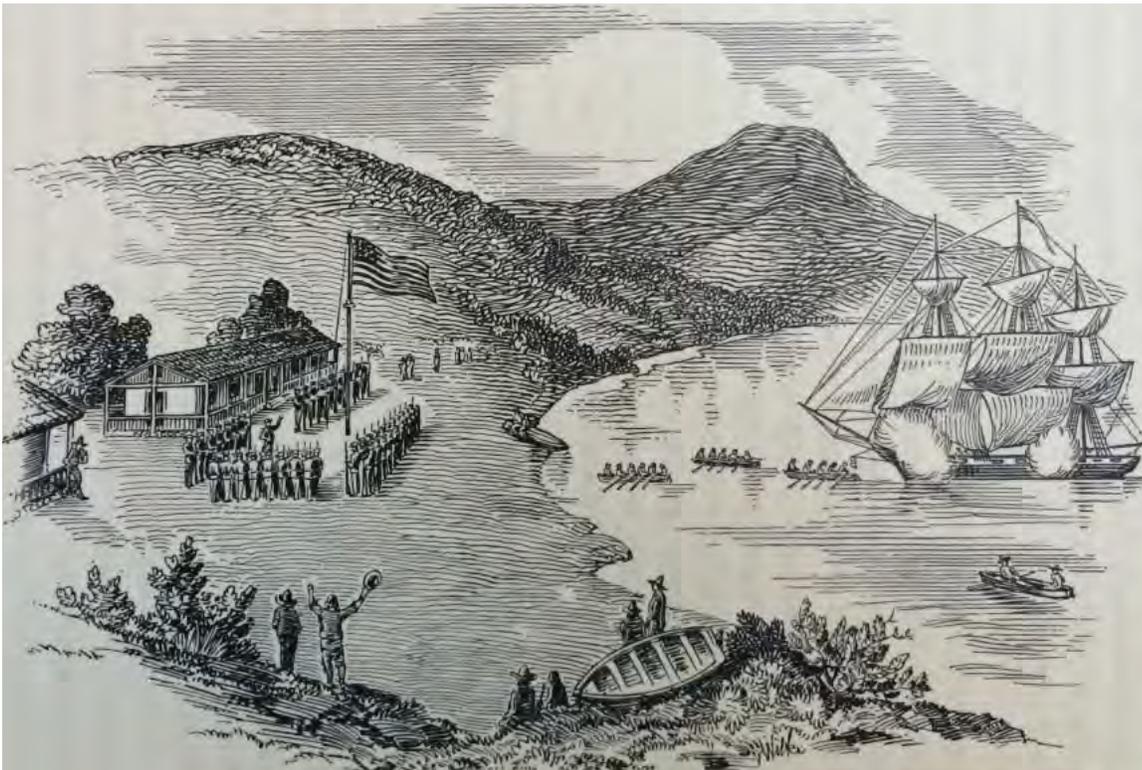
1846 Towards the beginning of the Mexican-American War, U.S. Captain John Berrien Montgomery of the USS Portsmouth landed with 17 men on July 9, marched up Clay St and hoisted a U.S. flag on a pole in front of the Custom House. This marked the end of the Mexican period in northern California and the beginning of the U.S. military period.<sup>18</sup>

15 Phillips, Catherine. Portsmouth Plaza; Robert Louis Stevenson, Andrew Smith Hallidie and Portsmouth Plaza; Historic Resources Inventory; Historical and Architectural Guide to San Francisco's Chinatown

16 San Francisco: As It Was, As It Is, and How To See It

17 San Francisco: As It Was, As It Is, and How To See It

18 Robert Louis Stevenson, Andrew Smith Hallidie and Portsmouth Plaza; San Francisco: As It Was, As It Is, and How To See It; Chinatown Historic District Article 10 Draft



1846 - Illustration of the July 9 hoisting of the U.S. flag in the Plaza (Courtesy California Historical Society)

## PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION

1846 The City Hotel, a long one-story adobe building with a verandah, was built on the SW corner of Clay and Kearny streets.<sup>19</sup>

1846 Portsmouth Plaza (now Portsmouth Square) was named in honor of the USS Portsmouth.<sup>20</sup>

1847 Yerba Buena was renamed San Francisco in January 1847, even prior to the official end of the Mexican-American War which occurred in 1848.<sup>21</sup>

1847 The first public school in San Francisco was established at the SW corner of Portsmouth Plaza.<sup>22</sup>

1847 Irish-born civil engineer Jasper O'Farrell surveyed land and named streets around what was once Yerba Buena, correcting irregularities in Vioget's survey.<sup>23</sup>

1848 12-May Samuel Brannan displayed gold dust in Portsmouth Plaza on May 12 that he'd mined from the American River, which signified the start of the Gold Rush era.<sup>24</sup>

1849 On June 12, a meeting was held in Portsmouth Plaza for "citizens of San Francisco... to take into

19 San Francisco: As It Was, As It Is, and How To See It

20 Chinatown Historic District National Register Inventory Form

21 Chinatown Historic District Article 10 Draft; City of San Francisco, Portsmouth Square History

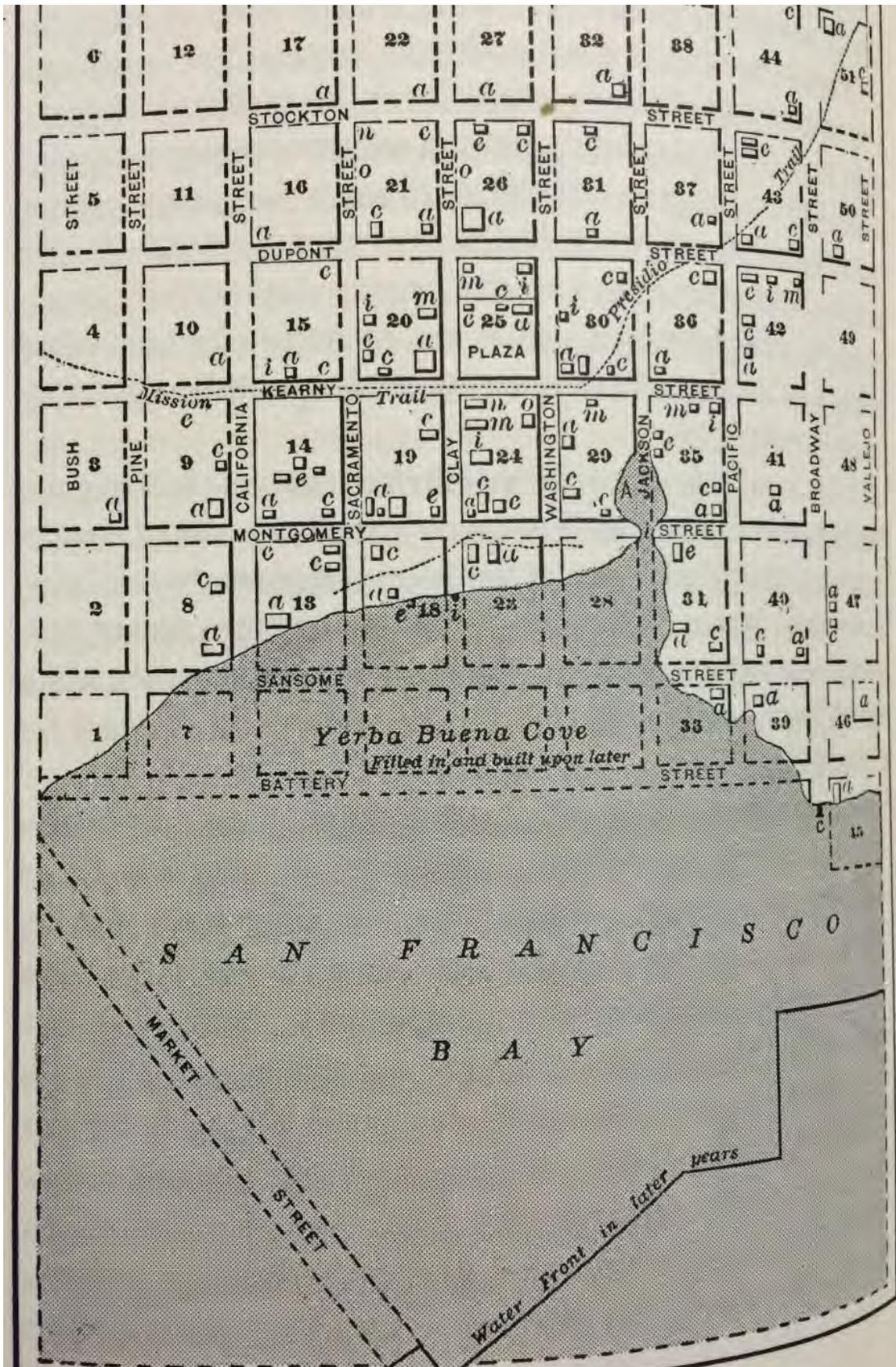
22 City of San Francisco, Portsmouth Square History

23 Chinatown Historic District Article 10 Draft

24 Chinatown Historic District Article 10 Draft; City of San Francisco, Portsmouth Square History ; San Francisco Chinatown Historic Survey - work in progress



1849 - Early illustration of San Francisco. The U.S. flag notes the location of the Plaza in relationship to the early settlement. (Courtesy University of California Berkeley, Bancroft Library)



1848 - Partial illustration of block map of San Francisco (Courtesy California Historical Society)

## PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION

consideration the necessity of electing delegates to a convention (Monterey Constitutional Convention) to form a government for Upper California...<sup>25</sup>

1849 An assembly was organized in Portsmouth Plaza to fight a lawless body known as "The Hounds" on July 16.

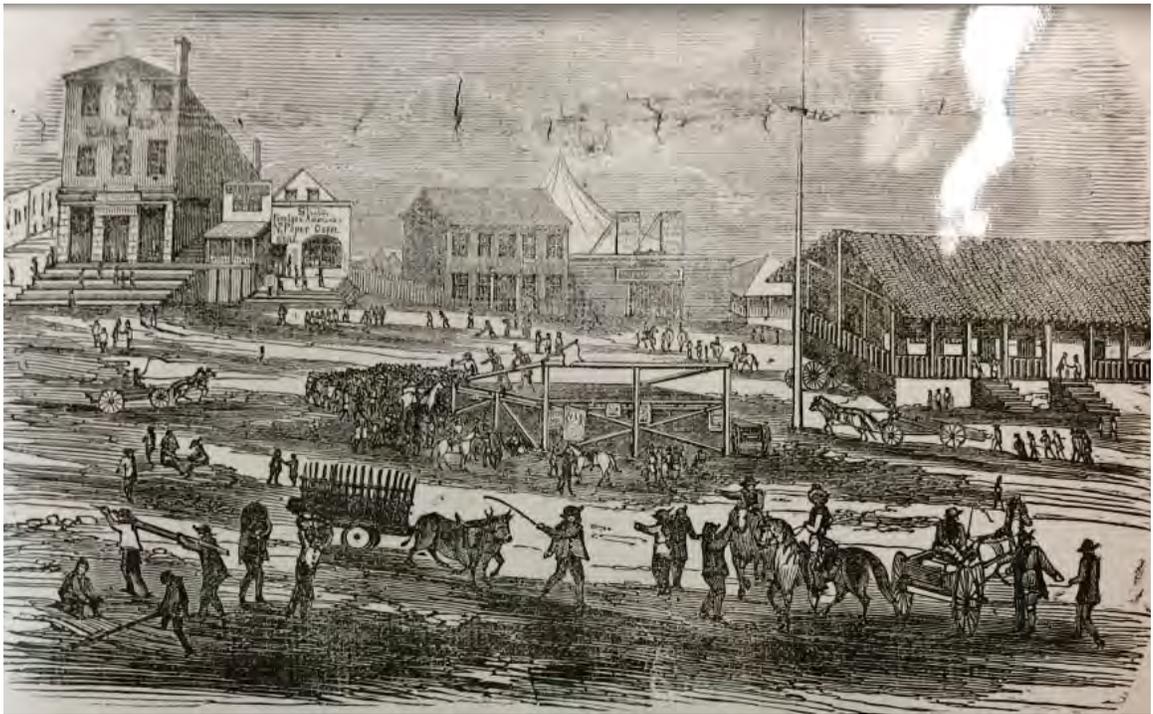
1849 On December 24, fire broke out in Dennison's Exchange on Kearny St near Clay (around Portsmouth Plaza) "Though without a fire department or an adequate water supply, the citizens by pulling down or blowing up buildings succeeded in confining the conflagration almost entirely to the block in which it started, but nearly fifty buildings were burnt and property worth over a million and a quarter was destroyed. Bayard Taylor was in the city soon afterwards and was much impressed by the energy with which the people went to work rebuilding. He wrote, "Three days only had elapsed since the fire, yet in that time all the rubbish had been cleared away, and the frames of several houses were half raised. \* \* \* In three weeks from the date of the fire, it was calculated that all the buildings would be replaced by new ones, of better construction." In fact, within a month no trace of the fire remained.<sup>26</sup>

1849 James Hodge Boyd found work in the fall "leveling off a pile of dirt near the Alcaldas office\* at Portsmouth Square, for which I received twenty dollars for three hours work" Though referred to as the Alcaldas office, due to the fact the Mexican government was no longer governing San Francisco, this could mean that the work was being completed near the Custom House.<sup>27</sup>

25 Broadside PAM 342.794.Sa52, California Historical Society

26 Sunset Cinders: The Phoenix on the Seal, Sunset Magazine

27 Autobiography and Reminiscence of James Hodge Boyd



Circa 1850 - Early illustration of the the Plaza with the post office in the upper left, the Justice Court in the center, and the Custom House on the right and the horse market in the foreground (Courtesy California Historical Society)

## HISTORICAL BACKGROUND & DEVELOPMENT HISTORY

1849 The public school house situated on the SW corner of the Plaza was used as a church, school and assembly area for public gatherings and town council meetings.<sup>28</sup>

1849 By 1849, half of the periphery of Portsmouth Plaza is composed of gambling saloons.<sup>29</sup>

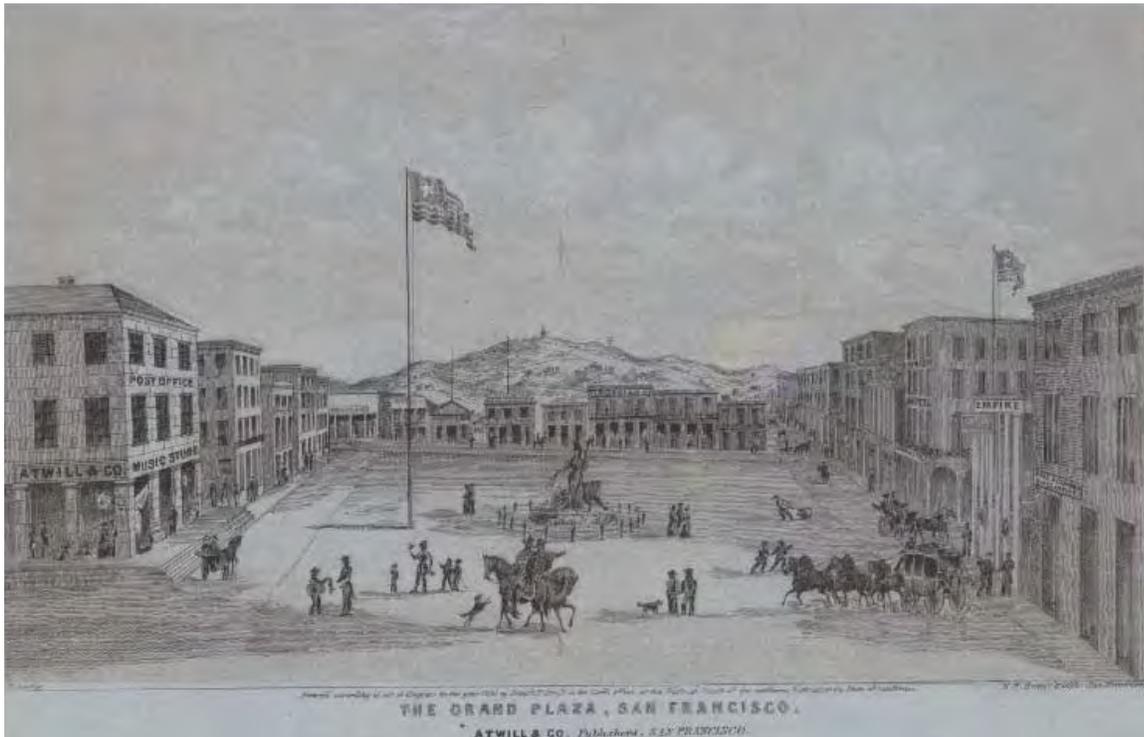
1849 Description by Bayard Taylor: "We came at last to the Plaza, now dignified by the name of Portsmouth Square. From a high pole in front of a long one-story building, used as a Custom House, the American flag was flying."<sup>30</sup>

1849 Between 1849-1851 six fires raged in and around Portsmouth Square.<sup>31</sup>

1849 By 1849, a surge in population due to the Gold Rush made people of different ethnicities a common sight in Portsmouth Square.<sup>32</sup>

1850 On February 28, discussions arise regarding the removal of the Custom House from Portsmouth Square. Charles Gillespie writes to Archibald Gillespie that Larkin is certainly worth \$300,000. He is greatly puffed up but not half so much as his vulgar wife, etc.<sup>33</sup>

- 28 San Francisco: As It Was, As It Is, and How To See It
- 29 San Francisco Chinatown Historic Survey - work in progress
- 30 San Francisco: As It Was, As It Is, and How To See It
- 31 San Francisco: As It Was, As It Is, and How To See It
- 32 Historical and Architectural Guide to San Francisco's Chinatown
- 33 Letter from Charles V. Gillespie to Archibald H. Gillespie



Circa 1850 - Early illustration of the "Grand Plaza" (Courtesy University of California Berkeley, Bancroft Library)

## PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION

1850 Starting around 4 a.m. on May 4, 1850 a fire broke out in the area of Portsmouth Square that resulted in the loss of nearly 300 houses with a total damage of around \$4 million. It's believed to have started at the United States Exchange, a gambling establishment, and burned fiercely for seven hours. The two blocks immediately east and one block immediately north of Portsmouth Square (between Kearny and Montgomery and Clay and Jackson, and between Dupont (now Grant) and Kearny and Washington and Jackson) were entirely destroyed. The fire was contained by blowing up buildings on the east side of Dupont (now Grant) Street. "In ten days, more than half of the burned district was rebuilt."<sup>34</sup>

1850 San Francisco Mayor John W. Geary holds public ceremony in Portsmouth Square on August 28 to welcome the Chinese to San Francisco by honoring Norman As-sing and A-he. Mayor Geary and Reverend Albert Williams presented the "China Boys" with religious tracts, papers and books. From that day forward the Chinese people participated in the celebration of American holidays and national events. As one person described, the "purpose was to bid them welcome to our shores - a sharp contrast to their later treatment."<sup>35</sup>

34 Sunset Cinders: The Phoenix on the Seal, Sunset Magazine

35 Historical and Architectural Guide to San Francisco's Chinatown; Historic Resources Inventory; Architecture of San Francisco Chinatown; San Francisco: As It Was, As It Is, and How To See It



1850 - Illustration and plan view of a devastating fire that swept around Portsmouth Square on May 4. Though this illustration notes this as the "Great Fire" another one that followed in 1851 was also referred to as the Great Fire and covered a great deal more of San Francisco (Courtesy University of California Berkeley, Bancroft Library)

## HISTORICAL BACKGROUND & DEVELOPMENT HISTORY

1850 29-Aug A memorial service is held in the Square on August 29 after death of U.S. President Zachary Taylor.<sup>36</sup>

1850 News that California was admitted as a state to the Union reached San Francisco via the Oregon, a mail steamer, which entered harbor on October 18 with an "unusual display of bunting and... good tidings [that] flew from mouth to mouth." Parties and celebrations were held all over the city - day and night. "There was an oration in Portsmouth Square, singing by a large choir, salutes from great guns, and bonfires and fireworks in the evening, which terminated in a grand ball, at which five hundred gentlemen and three hundred ladies danced till daylight."<sup>37</sup>

1850 The first Admission Day celebration for the State of California is held in Portsmouth Square on October 29.<sup>38</sup>

1850 Around 1850, the Parker House Hotel was located on Parker Street, opposite Portsmouth Square (note: this information has not been able to be verified)<sup>39</sup>

1850 In the 1850s, gambling houses surrounded Portsmouth Square.<sup>40</sup>

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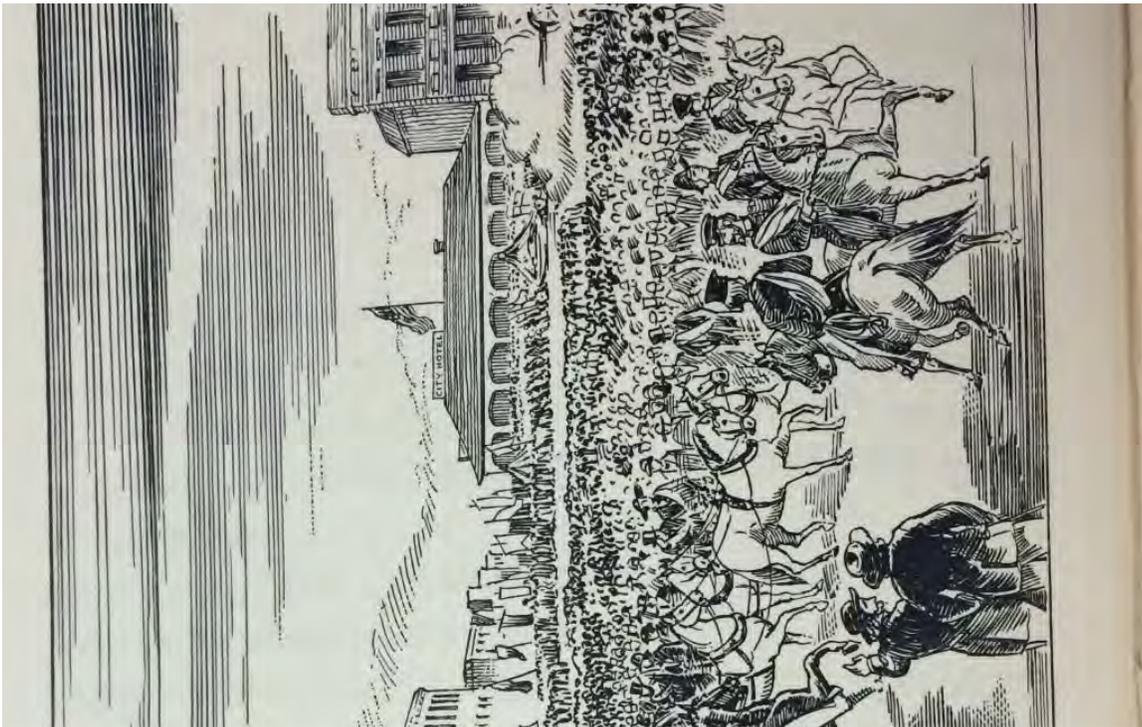
36 San Francisco Chinatown Historic Survey - work in progress

37 San Francisco: As It Was, As It Is, and How To See It

38 City of San Francisco, Portsmouth Square History

39 San Francisco: As It Was, As It Is, and How To See It

40 Chinatown Historic District Article 10 Draft



1850 - Illustration of celebration and procession in Portsmouth Square when news of California entering the Union was received (Courtesy California Historical Society)

## PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION

1850 In the 1850s Portsmouth Square "served as a resting place, market place, forum and pleasure ground. As might be expected, [it] was flanked by saloons, gilded palaces and sporting houses. The entire east side and a considerable portion of the south was devoted to taverns and gambling places 'easy come, easy go.'"<sup>41</sup>

1850 By the 1850s, most of San Francisco's Chinese population had established themselves around the square to cater to the mining industry. The park became the heart of an expanding Chinatown and remains the primary communal point for many local residents.<sup>42</sup>

1850 In early 1850s, Portsmouth Square centered around maritime activities including handling imported goods and providing food, drink and entertainment to travelers.<sup>43</sup>

1850 By the end of 1850, the Chinese population in San Francisco had risen to 4018 men and 7 women.<sup>44</sup>

1851 Fire broke out in an upholstery shop on Clay Street near Kearny on May 3, and before noon on May 4 San Francisco was little more than a geographical expression. A few isolated houses among smoking ruins were all that remained of the city. Between 1500-2000 buildings were destroyed totalling a loss of \$12 million. "San Francisco had never before suffered so severe a blow, and doubts were

- 41 Robert Louis Stevenson, Andrew Smith Hallidie and Portsmouth Plaza
- 42 City of San Francisco, Portsmouth Square History
- 43 Chinatown Plan
- 44 A Proposal For: A Chinatown Historic District



1850 - Illustrations of celebration and procession in Portsmouth Square when news of California entering the Union was received (Courtesy California Historical Society)

**HISTORICAL BACKGROUND & DEVELOPMENT HISTORY**

entertained by the ignorant that she could possibly recover from its effects. Such doubts were vain. The bay was still there, and the people were also there... and its soil was as fertile and inviting as ever. The frightful calamity, no doubt, would retard the triumphant progress of the city--but only for a time." By May 15, 250 houses were rebuilt, "but none of a construction deemed unsafe was permitted in the heart of the business section."<sup>45</sup>

1851 Another fire broke out several weeks later on June 22 around 11 a.m. in a frame house on the north side of Pacific street near Powell. A strong wind and a lack of water made it impossible for the firemen to check the flames, and they ate their way from Powell Street nearly to Sansome Street and from Clay to Broadway - an area which included Portsmouth Square. Ten entire blocks and parts of six others

45 Sunset Cinders: The Phoenix on the Seal, Sunset Magazine



Circa 1851 - Photograph of buildings on the north side of Portsmouth Square (Courtesy San Francisco Department of Planning)



Circa 1851 - Illustration of buildings on the east side of Portsmouth Square (Courtesy University of California Berkeley Bancroft Library)



1851 - Illustration of the June 22 fire from the bay with Portsmouth Square in the lower right (Courtesy University of California Berkeley Bancroft Library)



1851 - Illustration of the "Great Fire" of May 3 from the bay with Portsmouth Square in the distance (Courtesy California Historical Society)



1851 - Map showing the areas affected by the Great Fire (Courtesy California Historical Society)



1851 - Illustration of the Independence Day celebration in Portsmouth Square on July 4 (Courtesy of University of California Berkeley Bancroft Library)



1852 - Illustration of celebration of George Washington's birthday in Portsmouth Square on February 23 (Courtesy of University of California Berkeley Bancroft Library)

## HISTORICAL BACKGROUND & DEVELOPMENT HISTORY

were destroyed, the loss totalling \$3 million. Among the 450 buildings destroyed were the City Hall, the City Hospital, the Jenny Lind Theatre, and the office of the "Alta," the only newspaper office that had escaped the previous fire.<sup>46</sup>

1851 On October 4th the Jenny Lind Theater, located across from Portsmouth Square, opens. This is the third building to house the theater on the same location, after the first two buildings burned in the early 1850s.<sup>47</sup>

1851 Throughout the 1850s, Portsmouth Square was a center of vigilante activity.<sup>48</sup>

1851 Portsmouth Square serves as the site of a hanging by the Vigilance Committee from beam projecting out from the Custom House.<sup>49</sup>

1852 In 1852, the Jenny Lind Theater is purchased to serve as the new City Hall. The old City Hall, which

46 Sunset Cinders: The Phoenix on the Seal, Sunset Magazine

47 Sunset Cinders: The Phoenix on the Seal, Sunset Magazine; State Registered Landmark No. 192  
Plaque

48 Chinatown Historic District Article 10 Draft; Robert Louis Stevenson, Andrew Smith Hallidie and  
Portsmouth Plaza

49 San Francisco: As It Was, As It Is, and How To See It



1853 - Illustration of the City Hall in the former Jenny Lind Theater. Note how the depiction of Portsmouth Square changes from this illustration to others completed around the same time (Courtesy of University of California Berkeley Bancroft Library)

## PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION

had been located a few blocks away from Portsmouth Square on the NE corner of Pacific and Columbus, burned down in 1851. Protests were held on June 1, 1852 over the purchase.<sup>50</sup>

1852 The City Council adopts an official seal that includes the fabled Phoenix on November 4th.<sup>51</sup>

1853 In the summer, 200 people watched a Chinese puppet show on a small 3 foot stage that included a gong.<sup>52</sup>

1854 Portsmouth Square was sold to the County of San Francisco by Charles V. Gillespie and Edmund Saffan in December.<sup>53</sup>

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- 50 San Francisco Chinatown Historic Survey - work in progress
  - 51 Sunset Cinders: The Phoenix on the Seal, Sunset Magazine
  - 52 Historical and Architectural Guide to San Francisco's Chinatown
  - 53 Finding Aid for Gregory Yale Papers, 1828-1871



1853 - Illustration of the City Hall in the former Jenny Lind Theater. Note how the depiction of Portsmouth Square changes from this illustration to others completed around the same time. Based on the 1855 photograph it's assumed that this depiction of the character of the Square is more accurate (Courtesy of University of California Berkeley Bancroft Library)

## HISTORICAL BACKGROUND & DEVELOPMENT HISTORY

1855     Around 1855, Peter Job's restaurant was located on Washington Street, opposite Portsmouth Square.<sup>54</sup>

1859     Colonel E.D. Baker delivered a speech in Portsmouth Square on September 18th, after U.S. Senator David C. Broderick was killed in duel with California Chief Justice David S. Terry on the shores of Lake Merced.<sup>55</sup>

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- 54     San Francisco: As It Was, As It Is, and How To See IT  
55     Robert Louis Stevenson, Andrew Smith Hallidie and Portsmouth Plaza



Though dated circa 1880, this illustration of Portsmouth Square provide a unique view of the square that may be less likely to represent a particular period of time than an idealized future for the plaza (Courtesy University of California Berkeley Bancroft Library)

**PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION**



May 1855 - Photograph of the City Hall (center of the image) along with other buildings on the east side of Portsmouth Square, part of which is visible in the foreground. This is one of the earliest photographs of the historic park design showing paths that cross the park diagonally along with the fence detail (Courtesy of University of California Berkeley Bancroft Library)



May 1855 - View of the north side of Portsmouth Square along with a portion of the park in the foreground (Courtesy of University of California Berkeley Bancroft Library)

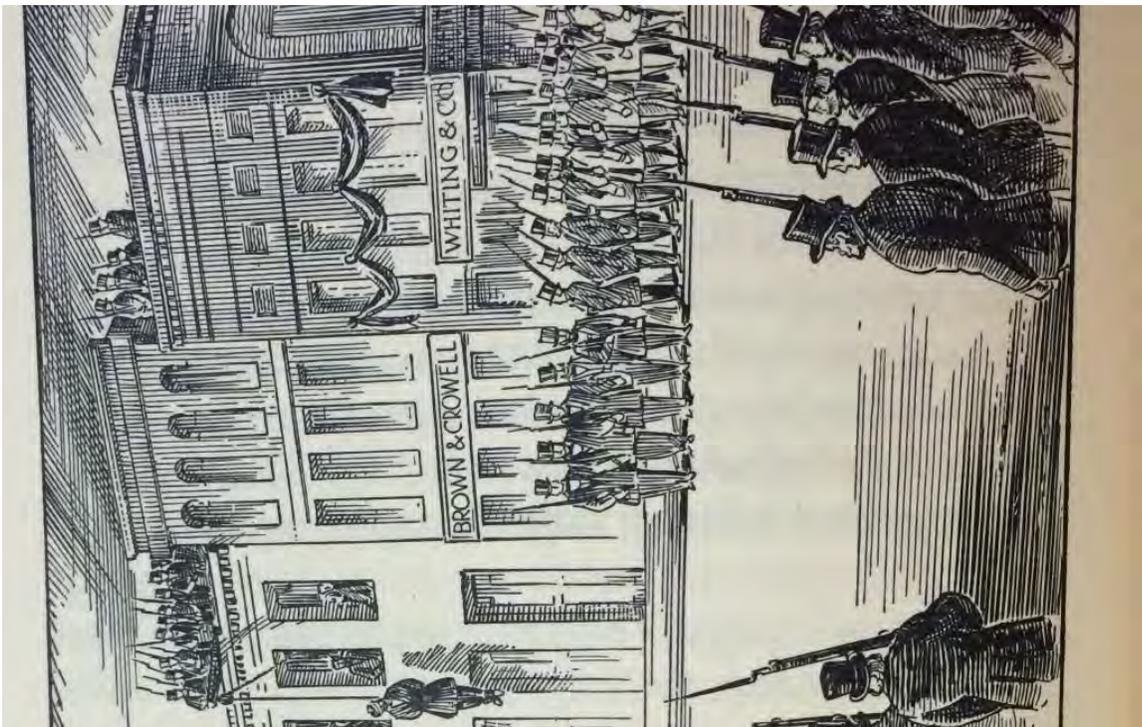
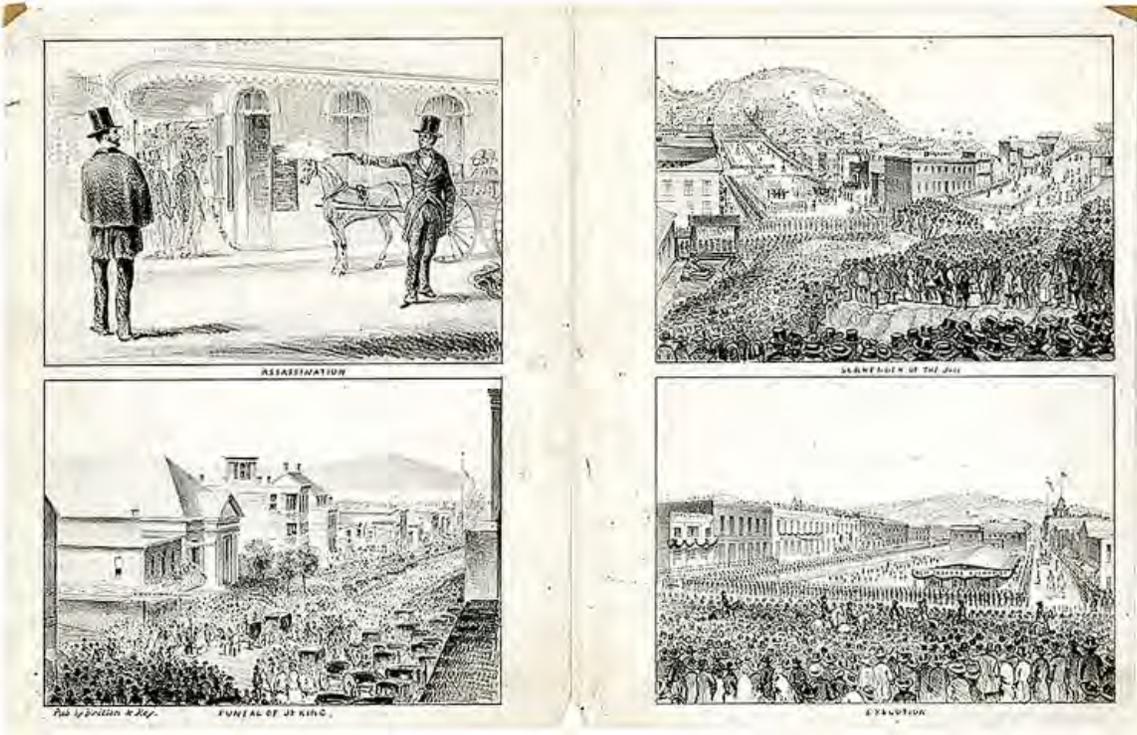


1856 - View of the the north side of Portsmouth Square and the Engine House along Brenham Place (now Walter U. Lum Place) along with a portion of the park in the foreground (Courtesy California Historical Society)

**PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION**



1858 - Photographs of Portsmouth Square showing the north side of the park (above) and part of the north and east sides of the park (below) (Courtesy San Francisco Public Library)



1856 - Illustrations of events surrounding the assassination of Senator James King (above) and a hanging by the Vigilance Committee (Courtesy California Historical Society)



Over the next several pages a collection of photographs of Portsmouth Square dating from the 1860s provides many different views of the park and its environs. This circa 1865 photograph shows nearly all of the park from the corner of Kearny and Clay streets looking west (Courtesy San Francisco Public Library)



Circa 1865 photograph of Portsmouth Square from Kearny Street at Clay Street looking west (Courtesy San Francisco Public Library)



Circa 1865 photograph of Portsmouth Square and the buildings located along the west side of the park along Brenham Place (now Walter U. Lum Place) (Courtesy San Francisco Public Library)



Circa 1865 photograph looking northeast through Portsmouth Square and the buildings along the north and east side of the park, including the City Hall on the right (Courtesy San Francisco Public Library)

**PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION**



Circa 1865 photograph looking northwest at Portsmouth Square, Kearny Street and the buildings located along the north and west sides of the park (Courtesy San Francisco Public Library)



Circa 1863 photograph looking at the buildings along the north edge of Portsmouth Square along Washington Street (Courtesy San Francisco Public Library)



Circa 1863 photograph of City Hall, located along Kearny Street on the east side of Portsmouth Square, which is partially seen in the foreground (Courtesy San Francisco Public Library)



Circa 1865 photograph of City Hall, located along Kearny Street on the east side of Portsmouth Square, which is partially seen in the foreground (Courtesy San Francisco Public Library)

## PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION

### CHINATOWN: EARLY DEVELOPMENT

1870 Beginning in the 1870s, San Francisco expanded on land-fill east of Montgomery Street. The “old” part of town around Portsmouth Square became a low-rent district of subdivided buildings. As the white population moved out of the former core area of the city, the Chinese moved into the area around Portsmouth Square.<sup>56</sup>

1871 Union Square was designed to be virtually identical to Portsmouth Square at the time, including placing a flagpole at the center of the Square.<sup>57</sup>

1873 On August 1, the world’s first cable car, designed by Andrew Smith Hallidie, commenced operation. The eastern terminus of the cable car, located at the foot of Clay and Kearny streets, was also known as the Clay Street Hill Railroad Company. Hallidie was a pioneering manufacturer of wire cables, a regent at the University of California, and served on the Board of the San Francisco Public Library.<sup>58</sup>

1879 During 1879-1880, Robert Louis Stevenson sat in Portsmouth Square and gathered material for his tales of foreigners who dwelt in the Latin quarter at the base of Telegraph Hill and of sailors attracted to the Barbary Coast and from Chinatown. He sat in the Square “watching that strange life ebb and flow about him, and in listening to sailor yarns, received the inspirations of some of his later tales.”<sup>59</sup>

56 Chinatown Historic District Article 10 Draft

57 City of San Francisco, Portsmouth Square History

58 Architecture of San Francisco Chinatown City of San Francisco

59 Robert Louis Stevenson, Andrew Smith Hallidie and Portsmouth Plaza; San Francisco: As It Was, As It Is, and How To See It



1876 photograph of Portsmouth Square from the corner of Kearny and Clay streets looking northwest. By this time the trees planted in the early to mid 1860s have matured (Courtesy San Francisco Public Library)

## HISTORICAL BACKGROUND & DEVELOPMENT HISTORY

1880 Around 1880, Portsmouth Square becomes the heart of the Chinese community as the nucleus of Chinatown centered on Sacramento Street and Grant Avenue expands to include area around Portsmouth Square. The Chinese call the Square Fa Yuhn Gok, or the garden corner.<sup>60</sup>

1891 Around 1891, Vera (Imbruglia) Votta was baptized in St. Peter and Paul's Church near the convent that was across the street from Portsmouth Square. The church burned down in 1906.<sup>61</sup>

1897 In October, a new monument to author Robert Louis Stevenson was erected in Portsmouth Square. The 13' granite monument was designed by Bruce Porter and Willis Polk. Sculptor George Piper made a bronze galleon that rests atop the Robert Louis Stevenson monument. The galleon is a model of the Hispaniola of Treasure Island.<sup>62</sup>

### 1906 EARTHQUAKE AND FIRE

1905 Writer Will Irwin described scene of Portsmouth Square before the 1906 earthquake "...school was out by four o'clock. That was the brightest hour of all the day in those streets... chinese youths... frisked along Dupont Street (now Grant Street) or over into Portsmouth Square"... to play shuttlecock. Mothers took babies to the Square for picnics. Toddlers surrounded a balloon man or toy peddlers. Older

60 Historical and Architectural Guide to San Francisco's Chinatown; Historic Resources Inventory; Alleyways; Chinatown Historic District National Register Inventory Form

61 Oral History: Vera Votta

62 Robert Louis Stevenson, Andrew Smith Hallidie and Portsmouth Plaza; Guide to the Britton and Rey, Lithographers. Artotypes: Artistic homes of California



1897 illustration of the dedication of the Robert Louis Stevenson Monument and a 1902 photograph of the monument in Portsmouth Square (Illustration courtesy California Historical Society, Photograph courtesy of University of California Berkeley Bancroft Library)

**PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION**



1905 photograph of Portsmouth Square looking southwest. By this time the trees seen in the earlier photographs have been cleared and the park is much more open. The Robert Louis Stevenson Monument is placed in the center of the park (Courtesy San Francisco Public Library)



1905 postcard of Portsmouth Square looking west. The Robert Louis Stevenson Monument is placed in the center of the park (Courtesy San Francisco Planning Department)

## HISTORICAL BACKGROUND & DEVELOPMENT HISTORY

children were entertained by Daaih Ngauh Chuhng (Big Pine), a medicine man who would give double sword Kung Fu demonstrations for a nickel.<sup>63</sup>

1906 On April 18, 1906 a devastating earthquake struck San Francisco at 5:12 a.m. The earthquake caused a great deal of damage, but it was the fire that swept through the city in the hours and days afterwards that caused even more destruction.

1906 "I took a car on Clay Street about 5 o'clock on Wednesday morning, and when we were just opporite the old Plaza, now known as Portsmouth Square, we felt the first trembling of the earth."<sup>64</sup>

1906 "On Portsmouth Square the panic was beyond description. This, the old Plaza about which the early city was built, is bordered now by Chinatown, by the Italian district, and by the "Barbary Coast," a lower tenderloin. A spur of the quake ran up the hill upon which Chinatown is situated and shook down part of the crazy little buildings on the southern edge. It tore down, too, some of the Italian tenements. The rush to Portsmouth Square went on almost unchecked by police, who had more business elsewhere."<sup>65</sup>

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63 Historical and Architectural Guide to San Francisco's Chinatown

64 San Francisco's horror of earthquake and fire: terrible devastation and heart-rendering scenes

65 San Francisco's horror of earthquake and fire: terrible devastation and heart-rendering scenes



1905 photograph of Portsmouth Square looking northwest. The Robert Louis Stevenson Monument is visible at the end of the river stone lined pathway (Courtesy University of California Berkeley Bancroft Library)

PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION



1905 Sanborn Insurance map of San Francisco that provides record of the city prior to the 1906 Earthquake and Fire. According to this key map, Portsmouth Square is located in the northeast tip of the College Hill District, though according to accounts of the era Portsmouth Square was being further incorporated into Chinatown (Courtesy David Rumsey Collection)



## HISTORICAL BACKGROUND & DEVELOPMENT HISTORY

1906 "Terror and the presence of troops kept most of these people penned up in the Portsmouth Square with the Chinese on the first day. Then a policeman shot one of them, and this had a good effect. But to-day they broke loose, and, joining with the rescuers, began to go through the buildings."<sup>66</sup>

1906 Enrico Caruso, part of a traveling company of New York's Metropolitan Opera and considered a great tenor, sings arias from various operas in his repertoire to people in Portsmouth Square after the earthquake and fire. It should be noted that other sources quote him as leaving San Francisco for Oakland by nightfall and boarding a train east.<sup>67</sup>

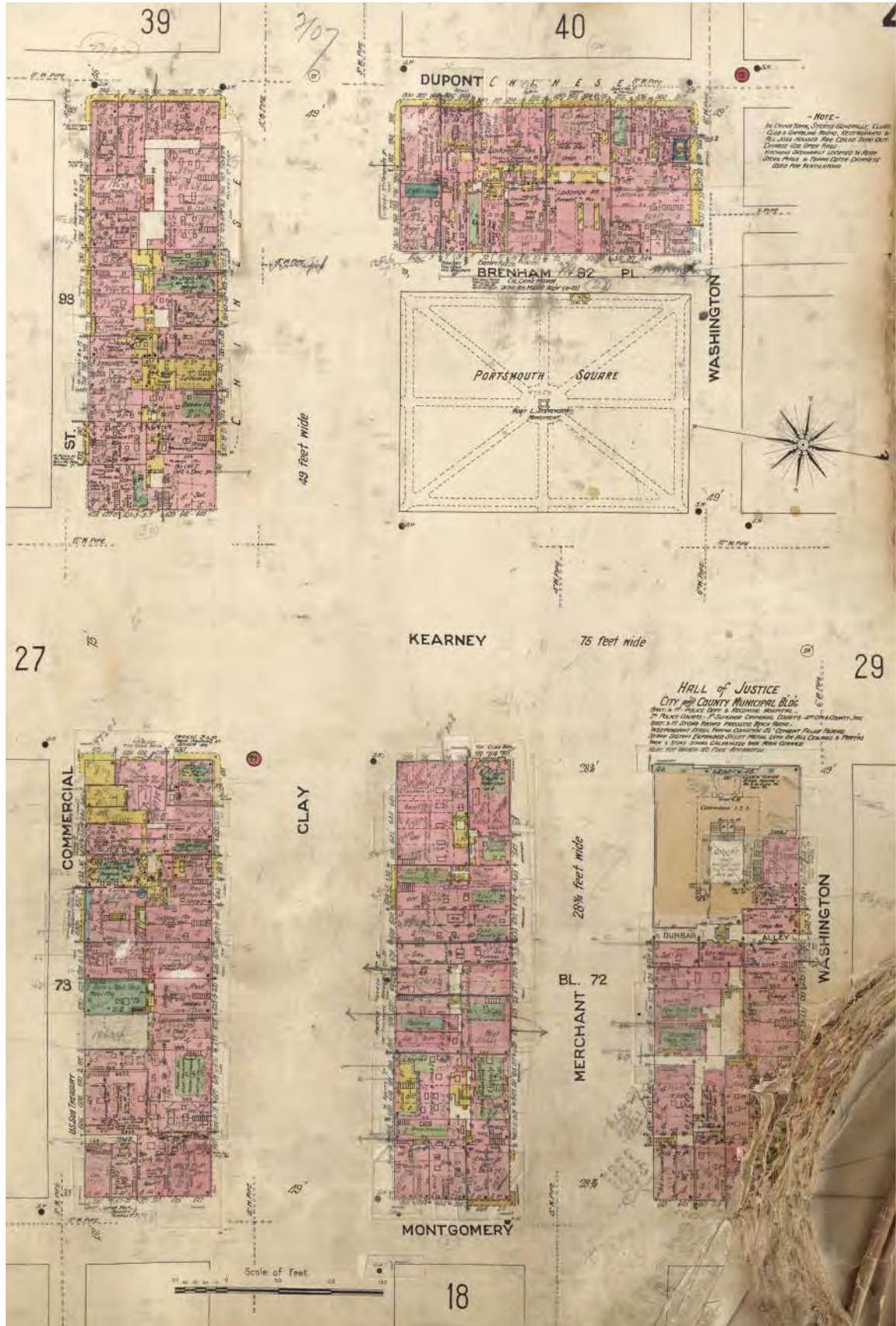
1906 "When it became evident that the city was threatened with destruction, a number of public-spirited citizens, moved as by a common impulse, sought out Mayor Schmitz to offer aid. As the Mayor's office in the City Hall was in ruins, they made their way, one by one, to the badly damaged Hall of Justice at the east [side] of Portsmouth Square, and here they commenced to plan for the relief of the stricken city. Suddenly some one called out: 'It's time to get out of here, gentlemen!' The air was growing oppressive and stifling. Buildings were being dynamited all about them, and the meeting adjourned to the historic

66 San Francisco's horror of earthquake and fire: terrible devastation and heart-rendering scenes  
67 Sunset Cinders: Grand Opera in San Francisco. Enrico Caruso survives the San Francisco earthquake



Photograph taken just over a month before the 1906 Earthquake and fire on March 13 shows a portion of Portsmouth Square and the Hall of Justice in the background (Courtesy University of California Berkeley Bancroft Library)

**PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION**



1905 Sanborn Insurance map of Portsmouth Square and its environs. The block along Washington Street is illustrated on the following page (Courtesy David Rumsey Collection)



## PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION

square opposite, where, beside the Robert Louis Stevenson drinking fountain they continued their deliberations. Presently Portsmouth Square became untenable and they moved again, this time going up through Chinatown to the Fairmount Hotel on the summit of Nob Hill."<sup>68</sup>

1906 "This morning, when the fire reached the Municipal Building on Portsmouth Square, the nurses, helped by soldiers, got out fifty bodies in the temporary morgue and a number of patients in the receiving hospital. Just after they reached the street a building was blown up, and the flying bricks and splinters hurt several of the soldiers."<sup>69</sup>

1906 "Portsmouth Square was surrounded by fire, buildings were consumed, its trees were scorched, their leaves shriveled - ruin was all around. The Fountain alone spoke of hope and peace; still offering its cup of cold water, still admonishing us 'to be honest, to be kind.' Soon under its shadow appeared a long row of temporary graves; a little later the square, hospitable alike to the living and the dead, was filled with the tents of refugees and of the soldier guard."<sup>70</sup>

1906 By the next day "there were twenty-seven corpses lying in Portsmouth Square gathered from

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68 San Francisco Through Fire and Earthquake

69 San Francisco's horror of earthquake and fire: terrible devastation and heart-rendering scenes

70 San Francisco: As It Was, As It Is, and How To See It



Crowd of people watching fire that followed the 1906 earthquake from Portsmouth Square (Courtesy California Historical Society)

## HISTORICAL BACKGROUND & DEVELOPMENT HISTORY

various sections" of the City and the square became a public morgue. When flames threatened the square the bodies were removed to Columbia Square where they were buried..<sup>71</sup>

1906 "Bodies were scattered all over the city. They were being buried by gangs of men impressed by the soldiers. In three days thirty-two Chinese and whites were buried in Portsmouth Square alone. Few of the bodies were identified, most of them being burned beyond recognition."<sup>72</sup>

1906 By April 21, "the Hall of Justice stands in ruins, its tower toppled over, its brick walls fallen off, and part of its heavy steel cells crashed from the top floor into the basement. The Stevenson Monument remains unscathed, a long row of temporary graves hard by, and a camp of soldiers and refugees round about - a shelter for the living and the dead."<sup>73</sup>

1906 "In Portsmouth Square an attendant in one of the Joss houses in a nearby street had erected a temporary altar to one of the many deities of the Chinese, and this was for the moment the Mecca for all the faithful."<sup>74</sup>

1906 The U.S. Army stationed at Portsmouth Square were under the command of Col. Marion P. Maus

71 San Francisco's horror of earthquake and fire: terrible devastation and heart-rendering scenes

72 San Francisco's horror of earthquake and fire: terrible devastation and heart-rendering scenes

73 San Francisco Through Fire and Earthquake

74 San Francisco's horror of earthquake and fire: terrible devastation and heart-rendering scenes



Writer Henry Lafler types a story about the 1906 Earthquake and Fire in Portsmouth Square in the days following the event (Courtesy California Historical Society)

PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION



Map of San Francisco showing where the fire spread following the 1906 earthquake (Courtesy California Historical Society)

## HISTORICAL BACKGROUND & DEVELOPMENT HISTORY

who led the 20th infantry, which included six companies. Portsmouth Square served as the headquarters for the U.S. Army's 3rd District. The U.S. Army at Portsmouth fed 1,000 people in the first days after the earthquake.<sup>75</sup>

1906 William H. Chapman is one of the U.S. Army soldiers stationed at Portsmouth Square. Based on Chapman's letters it appears the soldiers weren't particularly busy and finally got orders to leave on June 20.<sup>76</sup>

1906 Within a week of the earthquake, on April 23, a committee appointed by the San Francisco Board of Supervisors recommended relocating Chinatown to Hunter's Point. Chinese merchants responded that any attempt to relocate their community would be bitterly opposed.<sup>77</sup>

1906 On December 30, Camp No. 30 was opened at Portsmouth Square. By around this time (January 1, 1907) 14,245 people were living in camps established around the city, including Portsmouth Square. This was down from the 17,968 people living in camps on August 1, 1906. Camp No. 30 was overseen by E.W. Alexander, M.D.<sup>78</sup>

75 Earthquake in California, Special Report of Major General Adolphus W. Greely, U.S.A., Commanding the Pacific Division

76 Letter from William H. Chapman to Margaret; Postcard from William H. Chapman to Mrs. Wm. S. McCaskey

77 Chinatown Historic District Case Report

78 San Francisco Relief and Red Cross Funds Department Reports; James D. Phelan Papers:



1906 aerial view of San Francisco from Nob Hill looking towards the Bay (Courtesy University of California Berkeley Bancroft Library)

## PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION

1906 Portsmouth Square served as a sewing center and social camp. The residents of the camp formed an improvement club and were assisted in preparing a room for headquarters.<sup>79</sup>

1907 By March 19, Camp No. 30 has 150 2-room cottages and a population of 378 people, and by May 17 it had a population of 384 people with no vacancies.<sup>80</sup>

1907 By December, all 150 cottages were still occupied at Camp No. 30 in Portsmouth Square, though camps in other parks throughout the city were being removed.<sup>81</sup>

1908 On February 3, a disbursement of \$847 was made for gas installation at Portsmouth Square.<sup>82</sup>

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### Department Reports as submitted to Board of Directors at Regular Monthly Meeting

79 Report of Industrial Bureau

80 James D. Phelan Papers: Department Reports as submitted to Board of Directors at Regular Monthly Meeting, March 19, 1907

81 San Francisco Relief & Red Cross Funds, Condensed Report of Receipts & Disbursements, April 23, 1906 to November 30, 1908; City of San Francisco Planning Department

82 San Francisco Relief and Red Cross Funds: Accounting Reports Figures Audits, Department E Report of Audit



U.S. Army tents set up in Portsmouth Square - aerial view looking west (Courtesy California Historical Society)



Sites of temporary graves in Portsmouth Square immediately following the earthquake and fire (Top Courtesy University of California Berkeley Bancroft Library, Bottom Courtesy California Historical Society)



Looking east at Portsmouth Square and the Hall of Justice from the corner of Washington Street and Brenham Place (Courtesy California Historical Society)



Looking northeast at Portsmouth Square and the Hall of Justice from the corner of Clay Street and Brenham Place (Courtesy University of California Berkeley Bancroft Library)



U.S. Army and refugee tents in Portsmouth Square including areas set up to be outdoor kitchens (Courtesy California Historical Society)



U.S. Army and refugee tents in Portsmouth Square and a collection of belongings stored in the open (Courtesy California Historical Society)



Looking east at U.S. Army tents in Portsmouth Square with the Hall of Justice in the background. This photograph was possibly taken in the months after the earthquake. The camp appears more orderly and less crowded (Courtesy University of California Berkeley Bancroft Library)



Looking west at U.S. Army tents in Portsmouth Square from Kearny Street. This photograph was possibly taken in the months after the earthquake. The camp appears more orderly and less crowded (Courtesy California State Library)



1907 photograph looking northeast at Camp No. 30 in Portsmouth Square from Clay Street (Courtesy California State Library)



1907 photograph looking northwest at Camp No. 30 in Portsmouth Square from Kearny Street (Courtesy California State Library)



Left to right. 1907 photograph of Robert Louis Stevenson Monument (Courtesy California State Library). Early 20th century view of people gathering in the park with the renovated Hall of Justice in the background (Courtesy San Francisco Public Library).

**MEMORIALIZATION OF PORTSMOUTH SQUARE**

1909 In the years following the earthquake and fire, many began reminiscing about San Francisco before that major turning point. "San Francisco was the back eddy of European civilization--one end of the world. The drifters came there and stopped, lingered a while to live by their wits in a country where living after a fashion has always been marvellously cheap. These people haunted the waterfront and the Barbary Coast by night, and lay by day on the grass in Portsmouth Square. The square, the old plaza about which the city was built, Spanish fashion, had seen many things. There in the first burst of the early days the vigilance committee used to hold its hangings. There, in the time of the sand lot troubles, Dennis Kearney, who nearly pulled the town down about his ears, used to make his orations which set the unruly to rioting. In later years Chinatown lay on one side of it and the Latin quarter and the "Barbary Coast" on the other. On this square the drifters lay all day long and told strange yarns. [Robert Louis] Stevenson lounged there with them in his time and learned the things which he wove into "The Wrecker" and his South Sea stories; and now in the centre of the square there stands the beautiful Stevenson monument. In later years the authorities put up a municipal building on one side of this square and prevented the loungers, for decency's sake, from lying on the grass. Since then some of the peculiar character of the old plaza has gone."<sup>83</sup>

1912 The "most interesting of the small parks (in San Francisco) is Portsmouth Square, the oldest improved square in the city and the center of Yerba Buena, the little settlement on the cove of that name which was the forerunner of the city of San Francisco. The early history of this square is the early history

83 The City That Was: A Requiem of Old San Francisco



October 1915 photograph of police officers in Portsmouth Square with a river stone lined path in the foreground (Courtesy University of California Berkeley Bancroft Library)

## PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION

of the city, and it has not ceased to play its part in subsequent years. It lies between Kearny Street and Brenham Place (now Walter U. Lum Place), Washington and Clay streets, a small half-square, crowded with associations, historical and literary."<sup>84</sup>

1912 Portsmouth Plaza is a tract of land bounded on the north by Washington Street, Clay on the south, Kearny on the east and Brenham Place (now Walter U. Lum Place) on the west. The streets are named for Charles J. Brenham, a pioneer steamboat captain and early day mayor. Kearny is named after General Stephen Watson Kearny who was a military and civil governor in 1847. Clay is named after Henry Clay, an American Statesman Orator, who lived in 1777 and died in 1852, and Washington Street is named after George Washington.<sup>85</sup>

1912 By 1912, an iron post with inscription and supporting a bell stood in the SE corner of Portsmouth Square, at the intersection of Kearny and Market streets, and in front of Mission Church on Dolores Street, to mark important points on El Camino Real (old royal highway linking mission to mission).<sup>86</sup>

1912 By 1912, the Custom House, School and Post Office were no longer present.<sup>87</sup>

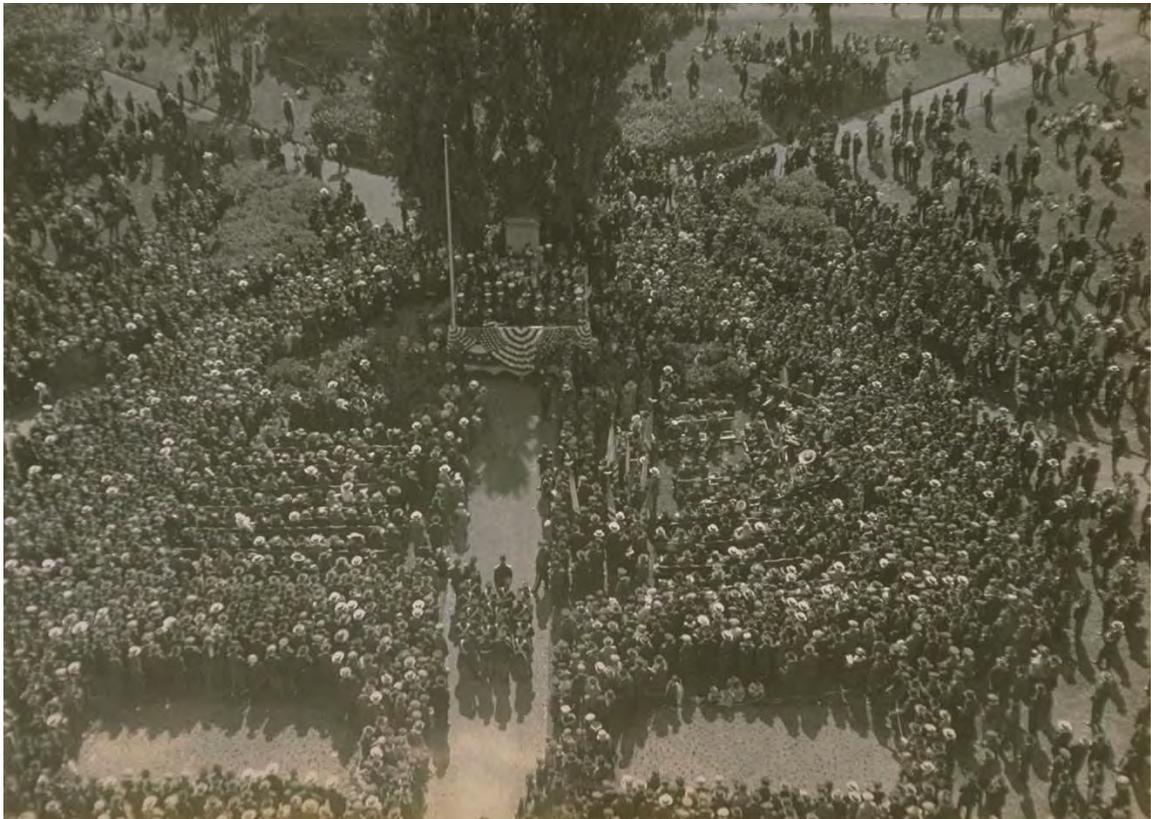
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84 San Francisco: As It Was, As It Is, and How To See It

85 Robert Louis Stevenson, Andrew Smith Hallidie and Portsmouth Plaza

86 San Francisco: As It Was, As It Is, and How To See It

87 San Francisco: As It Was, As It Is, and How To See It



July 9, 1921 photograph of the Diamond Jubilee, one of many celebrations and community gatherings in Portsmouth Square (Courtesy University of California Berkeley Bancroft Library)

## HISTORICAL BACKGROUND & DEVELOPMENT HISTORY

1926 Between 1926 and 1928, Portsmouth Square was renamed Portsmouth Plaza.<sup>88</sup>

1937 Suffragist and Poet Sara Bard Field reminisced about her friendship with sculptor Beniamino Bufano who created a "great statue of Sun Yat-Sen which stood in (Portsmouth Plaza)... It was of huge dimensions, a dimension which kept increasing all the time as he continued his work." Sara and her husband C.E.S. Wood offered to provide Bufano studio space in their house on Russian Hill. "He always lived in poverty and what money he was ever paid for anything (except bare living expenses) would go into his materials" Note: the statue is now in St. Mary's Square.<sup>89</sup>

1942 The first cable street car, which commenced in 1873 near Portsmouth Square, ceased operations on February 15.<sup>90</sup>

1950 "I am Portsmouth Plaza - a small, public square hidden away in a somewhat neglected portion of a great, busy city.... Once, one hundred years ago, I was the center of life in this community - the heartbeat of a new-born city.... But now I am old and have only memories to live by - and, yet, what memories do the years bring back to me!<sup>91</sup>

1952 Around 1952, the California Centennial Celebration (which was celebrated on September 9, 1950)

88 Historic Resources Inventory; Historical and Architectural Guide to San Francisco's Chinatown

89 Oral History: Sara Bard Field

90 City of San Francisco, Portsmouth Square History

91 Portsmouth Plaza Speaks



March 1924 photograph of the Portsmouth Square looking northwest from the corner of Kearny and Clay streets (Courtesy San Francisco Public Library)

## PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION

exhibit building was removed. It's not clear what the building looked like or where it was located in the Plaza.<sup>92</sup>

1953 A plaque honoring Andrew Smith Hallidie, the inventor of the cable car, was placed in Portsmouth Plaza by the California State Park Commission. The plaque, Registered State Landmark No. 500, was imbedded on a granite table. Money raised by the Friends of Andrew S. Hallidie funded the plaque, which states "Andrew Smith Hallidie/Site of Eastern Terminus First Street/Cars in World Propelled by Cable. Commenced operation August 1, 1873, Ceased February 15, 1942 invented and installed by Andrew S. Hallidie, Born London, England March 16, 1836. Died San Francisco April 24, 1900 Pioneer manufacturer of wire cables; Regent University of California; twice member Board of Freeholders for drafting proposed city charter; served on first Board of Trustees, 1878 of the San Francisco Public Library Tablet placed by California State Park Commission Base furnished by friends of Andrew S. Hallidie Registered State Landmark No. 500."<sup>93</sup>

1957 A monument to the first school in San Francisco is dedicated in Portsmouth Square by the Grand Lodge of Free and Accepted Masons of the State of California. It is designated California Historical Landmark 587.<sup>94</sup>

1957 "What Boston Common is to Boston, the Plaza is to San Francisco, the cradle of its local history."<sup>95</sup>

92 City of San Francisco, Portsmouth Square History

93 Robert Louis Stevenson, Andrew Smith Hallidie and Portsmouth Plaza

94 City of San Francisco, Portsmouth Square History

95 Robert Louis Stevenson, Andrew Smith Hallidie and Portsmouth Plaza



March 1924 photograph of the Portsmouth Square looking northwest from the corner of Kearny and Clay streets (Courtesy San Francisco Public Library)



1927 photograph of the Portsmouth Square looking east from Washington Street near the corner of Brenham Place (now Walter U. Lum Place) (Courtesy Chinese Historical Society)



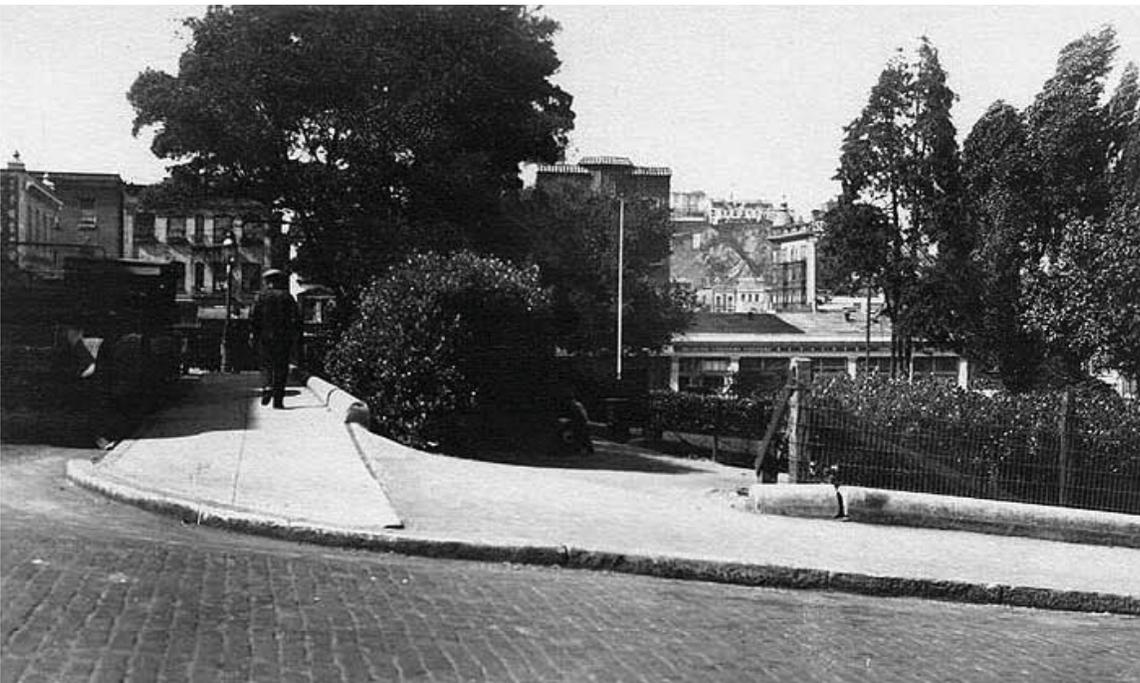
1945 photograph of a portion of Portsmouth Square looking southwest at Brenham Place (now Walter U. Lum Place) (Courtesy San Francisco Public Library)



Portion of 1938 aerial photograph of Portsmouth Square (Courtesy David Rumsey Collection)



1948 photograph of Portsmouth Square from Kearny Street looking southwest towards Clay Street and Walter U. Lum Place) (Courtesy San Francisco Planning Department)



1950 photograph of Portsmouth Square from Clay Street looking north, Brenham Place (now Walter U. Lum Place) is on the left (Courtesy San Francisco Planning Department)



1950 photograph of monument base being constructed in the park. Though it's not clear this could be the stone beginnings of the carving dedicated to the first school on Portsmouth Square (Courtesy San Francisco Public Library)



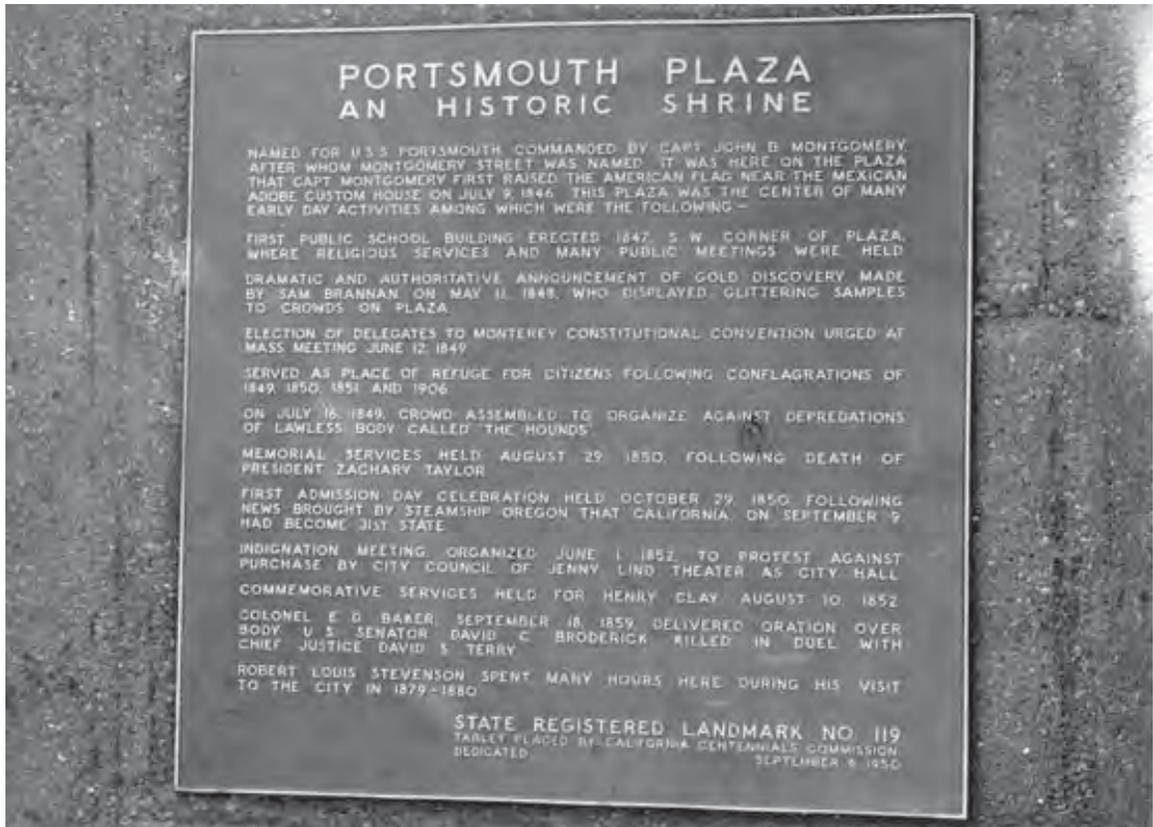
Undated photograph of completed monument located along the south side of Portsmouth Square (Courtesy San Francisco Public Library)



1952 photograph of children playing and people gathering in Portsmouth Square along the park's eastern side (Courtesy San Francisco Public Library)



1957 dedication of the plaque recognizing Portsmouth Square as the site of the first school house (Courtesy San Francisco Public Library).



Top and bottom. 1951 close-up photograph of plaque memorializing the many historic events that have taken place in Portsmouth Square (Courtesy San Francisco Public Library). Plaque recognizing the site of the first U.S. flag raised in San Francisco (Courtesy San Francisco Public Library).

**PORTSMOUTH SQUARE GARAGE**

1959 In early October, the Board of Supervisors approve the construction of the Portsmouth Square Garage. The media and the citizens of San Francisco are split in terms of their support of the project. An October 8 one editorial states, "The supervisors have approved, provided the square is restored to its present character as a park as much as possible. The Square is necessary and so is the garage. Fortunately, San Francisco can have both. In dealing with the Portsmouth Square situation, the supervisors should note a recent policy statement by the City Planning Dept. which says that in such cases the result must be a park with a garage under it (like Union Square), not a garage with a roof garden (like St. Mary's)... Do not destroy the park, we say; keep it - with a garage underneath. San Francisco is vibrant with growth and historic old Portsmouth Square, spruced up, should join the march of progress."<sup>96</sup>

1959 Also on October 8 another editorial knocks the Board of Supervisors, "In their efforts to temper the unseemly haste in which the Portsmouth Square garage project is being tamped down the public throat, Supervisors Zirpoli, Ferdon and Blake may count on wide and strong support. The proposal, involving an 800-car underground garage surmounted by a redesigned, elevated "modern' park, has mysteriously acquired momentum that abruptly put it far along the road toward an accomplished fact while protests and objections have been denied a hearing.... City officials must now be aware that the public is no longer in a mood to sacrifice all the city's community values - its landmarks and historic buildings and vistas and open spaces - to the accomodation of the insatiable automobile."<sup>97</sup>

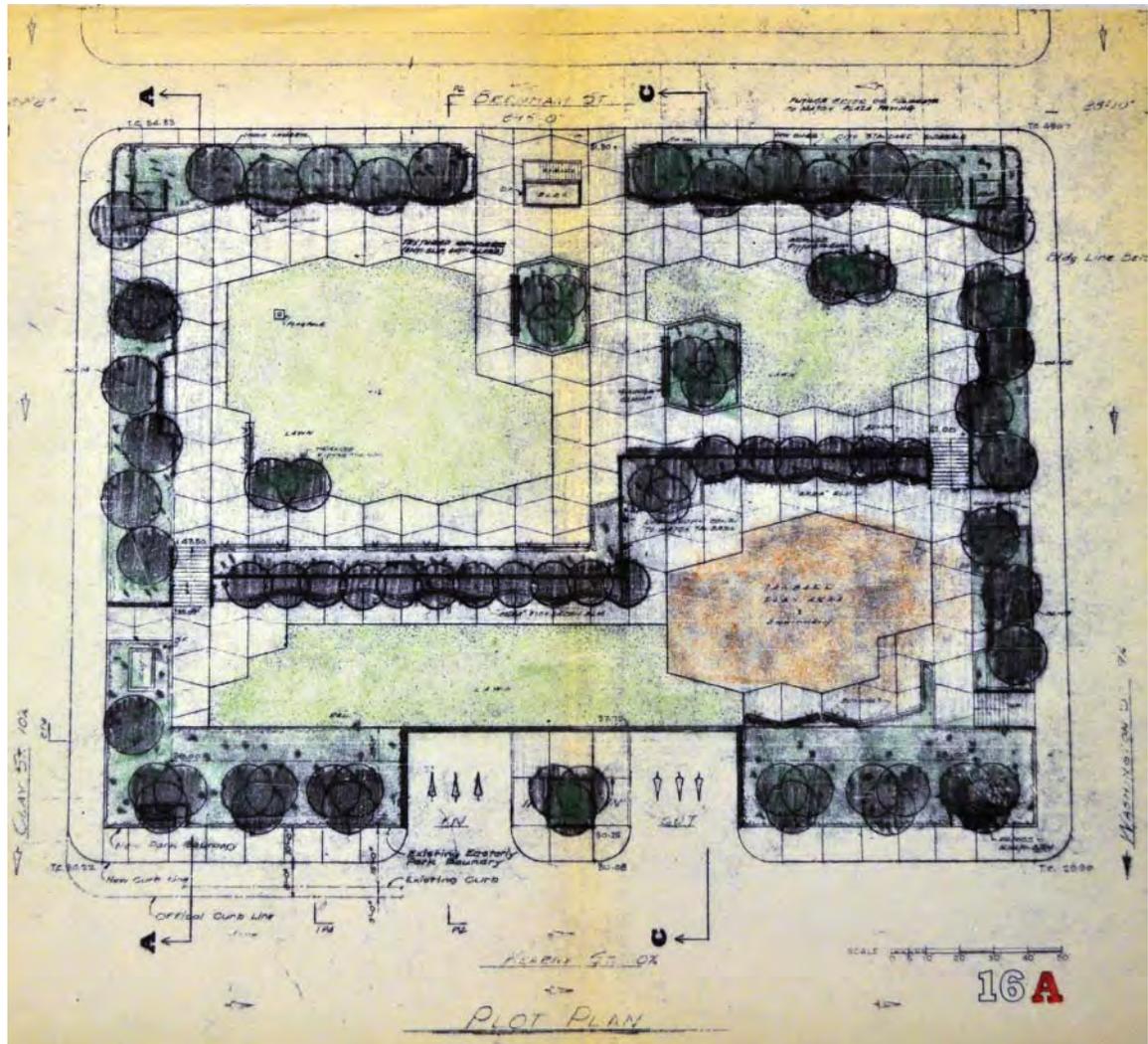
1959 The issue continues to be debated in the press on October 12. "Like most San Franciscans, we feel a pang when changing times bring their inevitable change to some familiar part of San Francisco's features. But we know we would feel a much greater pang if there were no changes - if, instead, the city slipped into decay and decline. So it is with the proposal to alter the surface features of Portsmouth Square by building a garage beneath it. Ours is the trouble that afflicted Professor Higgins: We've grown accustomed to that face. But not so accustomed we want to mummify it and hold it forever inviolate.... Space-hungry San Francisco must guard its taxable land jealously. The Portsmouth Square proposal of a garage below, a park above, is multiple use of land proved sound by experience."<sup>98</sup>

1959 On October 15 the project is debated further with adamant opposition. "To further the desecration of our city, as was accomplished by the erection of the concrete EMBARCADERO MONSTER, the money hungry city officials working hand-in-pocket with greedy parking concessionists are now aiming their great shovels at the very heart of early San Francisco history. Their Plan. Famous Portsmouth Square, where the Stars and Stripes were first flown over San Francisco. The location of our first custom house... Portsmouth Square, the beautiful bud from which our city blossomed. Robert Louis Stevenson spent many hours in the square leisurely meditating and watching his fellow men." followed by call for letters of indignation to City Hall and plan to print handbills, car stickers and posters to rally for cause. "THERE IS A PLACE TO DRAW THE BATTLE LINE..."<sup>99</sup>

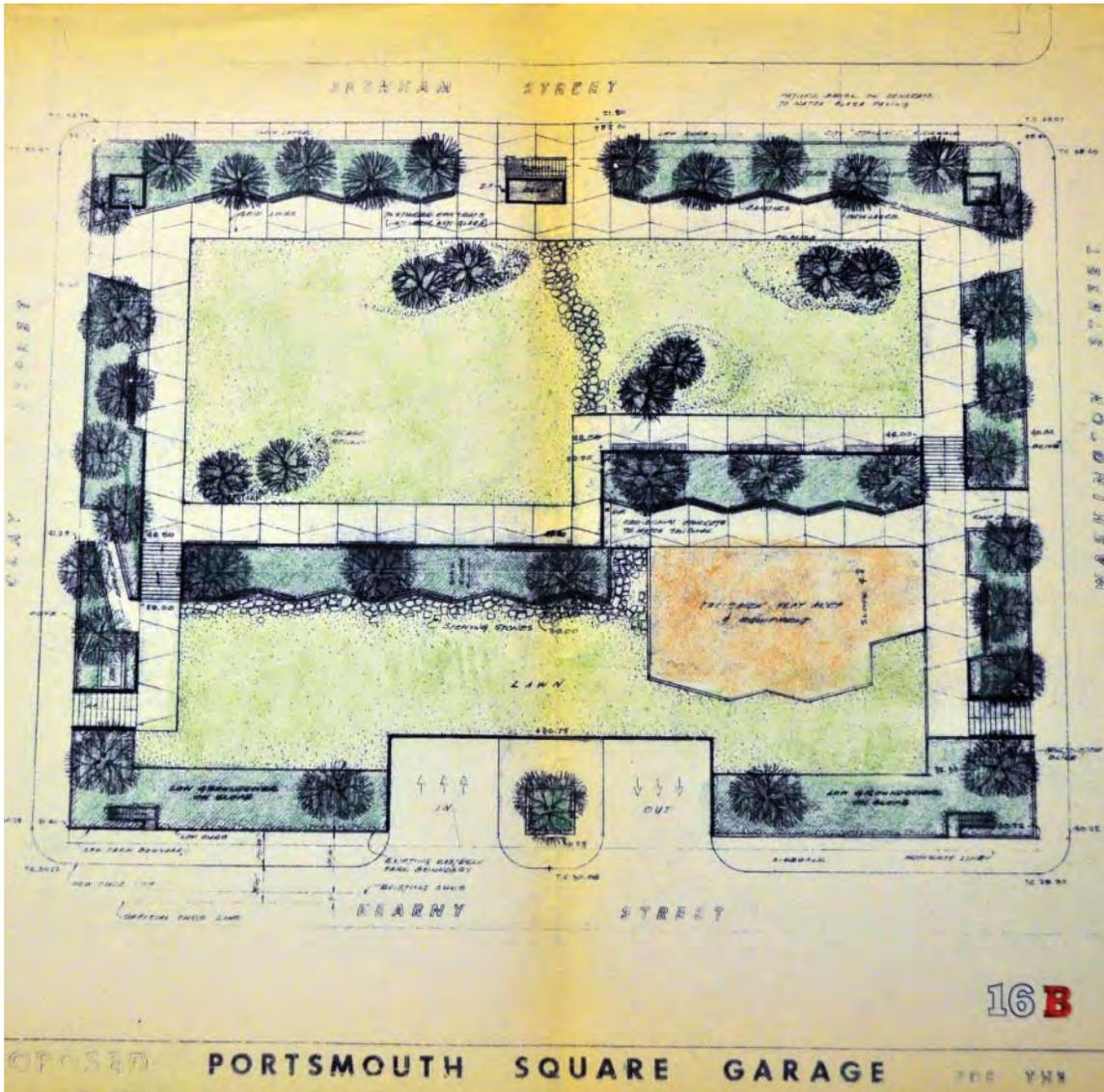
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96 Portsmouth Square  
 97 Why Such Haste To Build Garage?  
 98 Park Garage Plan Is Good Land Use  
 99 Historic Square... Nearly Doomed

PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION



Circa 1959 plan for Portsmouth Square designed by landscape architect Douglas Baylis, known as Plan 16A (Courtesy University of California Berkeley College of Environmental Design Archives)



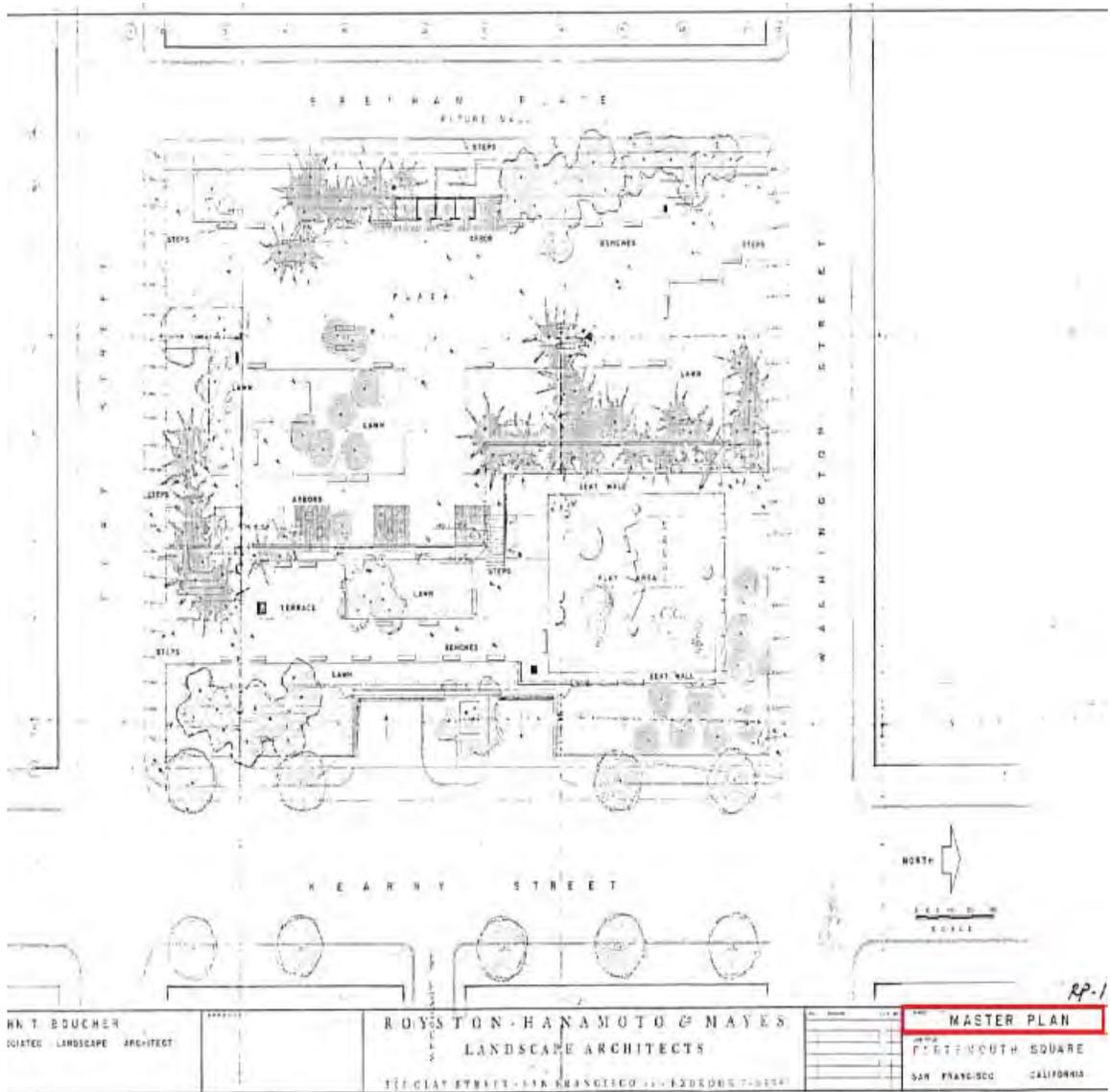
Circa 1959 plan for Portsmouth Square drafted but not designed by landscape architect Douglas Baylis following a request from his client, known as Plan 16B (Courtesy University of California Berkeley College of Environmental Design Archives)

## PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION

1959 The controversy didn't end there. By the end of November, Landscape Architect Douglass Bayliss was dissatisfied with the work being requested of him in relation to the Portsmouth Square design. On November 24 he presented four conditions for his future involvement with Portsmouth Square project due to the fact that the work required had been more substantial than his current agreement stipulated and he didn't feel he was being adequately compensated for his work.<sup>100</sup>

1959 On or around November 25, John Gould, a structural engineer from the firm Gould/Degenkolb and working for the Corporation leading the Portsmouth Square Parking Garage project, requested that landscape architect Douglas Bayliss make modifications to his landscape design for Portsmouth Square, which will be referred to as Design 16A. A marked up plan, known as Design 16B, is provided to Bayliss with the request to make the changes shown based on feedback John and his partners received from Parks and Recreation Commission members. In particular, more lawn area and less paved areas were to

100 Letter to Gentlemen



Circa 1960 plan of Portsmouth Square by landscape architect Robert Royston of Royston, Hanamoto and Hayes (Courtesy San Francisco Planning Department)

## HISTORICAL BACKGROUND & DEVELOPMENT HISTORY

be included. Bayliss understood that the modified plan (known as Design 16B) would be presented at the Mayor's Conference along with the original design (16A) on November 30.<sup>101</sup>

1959 According to Douglas Bayliss, "the decision to submit a phony drawing... was made on Dec. 1, 1959 in the office of Haas & Haynie, the construction firm building the underground garage. The drawing, Baylis said, was falsified 'to make it appear there was more grass and the slope was gentler...' Baylis quit as Portsmouth Plaza landscape architect in protest against a plan he said was 'the world's worst.' He said the plan was not his. Baylis says Plan 16B was done by the Portsmouth Plaza Corporation and that "any landscape architect would laugh himself sick at it." This came about when City Supervisors wanted to have as much of the historic park restored after the garage was built. "I'm not going to kid anybody, Baylis said yesterday. That park could never be restored." Baylis said he counted on the Art Commission to reject disputed plan, but they approved it. In the end Plan 16B was approved by the Park and Recreation Commission, the Board of Supervisors and the Art Commission and written into the contract. Baylis designed and favored Plan 16A.<sup>102</sup>

1959 In December Plans 16A and 16B were submitted to various boards and committees for comment and approval. The chain of events was somewhat disputed, but it was generally understood that the

101 Letter to Douglas Bayliss from John Gould

102 Fraud Charged in Plan for Plaza Landscaping



1962 aerial photograph of Portsmouth Plaza during the early stages of garage construction, looking north east towards Kearny Street (Courtesy San Francisco Public Library)

## PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION

Arts Commission initially approved of Design 16A and the Parking Authority and Parks and Recreation Commission approved of Design 16B.

1959 On December 14, the Art Commission reaffirmed their approval of Portsmouth Square Design 16A and did not consider the new layout, Design 16B.<sup>103</sup>

1959 By December 16, the Finance Committee disapproved a plan for Portsmouth Square Garage. It's not clear which plan they rejected.<sup>104</sup>

1959 By December 23, Design 16B was submitted to the Parking Authority and the Park and Recreation Commission, both of which approved it.<sup>105</sup>

1959 By December 23, the Art Commission had somewhat reversed their stance and recommended changes including less lawn and more plaza surface in the area adjacent to Brenham Place (now Walter U. Lum Place) and a pierced wall be constructed from Washington to Clay streets through the center of the park in place of planted slopes.<sup>106</sup>

1959 On December 28 at a meeting to discuss the Portsmouth Square Garage, Clarissa McMahon, a member of the Board of Supervisors, approved the need to increase parking in the area, but objected to the plan based on its cost which was estimated at \$6000 per square foot. McMahon also believes Portsmouth Square has historical significance and voices a concern over the desing from that perspective.<sup>107</sup>

- 103 Letter to Editor: San Francisco Chronicle
- 104 Letter to Editor: San Francisco Chronicle
- 105 Letter to Board of Supervisors
- 106 Letter to Board of Supervisors
- 107 Portsmouth Square Garage Meeting Minutes



Left to right. 1961 photograph of Portsmouth Plaza during the early stages of garage construction, looking northwest towards Washington Street and Brenham Place (now Walter U. Lum Place) (Courtesy San Francisco Public Library) 1964 aerial photograph of Portsmouth Square from the corner of Kearny and Washington streets looking southwest (Courtesy San Francisco Public Library)

## HISTORICAL BACKGROUND & DEVELOPMENT HISTORY

1959 On December 28 at a meeting to discuss the Portsmouth Square Garage, the American Institute of Architects objected to design since the park was broken into two levels, saying the size of Portsmouth Square has been greatly reduced, tall trees are lost, the structure will rise above street level, and there are four structures (elevators and ventilators) on top of the garage that impact park.<sup>108</sup>

1959 On December 28 at a meeting to discuss the Portsmouth Square Garage, the Writer Harold Gilliam objected to Portsmouth Garage project since the historical significance of Portsmouth Square would disappear with the project; there would be impacts to traffic congestion due to the single entrance; and it would cost \$1 million more than the garage at 5th and Mission, but have less capacity.<sup>109</sup>

1959 By the end of 1959, Board of Supervisor Ian Zirpoli refused to accept the Art Commission's endorsement for the modern park design (16A), stating he would meet with landscape architect Douglas Baylis, engineer John Gould and City Parking Authority officials to discuss options. Both Zipoli and Supervisor Ferdon felt that much of the present design of Portsmouth Square should remain in place.<sup>110</sup>

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- 108 Portsmouth Garage Meeting Minutes
  - 109 Portsmouth Garage Meeting Minutes
  - 110 New Plan for Garage Stirs Row



1964 photograph of Portsmouth Square looking northeast, with the former Hall of Justice in the background and the monument to the first school house on the left (Courtesy San Francisco Public Library)

## PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION

1959 Bayliss's Plan 16A for Portsmouth Square was generally abandoned following the Mayor's Conference and concerns voiced by the Finance Committee. Critics of the modern design and changing Portsmouth Square from a grassy slope to an underground garage were placated when opponents were assured that preliminary plans would be modified as much as possible to retain the park's present appearance.<sup>111</sup>

1959 According to Douglas Bayliss, lawyers bypassed the Art Commission and Portsmouth Plaza Design 16B was approved by the Board of Supervisors, though both plans were shown to them.<sup>112</sup>

1960 Nearly a year later, on December 6, 1960, landscape architect Douglas Bayliss resigned from the project when Engineers Gould and Degenkolb instructed him to proceed with working drawings of Design 16B, which his office had previously drafted, but not designed and without any opportunity to make changes according to his professional expertise. Bayliss wrote in a letter to John Gould, "You must understand... that it would have been unethical, improper and personally upsetting for me to proceed with any drawings or planting layouts for an anonymous plan which, in my judgement, is inept and inadequate for such an important project." In a letter to the Editor of the San Francisco Chronicle, Bayliss describes Plan 16B as a new plan developed out of "seeming necessity" by an unknown designer and handed to Bayliss to "draw up" as an alternate. The plan features a vast amount of lawn, planted slopes, stepping stones, and plant materials. In his view it's an amateur's attempt at park design for a suburban location, but completely unsuitable for this urban area. In a letter to the Finance Committee, Bayliss states that another concern is that consultation with the Art Commission was bypassed for expediency by the financiers of the project. Bayliss believed that Attorney Edward Keil was the "mastermind of the controversial garage" and accused Keil of forcing him to draw the 'world's worst plan.' Bayliss had almost quit year ago when Keil was trying to steer it through hostile Board of Supervisors. Keil said he was unaware of any issues or that Bayliss had resigned. Bayliss countered that he not only did he know of the resignation, but had hired successor. Bayliss was hoping the Art Commission would reject Plan 16B, but they didn't.<sup>113</sup>

1960 In a letter to the editor of the San Francisco Chronicle addressed to the new landscape architect for Portsmouth Square (who was not yet chosen by this date) landscape architect Douglas Bayliss points out numerous faults with Design 16B. The aesthetics of the hard and softscape elements need to work together, that there will likely be mechanical problems related to the grading and drainage, and problems will likely arise due to structural load and proper soil depths for trees to grow on top of the garage. Bayliss goes on to write, "The differences in plan are subtle and do not lend themselves to visual comparison.... Let me emphasize that I have no intent to be reinstated as the designer for the Plaza.... I like lawyers as fellow collaborators, but not as elements of force." Plan 16A was the product of ten months of studies and conferences and Commission approvals that reviewed upwards of 15 valid plans and multiple sketches. He reiterates that the Arts Commission initially approved this plan and feels its viable to move forward. However

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111 Letter to Editor: San Francisco Chronicle; Tempest Over Garage Plan Blows Self Out

112 Letter to Editor: San Francisco Chronicle

113 Letter to John Gould; Letter to Editor: San Francisco Chronicle; Letter to Finance Committee; Portsmouth Landscaper Angry, Quits



1973 photographs of Portsmouth Square (Courtesy San Francisco Public Library)

## PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION

it was effectively abandoned on November 25, 1959 after the Mayor's Conference when the Finance Committee objected to various phases of the Plaza proposal.<sup>114</sup>

1960 Mayor asks City attorney to determine who has final say in design approval - parks and recreation or arts commission. Baylis has quit by this point.<sup>115</sup>

1960 On December 15th an editorial comments, "Historic Portsmouth Square, now under the bulldozer to permit construction of an underground garage, is to be 'restored' on plans that - in the verdict of the man who best knows them - are 'the world's worst' and 'absolutely unsuitable.' Thus barring some miracle of revision and repair, the garage will inflict upon this community precisely those injuries feared and warned against by this newspaper when the project was insinuating its way through some city agencies and around others.... We wish he could have spoken sooner, when a knowledge of their deficiencies would have enlarged the opposition and stayed the dogged determination of the City Hall to hurry up and start digging. But now the horse has been stolen, the courts indicate, and there is no way to unsteal it."<sup>116</sup>

1960 In late December, during Bayliss's testimony on fraud charges, he said that plans were changed without his consultation. That John Gould forbade Bayliss from showing his plans to the Board of Supervisors. The Parks and Recreation Manager said he was not aware of major changes to the design.<sup>117</sup>

1960 "I do not feel that the courage Mr. Baylis has exhibited in denouncing this common practice (alteration of landscape plans by promoters of underground garage project) is properly appreciated; Mr. Baylis (and almost all landscape architects and architects in our society) is an uneasy combination of business man and artist, constantly reminded by his clients and his trade journals that an architect must, in order to survive, be a combination of Leonardo da Vinci, Jay Gould, and investment counsel, with an eye perhaps turned to beauty, but both hands firmly engaged in enriching his clients."<sup>118</sup>

1961 On January 5, a joint meeting of the Parks and Recreation Commission and Art Commission was scheduled to review the Portsmouth Square design.<sup>119</sup>

1961 Structural Engineer John Brisbin Rutherford writes to Douglas Bayliss, "What you did takes a great deal of courage; win or lose you have my admiration for daring to blow the whistle on the ravisher of San Francisco"<sup>120</sup>

1961 Douglas Bayliss' actions are further celebrated in a letter to the editor of the San Francisco Chronicle which stated that he "recently resigned his commission in protest against what he termed

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114 Letter to Editor: San Francisco Chronicle

115 Mayor Steps into Portsmouth Row

116 Hurry Up and Get the Job Botched

117 Portsmouth Protest Killed

118 An Artist At War with Profit Motive

119 Letter to Finance Committee

120 letter to Douglas Baylis from structural engineer John Brisbin Rutherford

## HISTORICAL BACKGROUND & DEVELOPMENT HISTORY

fraudulent alteration of landscaping plans by promoters of the underground parking garage project. As with many projects these days the promoters had apparently secured approval of their scheme by promising more than they were prepared to deliver, and thereupon ordered Mr. Bayliss to draw up an inferior set of plans and alter the perspective sketches to make them look good."<sup>121</sup>

1961 John Gould died of a heart attack while on the way to his office on Bush Street.<sup>122</sup>

1961 On June 27, Douglas Bayliss reaches an agreement with Gould and Degenkolb for the sum of \$800 to be paid to Douglas Bayliss for services rendered on the Portsmouth Square Garage project which released both parties from obligations previously entered.<sup>123</sup>

1961 Beginning in 1961 the Portsmouth Square Garage project was under construction. The previous plaza was completely razed to accommodate a four level underground parking garage.<sup>124</sup>

1963 The Portsmouth Square Parking Garage and split level park, whose design and construction was finalized by Royston, Hanamoto and Mayes, was finished in 1963.<sup>125</sup>

1968 A protest was held at Portsmouth Square against the Chinatown establishment for promoting tourism instead of addressing social problems in the community.<sup>126</sup>

### PORTSMOUTH SQUARE PLAYGROUND

1968 On November 18, Charles Slutzkin of Justice Enterprises requests landscape architecture services from Robert Royston to determine what modifications should be made to Portsmouth Square as a result of the Chinese Cultural Center Bridge.<sup>127</sup>

1970 About a year and a half later, on March 26, 1970, Robert Royston wrote Charles Slutzkin saying that he checked the proposed playground design and felt it was necessary to enlarge the present play space by 800 to 1000 feet. They will present two additional play spaces more or less as originally placed; one space will contain a split level climbing structure about 14' tall, and the other will include a geodesic dome.<sup>128</sup>

1970 Charles Slutzkin authorized Royston to proceed with the Portsmouth Square playground design

121 Letter to Editor: San Francisco Chronicle

122 Engineer John J. Gould Dies at 62

123 Mutual Release

124 Property Listing for c. 751 Kearny Street (Portsmouth Square); Historic Resources Inventory

125 Historical and Architectural Guide to San Francisco's Chinatown

126 San Francisco's Chinatown

127 Justice Enterprises letter

128 letter from Robert Royston to Charles Slutzkin

## PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION

on March 30, but asked him to keep costs to a minimum since the bridge had greatly exceeded cost projections. Slutzkin suggested he contact Degenkolb for information on the garage structure.<sup>129</sup>

1970 Royston's office contacted the Recreation and Parks Department on April 14 regarding the possibility of widening the sidewalk along Kearny Street under the bridge, though it was noted that that work is not part of the playground design they were working on.<sup>130</sup>

1970 Bridge Beardslee provided a preliminary scope of work for for the playground structure on May 18. The play structure was scoped to be 18' high, and primarily constructed of wood and metal. It would cost \$7,500.<sup>131</sup>

129 letter from Charles Slutzkin to Robert Royston

130 letter from Louis Alley to Charles Slutzkin

131 Bridge Beardslee letter



1987 photograph of the playground located on the east side of Portsmouth Square and the Kearny Street garage entrance (Courtesy San Francisco Planning Department)

## HISTORICAL BACKGROUND & DEVELOPMENT HISTORY

1970 By July 30, the cost for the playground structure had risen to \$9,500. The scope of work now included shop drawings (which had been approved by Royston, Hanamoto, Beck and Abbey), fabrication, delivery and installation of a wood and metal play structure for Portsmouth Square. The approximately 18' sculpture would contain cast aluminum screens with Chinese motifs and provisions for lighting, resemble the approved model and be installed on base provided by the contractor in a new location in the center of the park.<sup>132</sup>

1970 Justice Enterprises noted on December 21, that under the terms of their agreement with the Recreation and Park Department they must provide two pieces of play equipment on the grass area south of the playground prior to the time the existing play area is fenced off for construction. They needed a play geodesic dome and two swings or children's slide and signs in English and Chinese explaining project and reason for the inconvenience.<sup>133</sup>

1970 The Chinese Cultural Center Bridge, a pedestrian walkway built over Kearny Street that connected the park to the Holiday Inn, was completed in 1970. The bridge was designed and built by Clement Chan and John Carl Warnecke and Associates. Some comment that the bridge "puts much of the park in shadow."<sup>134</sup>

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132 Bridge Beardslee letter

133 letter from Justice Enterprises to Robert Cahill

134 City of San Francisco, Portsmouth Square History; Historical and Architectural Guide to San Francisco's Chinatown



Undated (though likely in late 1980s/early 1990s) photograph of a portion of the playground located in the northeast corner of Portsmouth Square (Courtesy San Francisco Planning Department)

## PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION

1971 Justice Enterprises contracting with Bridge Beardsley on behalf of Redevelopment Agency of San Francisco for play sculpture.<sup>135</sup>

1971 Work on the play structure began in October. The proposed list of materials included Medium Density Overlay for siding and flooring, kiln-dried Douglas fir for structural members, and stainless steel for slide bottom, which was changed from galvanized steel.<sup>136</sup>

1971 As of December 16, the playground structure was 60% complete. An article written about six months later describes the Portsmouth Square Children's Playground as a wooden climbing tower, built like a series of six tree houses, one on top of the other, off of which ran a slide. Designed by Royston, Hanamoto, Beck and Abey it had a geodesic dome, cement tunnels, bridges and hills, four swings and a merry-go-round.<sup>137</sup>

## CHINATOWN HISTORIC DISTRICT

1971 A scene from Dirty Harry was filmed in Portsmouth Square.<sup>138</sup>

1978 Historic Resources Inventory completed for Portsmouth Square<sup>139</sup>

1978 By the late 1970s, interest was growing to formally recognize the history of the area, namely Chinatown and Portsmouth Square. Over the years many monuments had been erected in the Square pointing to the site's history and significance. Documented at the end of 1978, four monuments and plaques existed in Portsmouth Square: the Robert Louis Stevenson Monument was in the NW corner; the First Public School Monument was in the SW corner, though the plaque was missing; plaque is missing; the Andrew Smith Hallidie Plaque was in the SE corner, and the Portsmouth Plaza plaque was located on the side of the stairs the connecting upper and lower levels of the plaza.<sup>140</sup>

1979 According to studies completed as part of the Chinatown Plan, the blocks around Portsmouth Square were predominantly filled with "compatible" as opposed to "significant" buildings. The blocks surrounding Portsmouth Square were primarily zoned Visitor Retail (CVR) and Community Business (CCB).<sup>141</sup>

1979 The Chinatown Plan made many recommendations for the area including taking steps to protect residents' access to sunny and windfree environments, which was particularly appropriate for Portsmouth

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- 135 letter from Justice Enterprises to Bridge Beardsley
  - 136 letter from Bridge to Robert Royston; letter from Bridge to Robert Royston
  - 137 letter from Robert Royston to William Chandler; Greening the Playgrounds
  - 138 City of San Francisco, Portsmouth Square History
  - 139 Historic Resources Inventory
  - 140 Historic Resources Inventory
  - 141 Chinatown Plan

## HISTORICAL BACKGROUND & DEVELOPMENT HISTORY

Square. They also made recommendations related to the area's need for parking and to reduce barriers for pedestrians.<sup>142</sup>

1981 Following on the heels of the Chinatown Plan, a Public Improvements Plan was developed that included many recommendations for seizing opportunities and recognizing issues. The authors felt that Brenham Place would benefit from landscape treatments that would expand its open space quality without reducing its utility as a street.<sup>143</sup>

1981 The Chinatown Public Improvements Plan noted that the pedestrian bridge linking Portsmouth Square to the Chinese Cultural Center was underutilized and could accommodate more facilities and activities. It's possible they envisioned something like Florence, Italy's Ponte Vecchio or Bath, England's Pulteney Bridge.<sup>144</sup>

1981 The Chinatown Public Improvement Plan noted that Portsmouth Square had various renovation needs including furniture additions and replacements, irrigation and water system repairs, painting, tiling, waterproofing of the shelter, and concrete repairs.<sup>145</sup>

1984 Proposition K passes, which provided sunlight protection for Parks and Recreation properties by preventing the creation of more shadow than now exists between one hour after sunrise and one hour before sunset all year round in city parks and public squares, such as Portsmouth Square.<sup>146</sup>

1985 In 1985, efforts were underway to designate Chinatown as a historic district. Though controversy ensued and the district was never formally listed in the National Register of Historic Places, the area's history was well-documented through these efforts. The 1985 draft of the National Register nomination by the San Francisco Landmarks Preservation Advisory Board is the most up-to-date draft. A 1997 Section 106 consultation letter concurred with the findings of the 1985 draft nomination and effectively established the eligibility of the district. This Landmarks Preservation Advisory Board included Portsmouth Square in the proposed historic district.<sup>147</sup>

1985 On October 16, the San Francisco Landmarks Preservation Advisory Board held a hearing to consider a proposal to designate an area of Chinatown as a historic district.<sup>148</sup>

1985 On November 15, the Board of Supervisors adopted Resolution No. 979-85 initiating the designation of a historic district in Chinatown generally bounded on the west by Waverly, Ross, Spofford and Old Chinatown Lane; on the east by Quincy, Walter U. Lum Place (Brenham), Wentworth and Beckett;

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142 Chinatown Plan

143 Chinatown Public Improvements Plan

144 Chinatown Public Improvements Plan

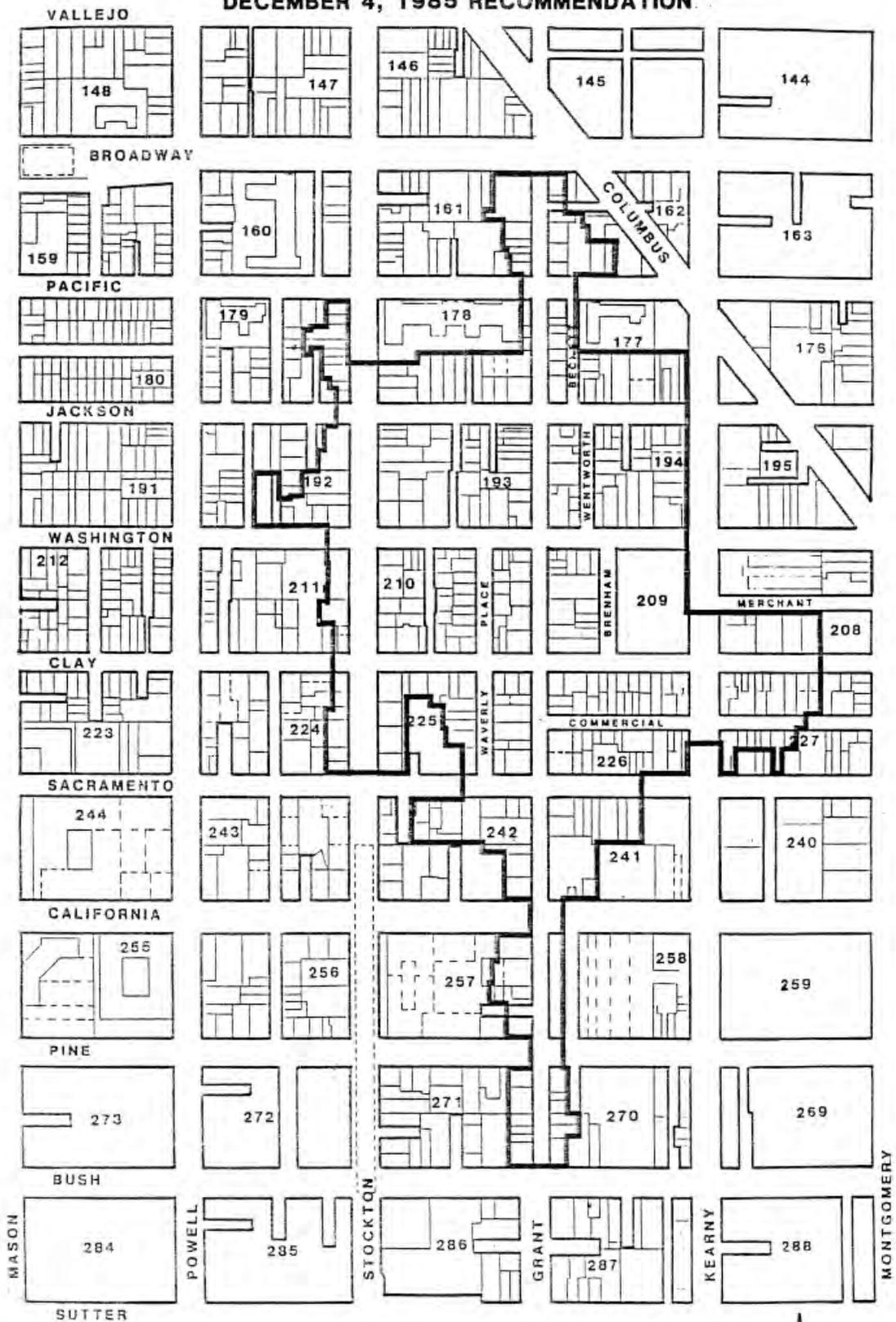
145 Chinatown Public Improvements Plan

146 Urban Design, Preservation, Open Space, Social Services in Chinatown: Issue Paper #5

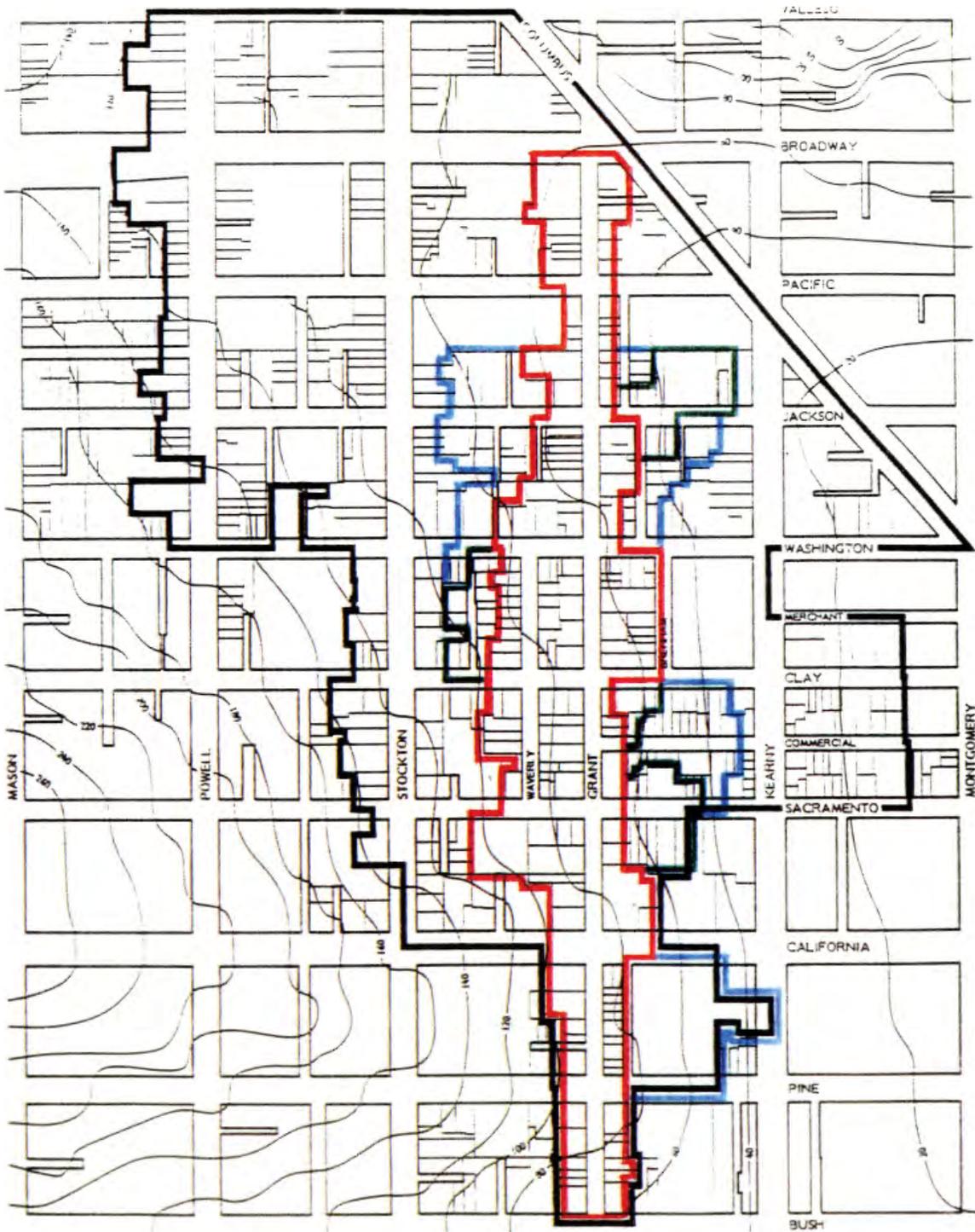
147 Letter to Property Owner; Memo to Elizabeth Skrondal

148 Letter to Property Owner

LANDMARKS BOARD CHINATOWN HISTORIC DISTRICT  
DECEMBER 4, 1985 RECOMMENDATION



1985 San Francisco Landmarks Preservation Advisory Board Recommended Chinatown Historic District Boundary (Courtesy San Francisco Planning Department)



Original McGrew Proposal with Additions

KOTAS / PANTALEONI  
ARCHITECTS

Undated comparison of several boundaries that were recommended for the Chinatown Historic District  
(Courtesy San Francisco Planning Department)

## PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION

on the north by Broadway; and on the south by Bush, including portions of Jackson and Sacramento Streets. This boundary did not include Portsmouth Square.<sup>149</sup>

1985 On November 25, the Chinese Historical Society of America voiced their support for a Chinatown Historic District that would encompass an area between Bush and Broadway streets and Kearny and Stockton streets, a roughly 12 block area that included Portsmouth Square. They recommended a period of significance that would extend to World War II.<sup>150</sup>

1985 On December 9, the Parks and Recreation Department is studying possible changes to Portsmouth Square. Alternative schemes were reviewed by the CNIRC Land Use Committee.<sup>151</sup>

1985 On December 9, the San Francisco Landmarks Preservation Advisory Board voted to recommend historic district boundaries that generally conform to those proposed by the Resources Center, Asian Neighborhood Design, Chinese Chamber of Commerce, American Institute of Architects (San Francisco Chapter), Chinese Historic Society, and Foundation for San Francisco's Architectural Heritage. The San Francisco Department of Planning is unwilling to support these boundaries and a smaller district was currently in place.<sup>152</sup>

1986 Though Proposition K passed in 1984 which protected access to sunlight, the AIA took action on January 28, 1986 to recommend that current open space in Chinatown (which includes Portsmouth Square) should have sunlight access.<sup>153</sup>

1986 On February 28, the AIA voiced support for the San Francisco Landmarks Preservation Advisory Board action to expand the boundaries of the proposed Chinatown Historic District.<sup>154</sup>

1986 On May 8, the California Heritage Council urged the Landmarks Preservation Advisory Board to include Portsmouth Square in the boundaries of the Chinatown Historic District saying "while we are aware that many significant historical events occurred in Portsmouth Square prior to the Square's absorption in Chinatown, there is no dispute that today the square is the center of Chinese activity and one of the few open spaces in Chinatown."<sup>155</sup>

1986 On July 16 the "Proposal for a Chinatown Historic District" and "Individual Buildings Survey" were approved by the San Francisco Landmarks Preservation Advisory Board. However, the issue was far from settled and actions to establish the historic district were stalled through the rest of 1986 and 1987.<sup>156</sup>

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149 Resolution No. 979-85

150 Letter to Patrick McGrew from Chinese Historical Society of America

151 CNIRC Land Use Committee Meeting Minutes

152 CNIRC Land Use Committee Meeting Minutes

153 Letter to Dean Macris from AIA

154 Letter to Planning Commission

155 Letter to Patrick McGrew from California Heritage Council CCSF Dept of Planning

156 Chinatown Historic District Article 10 Draft

## HISTORICAL BACKGROUND & DEVELOPMENT HISTORY

1987 As the issue of establishing a historic district in Chinatown developed, it was stalled in some ways by sentiments felt by some in the Chinese community that the preservation of buildings was taking precedent over the preservation of lives at the City, especially in terms of needed seismic upgrades to buildings. It was that issue and the economic impact of a historic district designation that dominated the discussion of the issue throughout the late 1980s and early 1990s.<sup>157</sup>

1988 On August 28 an editorial stated, "San Francisco's Chinatown must be preserved, but this does not mean a large majority of its 30,000 residents should continue to live in extraordinary unsanitary, overcrowded conditions."<sup>158</sup>

1988 Architectural ratings of structures in San Francisco Master Plan: Chinatown Area Plan showed that there was only one significant building adjacent to Portsmouth Square along Brenham Place (now Walter U. Lum Place). Nearly all of the other buildings on adjacent blocks were considered compatible.<sup>159</sup>

1988 On October 19, a Chinatown Historic District Economic Study by the City's Planning Department was presented to the Landmarks Preservation Advisory Board.<sup>160</sup>

1988 On November 2, David Prowler, Planning Commissioner and Director of the Mayor's Office of Economic Development, gave a presentation to the Landmarks Preservation Advisory Board on unreinforced masonry buildings in San Francisco, in particular how to balance safety, history and housing.<sup>161</sup>

1988 On November 12, author and historian Philip Choy gave a slide show and walking tour of the proposed Chinatown Historic District.<sup>162</sup>

1988 On December 14, an archaeological site was uncovered in Chinatown about two blocks south of Portsmouth Square at the corner of Kearny and Sacramento streets. The discovery was picked up by the national press.<sup>163</sup>

1989 On January 4 a community meeting was held to discuss the Chinatown Historic District designation and the 1988 economic study. The designation drew fire from residents and business people who said they desperately needed renovations which they deemed more important than preserving old buildings.<sup>164</sup>

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157 Letter to Dean Macris

158 Chinatown In Crisis

159 Chinatown: An Area Plan of the Master Plan of the City and County of San Francisco

160 Notice of Meeting of Landmarks Preservation Advisory Board

161 Notice of Meeting of Landmarks Preservation Advisory Board

162 Notice of Meeting of Landmarks Preservation Advisory Board

163 Chinatown's Birthplace unearthed in S.F.

164 Press Release: Community Meeting on Chinatown Landmarks Designation; Chinatown Historic District Stirs Opposition

## PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION

1989 Jean Kortum, a member of the Landmarks Preservation Advisory Board, expressed offense at Supervisor Tom Hsieh's remarks at the January 4 community meeting that boundaries of the Chinatown Historic District "represent a lot of arm twisting and politics" stating that no boundaries were ever determined through a political process but by nationally recognized and accepted guidelines used by similar landmarks boards throughout the United States. Kortum requested that he read the report knowing that he "will recognize the historical and architectural thought process that went into setting the boundaries."<sup>165</sup>

1989 On January 28 issues in the debate over designating Chinatown a historic district were voiced by various city leaders. Supervisor Tom Hsieh felt that the designation would add another layer of bureaucracy. Historian Phil Choy, felt Chinatown should be protected. Both David Prowler, Planning Commissioner and Director of the Mayor's Office of Economic Development, and Deputy Planning Director George Williams said that nothing in the historic landmark provision that would prevent making seismic improvements to historic buildings.<sup>166</sup>

1989 In May 1989, an economic impact report on the Chinatown Historic District found that the primary benefits of a historic designation would come from tax credits including a 20 percent tax credit for money spent on rehabilitation, plus a 30 percent state tax credit and an up to 90 percent tax credit if a building contains low-income housing. As economist Chester McGuire wrote, "in the best possible case you could get a 140 percent tax credit... or \$1.40 for every dollar you invest."<sup>167</sup>

1989 A July draft of the Chinatown Historic District Article 10 report stated that "in no other ethnic community of the City can there be found such a concentration of landmarks where the continuity of its history dates back to the Gold Rush." The purpose of this ordinance was to recognize and encourage protection, enhancement and continued use of historic buildings in area, but not inhibit necessary repairs or reinforcement.<sup>168</sup>

1990 A letter to the editor was published on August 29 which stated that Chinatown was in decline due to a decrease in authenticity and the "gradual destruction of Chinatown's unique architectural features."<sup>169</sup>

1991 The debate over whether to designate Chinatown as a historic district continued in early 1991. Thomas Eng, a board member of the Chinese Six Companies stated, "If we're a historic district, nobody will do anything to improve their buildings, None of the buildings will look historic, they'll just look like slums." A supporter of the historic district countered with this statement, "The intention of the historic district is not to freeze a neighborhood in history - turning it into a museum like Williamsburg, Va. - but rather to assure that change will be orderly and compatible with the district's historic character." The point

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165 Letter to Tom Hsieh

166 Chinatown: Safety vs. Preservation

167 Quake Fears at S.F. Chinatown

168 Chinatown Historic District Article 10 Draft

169 Mark Ryser Letter to Editor

was furthered by mentioning that tax credits come with historic designation.<sup>170</sup>

1993 On March 10, 1993, the California State Historic Preservation Office (SHPO) writes that they can't comment on the precise boundary of the historic district, but feel it should be as large, if not larger, than the boundary proposed in Choy report.<sup>171</sup>

2009 In 2009 an observation was made about Portsmouth Square. "Visiting this two-tiered plaza today, framed on three sides by Chinatown and a fourth by office towers, it's hard to believe the space held San Francisco's original town square - a clearing that predates the Gold Rush and was a stone's throw from the bay. Now it's the hard deck of a parking garage and a gathering place for elderly Asians, as well as their grandchildren who run around with glee."<sup>172</sup>

### PORTSMOUTH SQUARE RENOVATIONS

1986 News that the Parks and Recreation Department was considering alterations to Portsmouth Square reached landscape architect Robert Royston who wrote on February 19, "If Portsmouth Square is to be redesigned, etc., we would like to be part of the effort. We designed the original." All drawings associated with the three phases of the project were completed by the City of San Francisco Department of Public Works. There is no mention of a consulting landscape architect in any documentation.<sup>173</sup>

1987 A three-phase renovation project is started at Portsmouth Square, which is the "second major renovation in park's history." As part of the renovation, new elevators and bathrooms were part of the design for the top level of the Square.<sup>174</sup>

1991 A schematic plan for Portsmouth Square Phase II improvements was approved on November 21. The plan included a complete redesign and reconstruction of the upper plaza area including: raised planting areas with benches around the perimeter, retention of as many existing trees as possible with the exception of poplar trees that have shallow roots which were posing a safety risk.

1994 The second phase of the Portsmouth Square project was initiated which included the installation of a children's play structure, chess tables, benches and landscaping.<sup>175</sup>

2001 The third phase of the Portsmouth Square project was completed, which included construction of a new community room and two new play areas.<sup>176</sup>

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170 Chinese Spit on Historic District  
171 Letter to Vincent Marsh  
172 Portsmouth Square, Kearny and Clay streets  
173 letter from Robert Royston to Mary E. Burns  
174 City of San Francisco, Portsmouth Square History  
175 City of San Francisco, Portsmouth Square History  
176 City of San Francisco, Portsmouth Square History

**PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION**

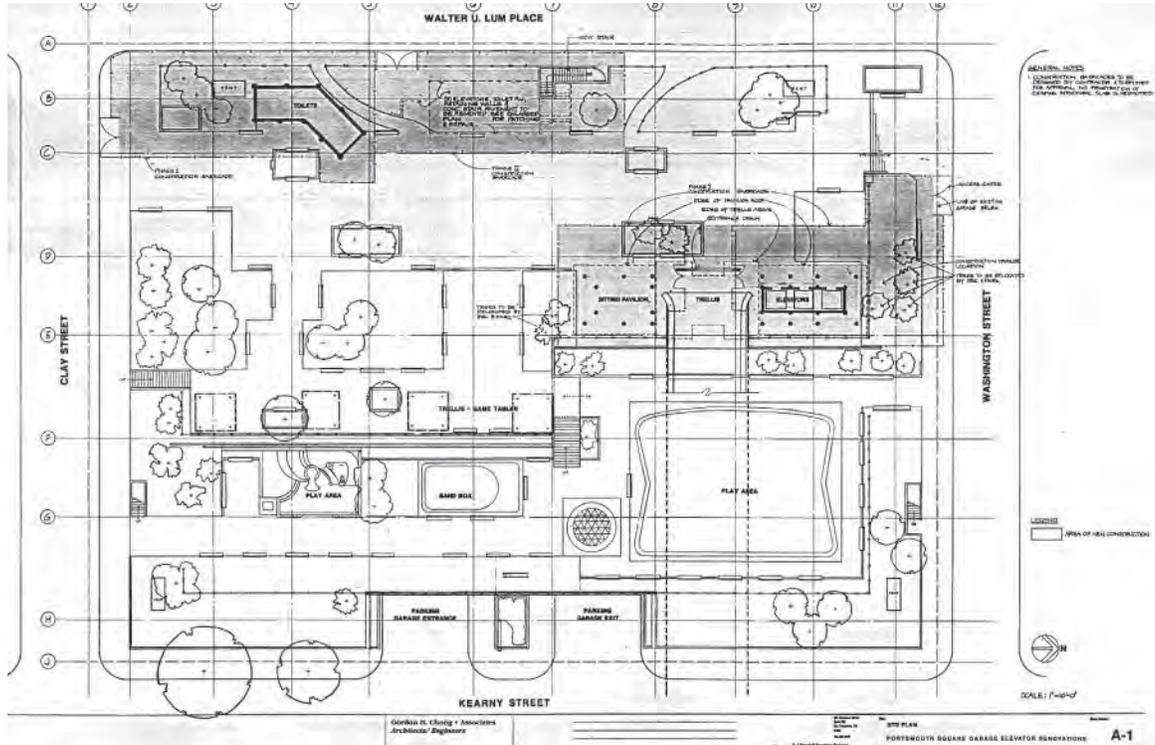


Circa 1982 Aerial of Portsmouth Square (bottom center of image) before the three phase renovation occurs (Courtesy San Francisco Planning Department)

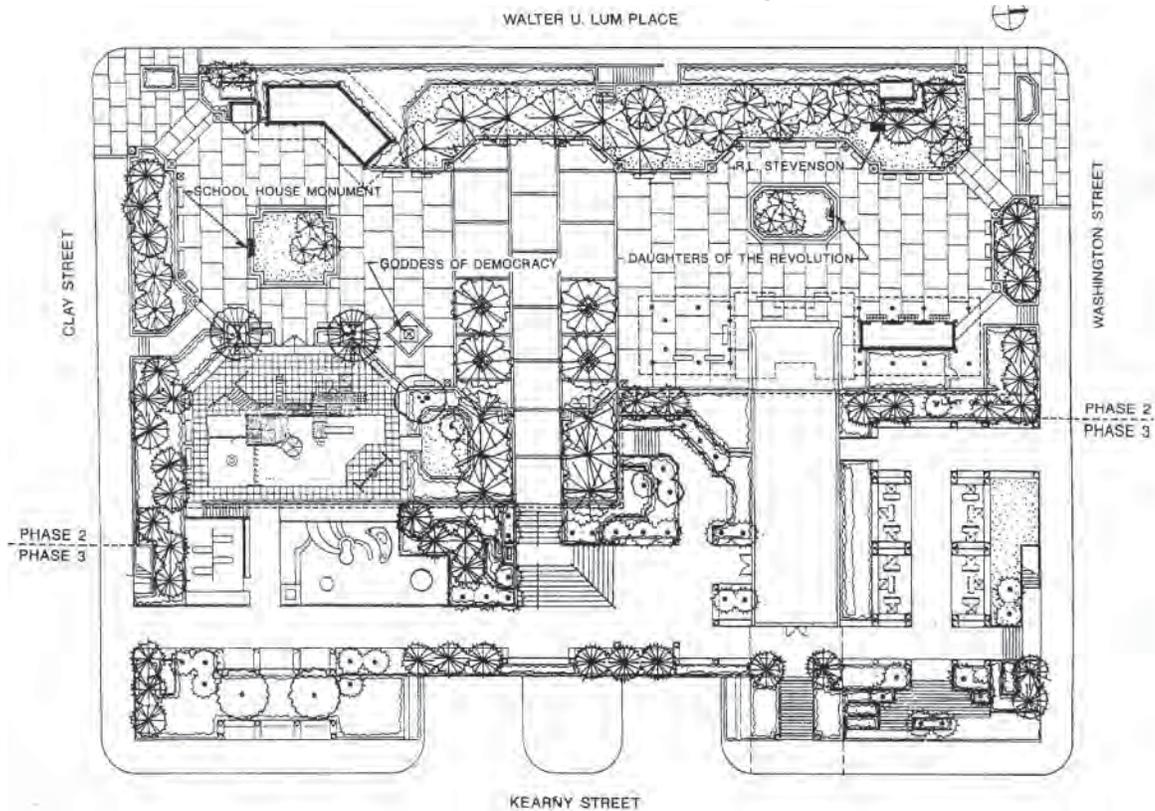


Circa 1986 Aerial of Portsmouth Square (center of image) before the three phase renovation occurs (Courtesy San Francisco Planning Department)

**PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION**

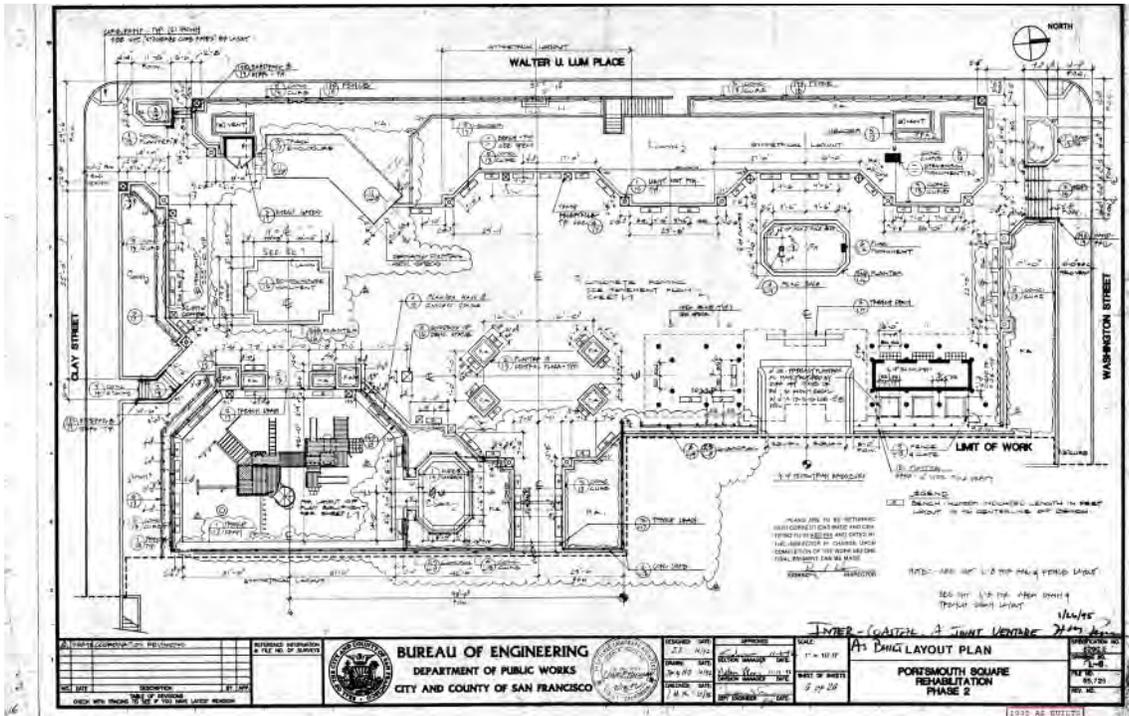


Circa 1992 plans of Phase I renovations to Portsmouth Square which focused on changes to two areas in the park that are highlighted on this plan; the new restroom in the SW corner of the park and the garage elevators in the north central part of the park (Courtesy San Francisco Planning Department)

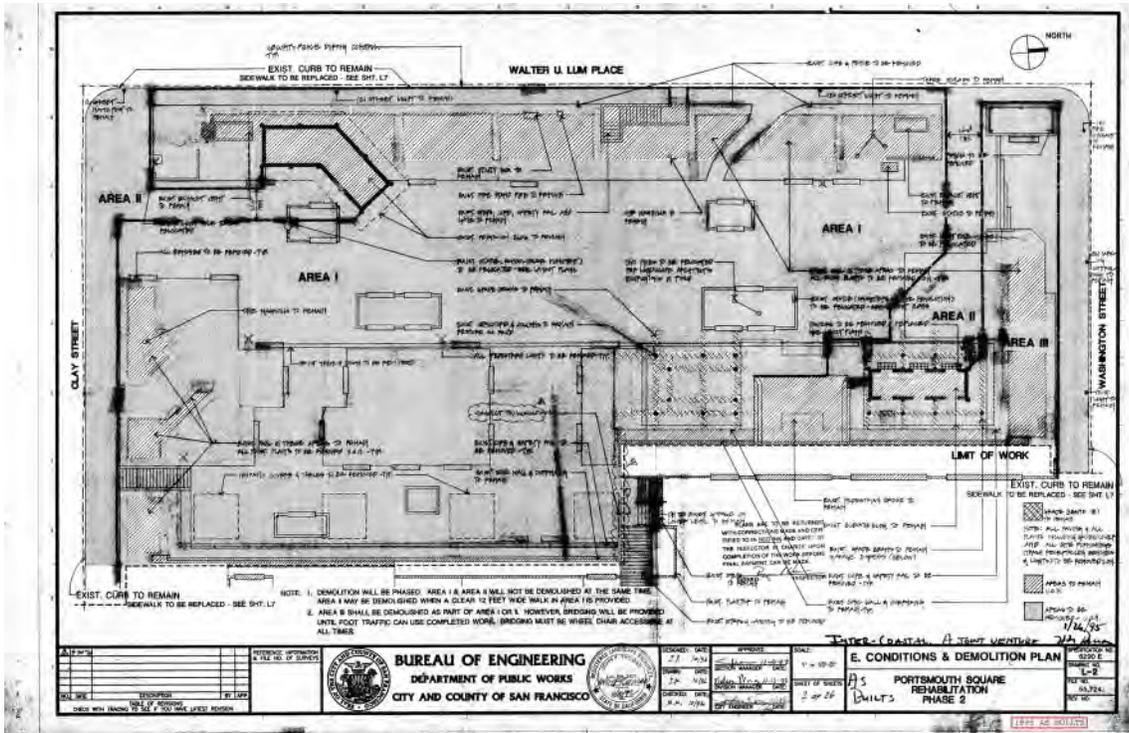


Circa 1991 plan of Portsmouth Square noting the location of monuments in relationship to the new design that will be implemented in two phases. Neither the Andrew Smith Hallidie or Portsmouth Plaza plaques are noted, but the Portsmouth Plaza one remains extant today on a wall near the central staircase. (Courtesy San Francisco Public Works Department)

HISTORICAL BACKGROUND & DEVELOPMENT HISTORY



1995 as-built plan of the upper level of the park for Phase 2 renovations of Portsmouth Square (Courtesy San Francisco Public Works Department)



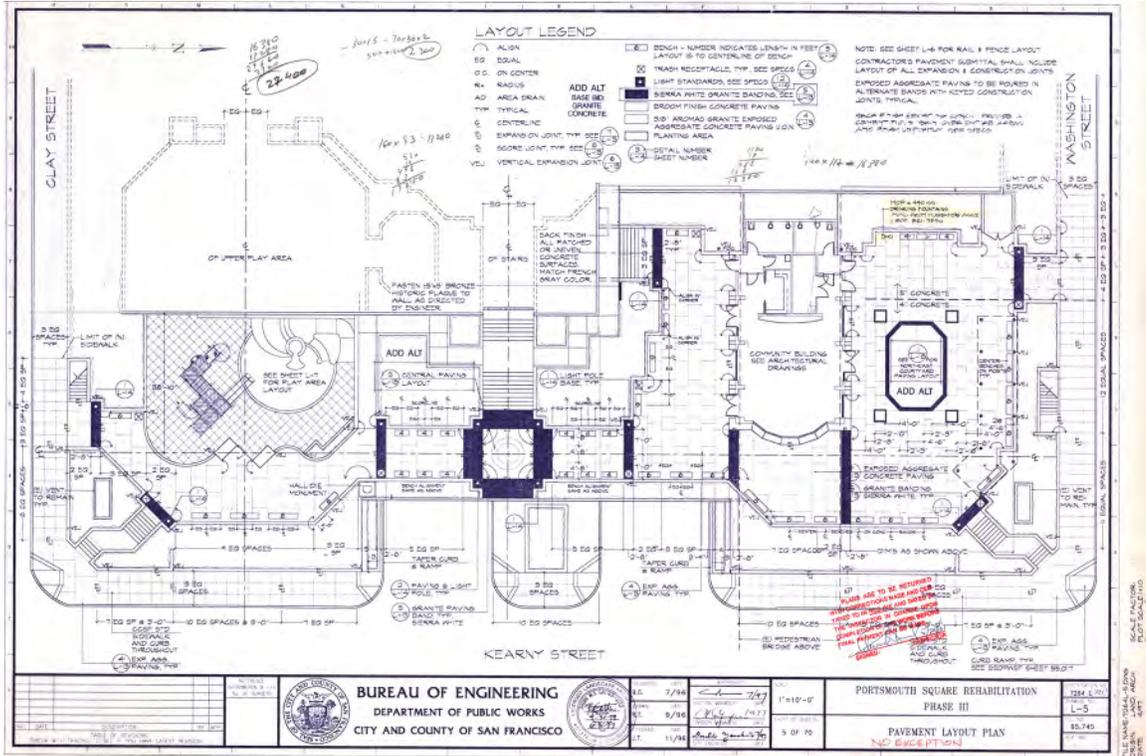
1995 as-built demolition plan of the upper level of the park for Phase 2 renovations of Portsmouth Square. The first phase involved building the new restroom and elevators. (Courtesy San Francisco Public Works Department)

**PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION**

2013 Planning for new restroom in Portsmouth Square was initiated.<sup>177</sup>

2014 On February 11, a Historic Resource Evaluation was completed for the restroom (convenience station) in Portsmouth Square which found that the replacement bathroom would not affect a historic resource.<sup>178</sup>

177 City of San Francisco, Portsmouth Square History  
 178 HRE for Portsmouth Square Convenience Station



1996 plan of the lower level of the park for Phase 3 renovations of Portsmouth Square (Courtesy San Francisco Public Works Department)



## FEDERAL, STATE AND LOCAL SIGNIFICANCE CRITERIA

This section provides an overview of the federal, state and local regulations associated with historic properties. Following this, an evaluation of the historical significance of Portsmouth Square according to the National Register Criteria for the Evaluation of Historic Properties will be completed. That will include a review of any existing documentation completed for the National Register of Historic Places and National Historic Landmarks programs, and the City of San Francisco Planning Code, Article 10.

### FEDERAL CRITERIA

The National Register of Historic Places is the nation's inventory of historic properties of five types: buildings, structures, sites, objects and districts. In order to be listed, a property must possess historic, architectural, engineering, archaeological, or cultural significance at the national, state or local level. In addition, the property must also possess integrity to the period of time associated with its significance. This process is outlined in more detail in National Register Bulletin Number 15: How to Apply the National Register Criteria for Evaluation.

For a property to be considered significant it must be "associated with an important historic context."<sup>179</sup> The National Register of Historic Places has four criteria for to determine if a property is significant.

- Criteria A: Property is associated with events that have made a significant contribution to the broad patterns of our history
- Criteria B: Property is associated with the lives of persons significant in our past
- Criteria C: Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- Criteria D: Property has yielded, or is likely to yield, information important to prehistory or history<sup>180</sup>

For a property to possess integrity, it must retain a majority of "features necessary to convey its significance."<sup>181</sup> While a property's significance relates to its role within a specific historic period or context, its integrity refers to the extant physical features of a property and how well they represent the historic character of that period. To determine if a property retains integrity, the National Register has seven aspects to consider.

- *Location* is the place where the historic property was constructed or the place where the historic event occurred.
- *Setting* is the physical environment of a historic property.
- *Design* is the combination of elements that create the form, plan, space, structure and style of a property.

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179 National Park Service, National Register Bulletin 15  
180 National Park Service, National Register Bulletin 15  
181 National Park Service, National Register Bulletin 15

## PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION

- *Materials* are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- *Feeling* is a property's expression of the aesthetic or historic sense of a particular period of time.
- *Association* is the direct link between an important historic event or person and a historic property.

Since integrity is based on a property's significance, an evaluation of a property's integrity can only occur after historic significance has been established.<sup>182</sup>

## STATE CRITERIA

The California Register of Historical Resources is the authoritative guide to the State's significant historical and archaeological resources. It serves to identify, evaluate, register and protect California's historical resources. The California Register encourages public recognition and protection of resources of architectural, historical, archaeological and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for historic preservation grant funding; and affords certain protections under the California Environmental Quality Act (CEQA). All properties listed in or formally determined eligible for listing in the National Register of Historic Places are automatically listed in the California Register. In addition, properties designated under municipal or county ordinances are eligible for listing in the California Register.

The California Register criteria are modeled on the National Register criteria which were outlined in the previous section. An historical resource must be significant at the local, state or national level under one or more of the following criteria.

- Criteria 1: It is associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States
- Criteria 2: It is associated with the lives of persons important to local, California or national history
- Criteria 3: It embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of a master, or possesses high artistic values
- Criteria 4: It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, state or nation<sup>183</sup>

Like the National Register, evaluation for eligibility in the California Register requires an establishment of historic significance before integrity is considered. California's integrity threshold is slightly lower than the federal threshold. As a result, some resources that are historically significant, but do not meet the National Register integrity standards may be eligible for listing in the California Register.

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182 National Park Service, National Register Bulletin 15

183 California Office of Historic Preservation, Technical Assistance Series 6

## FEDERAL, STATE AND LOCAL SIGNIFICANCE CRITERIA & CURRENT HISTORIC STATUS

California's list of special considerations is shorter and more flexible than the National Register. It includes some allowances for moved buildings, structures or objects, and has lower requirements for proving the significance of resources that are less than 50 years old. The California Register also provides a more elaborate discussion of eligibility of reconstructed buildings.

The California Register has a series of ratings or codes that facilitate the quick and easy identification of a resource's historic status. There are seven major codes.

- Properties listed in the National Register or California Register
- Properties determined eligible for listing in the National Register or California Register
- Appears eligible for listing in the National Register or California Register through Survey Evaluation
- Appears eligible for listing in the National Register or California Register through other evaluation
- Properties recognized as historically significant by a local government
- Not eligible for listing or designation
- Not evaluated for listing in the National Register or California Register or needs reevaluation

### LOCAL CRITERIA

Article 10 of San Francisco's Planning Code discusses the Preservation of Historical Architectural and Aesthetic Landmarks. The ordinance contains goals and policies that address the identification and preservation of historic structures and sites. Section 1001 outlines the purpose of the ordinance:

"It is hereby found that structures, sites and areas of special character or special historical, architectural or aesthetic interest or value have been and continue to be unnecessarily destroyed or impaired, despite the feasibility of preserving them. It is further found that the prevention of such needless destruction and impairment is essential to the health, safety and general welfare of the public. The purpose of this legislation is to promote the health, safety and general welfare of the public through:

- The protection, enhancement, perpetuation and use of structures, sites and areas that are reminders of past eras, events and persons important in local, State or national history, or which provide significant examples of architectural styles of the past or are landmarks in the history of architecture, or which are unique and irreplaceable assets to the City and its neighborhoods, or which provide for this and future generations examples of the physical surroundings in which past generations lived;
- The development and maintenance of appropriate settings and environment for such structures, and in such sites and areas;
- The enhancement of property values, the stabilization of neighborhoods and areas of the City, the increase of economic and financial benefits to the City and its inhabitants, and the promotion of tourist trade and interest;

## PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION

- The preservation and encouragement of a City of varied architectural styles, reflecting the distinct phases of its history: cultural, social, economic, political and architectural and
- The enrichment of human life in its educational and cultural dimensions in order to serve spiritual as well as material needs, by fostering knowledge of the living heritage of the past.<sup>184</sup>

## CURRENT HISTORIC STATUS

Portsmouth Square is not currently listed as a site or as part of a district in any local, state or national registers of historic places. As part of Chinatown, the site has been studied peripherally through evaluations of the Chinatown Historic District dating back to the 1970s. On December 4, 1985, the San Francisco Landmarks Board recommended a boundary for the district which included Portsmouth Square, though other studies of the historic district from that time did not include it. As part of that effort a nomination was prepared, but was never formally submitted. In 1997, the Chinatown Historic District was determined eligible for listing in the National Register of Historic Places through a Determination of Eligibility issued by the federal department of Housing and Urban Development (HUD) when they completed a study for a project located at 848-868 Kearny Street. That study found Portsmouth Square to be a non-contributing site within the eligible historic district based on a lack of historic integrity.

In the early to mid-1990s a three-phase renovation project occurred in Portsmouth Square that changed nearly all of the physical fabric that was associated with the 1960 design attributed to master landscape architect Robert Royston of Royston, Hanamoto and Mayes.

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184 San Francisco Municipal Code, Article 10, Section 1001

## EVALUATION OF SIGNIFICANCE & INTEGRITY

### HISTORICAL SIGNIFICANCE

Though a great deal of research, analysis and evaluations have been completed for the Chinatown Historic District, there have been no prior surveys or historic evaluations of Portsmouth Square itself. The prior efforts associated with the Chinatown Historic District, completed primarily in the late 1970s through mid 1980s focused on buildings in the historic district. Portsmouth Square is referenced in terms of its place in the district, but the focus was not placed on it or any other open spaces or landscape resources.

As the site history attests, Portsmouth Square has been the location of numerous significant historic events, especially during the 19<sup>th</sup> and early 20<sup>th</sup> centuries. That is indisputable.<sup>185</sup> However, the Portsmouth Square that existed during that period ceased to exist when the open space was redesigned in the early 1960s by the landscape architecture firm of Royston, Hanamoto and Mayes in association with the construction of a four level underground parking garage. Works of that era, namely those attributed to the mid-century modern design aesthetic, are just recently being evaluated for their significance. Though the contextual research into that area of significance is sparse, in many cases there is enough information to make a determination regarding a property dating to that era. In particular, for properties such as Portsmouth Square, the focus would rest on if the design was completed by a master architect/landscape architect and if the design was a significant expression of his or her canon of work. However, the Portsmouth Square design that has been attributed to master landscape architect Robert Royston of Royston, Hanamoto and Mayes ceased to exist when the park was redesigned in the early to mid 1990s in three phases.

Even if the circa 1960 design remained, it would likely not be considered an excellent example of Royston's work since his office picked up the design after landscape architect Douglas Baylis resigned the commission in protest. The controversy surrounding the design process appears to have compromised the design itself. Due to that it would not accurately reflect Royston's work or his design principles. By comparison, Royston's design for nearby St. Mary's Park, a similar urban park over a built structure more accurately reflects his design acumen and the modernist style of design he was known for.

Though it is the recommendation of this Historic Resource Evaluation that Portsmouth Square is not eligible for listing in the National Register, State Register or Local Register, it is important to summarize the criteria and their relationship to Portsmouth Square.

### NATIONAL REGISTER CRITERIA A/CALIFORNIA REGISTER CRITERION 1

Portsmouth Square was associated with many events important to the founding of the Yerba Buena settlement and the founding and development of the City of San Francisco. Many of those events are memorialized in the park through monuments that are extant including the Robert Louis Stevenson Monument, the Schoolhouse Monument, the Daughters of the American Revolution plaque marking the first raising of the U.S. flag, and the Portsmouth Square plaque. Another event that was memorialized, but the memorial has since been removed, is the area's association with the city's first cable car. Other notable events that occurred in Portsmouth Square include: the announcement of the discovery of gold signifying the start of the Gold Rush; the announcement of California entering the Union; providing refuge for numerous fires that swept the area in the mid 19<sup>th</sup> century; providing services and refuge for survivors

185 Please refer to Cultural Significance discussion at the end of this section.

## **PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION**

and victims of the 1906 Earthquake and Fire; and the site of many community gatherings for residents of Chinatown. No extant fabric remains from this historic period.

### **NATIONAL REGISTER CRITERIA B/CALIFORNIA REGISTER CRITERION 2**

Portsmouth Square was associated with many people important to the founding of the Yerba Buena settlement, including Captain Don William Antonio Richardson, who laid out the first settlement; the first Alcade of Yerba Buena, Francisco de Haro; and surveyor Captain Jean Jacques Vioget. It is associated with people important to the founding and early development of San Francisco including Captain John Berrien Montgomery, of the USS Portsmouth who hoisted the first U.S. flag in the Square; surveyor Jasper O'Farrell; Samuel Brannan, whose announcement in Portsmouth Square of his gold discovery is credited with starting the Gold Rush; Mayor John W. Geary; distinguished Chinese citizens Norman As-sing and A-he; and cable car inventor Andrew S. Hallidie. It is also associated with noted author, Robert Louis Stevenson, who spent time in Portsmouth Square and used his observations in his novels and short stories.

The circa 1960 Portsmouth Square design was associated with Robert Royston (1918-2-008), who is considered one of California's most notable modernist landscape architects, and helped define California modernism. He worked for master landscape architect Thomas Dolliver Church while getting his degree in landscape architecture from the University of California at Berkeley and then worked full time for Church before entering military service during World War II. While with Church's office, Royston worked on such noteworthy projects as Parkmerced and Vallencia Gardens, both in San Francisco. Following the war, Royston joined with another master landscape architect Garrett Eckbo to found his first design firm – Eckbo, Royston and Williams. In 1958, he left the firm he founded with Eckbo and Edward Williams to form a firm with Asa Hanamoto, which still exists today as Royston, Hanamoto, Alley and Abbey. Royston's design work was influenced by the principles of modernism, but also his talent as an artist and painter. His work is typified by the use of stripped down elements; wood and concrete materials; texture and patterns that are layered into the design often in the form of fences, pergolas and walls; and simple, but bold geomorphic forms that work to create spaces that are both public in scope and intimate in expression. He was designated a Fellow of the American Society of Landscape Architects in 1975, the American Institute of Architects Medal in 1978 and the American Society of Landscape Architects Medal in 1989 – all of which are the highest honors of those professional organizations. No extant fabric remains from this historic association. No extant fabric remains from this historic period.

### **NATIONAL REGISTER CRITERIA C/CALIFORNIA REGISTER CRITERIA 3**

Portsmouth Square is not associated with any master works of architecture or landscape architecture.

### **NATIONAL REGISTER CRITERIA D/CALIFORNIA REGISTER CRITERIA 4**

Given the numerous landscape developments since the founding of Portsmouth Square as an open space in 1833, especially the excavation associated with the construction of the extant four level parking garage, it is highly unlikely that any resources exist that have potential to yield information important to the prehistory or history of our nation, state, or city.

## INTEGRITY

Integrity is the ability of a property to convey its significance through the extant characteristics and features that date from the historic period, which in this case extends from the late 18th century to the mid-20th century. The National Register recognizes seven aspects or qualities that, in various combinations, define integrity. The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association. To retain historical integrity, a property will always possess several, and usually most, of the aspects of integrity. As stated above, Portsmouth Square does not retain integrity to the historic period due to the numerous changes that have occurred during the historic period.

### *Location*

Location is the place where the historic property was constructed or where the historic event occurred. Portsmouth Square retains its historic location and the full extent of its historic acreage as a public open space.

### *Design*

Design is the combination of elements that create the form, plan, space, structure, and style of a property. Nothing pertaining to the form, plan, space or style of any evolutions of Portsmouth Square during the historic period remains. Therefore, Portsmouth Square does not retain integrity of design.

### *Setting*

Setting is the physical environment of a historic property that contributes to the character of the place. Though the setting from the late 18th century through the late 19th century was lost as a result of the 1906 Earthquake and Fire, the setting of Portsmouth Square from the early to mid-20th century remains generally intact. Therefore, Portsmouth Square retains integrity of its historic setting from the 20th century.

### *Materials*

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. Only a miniscule percentage of materials from Portsmouth's historic period remain. These include memorials and monuments to Robert Louis Stevenson, the first school in San Francisco, the first American flag that was raised, and other historic events that occurred in and around the square. Therefore, Portsmouth Square does not retain integrity of materials.

### *Workmanship*

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. Nothing pertaining to the workmanship of Portsmouth Square during the historic period remains. Therefore, Portsmouth Square does not retain integrity of workmanship.

### *Feeling*

Feeling is a property's expression of the overall aesthetic or historic sense of a particular period. Portsmouth Square does not express the aesthetic of the open space from any historic period in its history

## **PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION**

spanning from the late 18th century early settlement era through the mid-20th century modern period. Therefore, Portsmouth Square does not retain integrity of feeling.

### *Association*

Association is the direct link between an important historic event or person and a historic property. Portsmouth Square does possess a strong association with multiple periods of its history, including the early settlement, the 1906 earthquake and fire. It's strongest association is with the district and community of Chinatown and its residents who continue to actively use the park and open space as they have done for decades. Portsmouth Square retains its integrity of association.

### *Integrity of the Property as a Whole*

The overall historical integrity of Portsmouth Square is not intact as only three of seven aspects of integrity are present. Therefore, Portsmouth Square does not retain integrity to the historic period.

## **CONCLUSION**

Therefore, it is the recommendation of this Historic Resource Evaluation that Portsmouth Square is not eligible for listing in the National Register, California Register or Local Register as a site due to its lack of integrity. Only a few monuments remain extant that date to the historic period: the Robert Louis Stevenson Monument (1897), the Schoolhouse Monument (1957), the Daughters of the American Revolution Plaque (unknown date), and the Portsmouth Square Plaque (circa 1960). With that said the fact that it's been an open space and served the community as a gathering place since 1833 until the present should be recognized in terms of its relationship to the neighborhood's history. There are few open spaces that have such a long history and have borne witness as community spaces to such a wide array of significant events, for the United States, California and San Francisco.

## **CULTURAL SIGNIFICANCE**

Through the course of completing the Historic Resource Evaluation for Portsmouth Square it became evident that the plaza may be eligible for inclusion in the National Register as a Traditional Cultural Property (TCP) for its long intricate association with the San Francisco Chinese community even though it is not eligible for inclusion in the National Register as a site (see conclusion of historic significance evaluation above). Completing a full evaluation of this property and its eligibility is beyond the scope of this project, but it's important to note that cultural significance was observed and should be studied in more depth. Though much is known and has been documented in this HRE about the history and significance of Portsmouth Square, determining whether a property is eligible for listing as a TCP requires consultation with members of the cultural group that ascribes meaning to and uses the subject property. In addition, there may be other places within Chinatown that should be evaluated for their inclusion in a TCP that focuses on the Chinese community in San Francisco.

A Traditional Cultural Property, as defined by National Register of Historic Places Bulletin 38, is a property "that is eligible for inclusion in the National Register because of its association with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity of the community."<sup>186</sup> Establishing a TCP provides recognition for established "elements of a culture that are still practiced and valued in the present day and that

maintain the vitality of a cultural community.”<sup>187</sup> This recognition can help a community protect resources valuable to their history and current use. “Establishing that a property is eligible means that it must be considered in planning Federal, federally assisted, and federally licensed undertakings, but it does not mean that such an undertaking cannot be allowed to damage or destroy it.”<sup>188</sup> In addition to recognition at the federal level, any TCP listed in the National Register of Historic Places is afforded the same status at the state level according to the California Register of Historical Resources and the local level according to Article 10 of the San Francisco Planning Code. A TCP does more than just identify a property with value to a cultural group and afford some level of protection. It can provide access to resources such as grants and tax credits that are solely designated for historic properties, which can be used for the preservation, rehabilitation, maintenance and interpretation of the TCP.

Traditional Cultural Properties must be rooted in a physical place and the connection between a cultural group and the property be established in terms of its relationship to the group’s cultural heritage, uses, customs, and beliefs. This is why consultation with the ethnic group is so important. In some cases a TCP is unrecognizable to those outside the cultural group. For example, though the relationship between San Francisco’s Chinese community and Portsmouth Square was noted through the development of this HRE, a comprehensive understanding of the community’s relationship to the property can not be discerned without consultation with members of the community. In addition, there may be other properties in Chinatown that possess a similar connection and use to the San Francisco Chinese community that was not studied through this HRE.

Though tangible physical elements must be part of a TCP, it’s critical to recognize that intangible aspects also give a property significance, such as their association with historical events. “Such attributes cannot be ignored in evaluating and managing historic properties; properties and their intangible attributes of significance must be considered together.” The key here in terms of Portsmouth Square, which has been the scene of many historic events, is that the intangible aspects must be associated with the cultural group that actively uses the property. Therefore, only intangible aspects related to the Chinese community’s historic association and use of Portsmouth Square would be evaluated as part of the TCP Bulletin 38 “is meant to encourage its users to address the intangible cultural values that may make a property historic, and to do so in an evenhanded way that reflects solid research and not ethnocentric bias.”

“Though TCPs can be studied, understood and documented by individuals outside of the subject cultural group, they are defined and validated by the cultural group that interacts with the property in a traditional manner and ascribes cultural value to it. A trained historian, ethnographer, anthropologist or other professional applies a filter to the community input to verify that a property possesses community-wide significance; however, the elements of a TCP do not need to have significance outside of the cultural group in order to be eligible for designation.... The evaluation of a property to determine if a TCP is present can be undertaken without input from the cultural community, but cannot be validated without the community’s verification that the property is indeed important to their traditional cultural [practices].”<sup>189</sup> This is the main reason that it’s not possible to evaluate Portsmouth Square as a TCP through this HRE since it was outside the scope to engage San Francisco’s Chinese community at the level necessary.

Four steps for determining the eligibility of a TCP are included in Bulletin 38, which should be consulted for more detail about the process and its requirements. A summary of how the steps may apply to Portsmouth

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187 San Francisco Japantown Traditional Cultural Property Evaluation  
188 National Register of Historic Places Bulletin 38  
189 San Francisco Japantown Traditional Cultural Property Evaluation

## PORTSMOUTH SQUARE HISTORIC RESOURCE EVALUATION

Square is below.

1. Ensure that the entity under consideration is a property
2. Consider the property's integrity
3. Evaluate the property with reference to the National Register Criteria
4. Determine whether any of the National Register Criteria Considerations make the property ineligible.

*Is Portsmouth Square a property?*

"The entity evaluated must be a tangible property—that is, a district, site, building, structure, or object. The relationship between the property and the beliefs or practices associated with it should be carefully considered, however, since it is the beliefs and practices that may give the property its significance and make it eligible for inclusion in the National Register.... The National Register defines a "site" as "the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself possesses historic, cultural, or archeological value regardless of the value of any existing structure. Thus a property may be defined as a "site" as long as it was the location of a significant event or activity, regardless of whether the event or activity left any evidence of its occurrence."<sup>190</sup> Based on this definition Portsmouth Square could be considered a TCP

*Does Portsmouth Square possess integrity?*

"In order to be eligible for inclusion in the Register, a property must have 'integrity of location, design, setting, materials, workmanship, feeling, and association' (36 CFR Part 60). In the case of a traditional cultural property, there are two fundamental questions to ask about integrity. First, does the property have an integral relationship to traditional cultural practices or beliefs; and second, is the condition of the property such that the relevant relationships survive? Like any other kind of historic property, a property that once had traditional cultural significance can lose such significance through physical alteration of its location, setting, design, or materials. For example, an urban neighborhood whose structures, objects, and spaces reflect the historically rooted values of a traditional social group may lose its significance if these aspects of the neighborhood are substantially altered."<sup>191</sup> There is more latitude with TCPs than with other types of properties listed in the National Register and the evaluation process must take this into account. Bulletin 38 discusses the nuances associated with the evaluation of integrity in terms of TCPs. "In some cases a traditional cultural property can also lose its significance through alteration of its setting or environment. For example, a location used by an American Indian group for traditional spirit questing is unlikely to retain its significance for this purpose if it has come to be surrounded by housing tracts or shopping malls. A property may retain its traditional cultural significance even though it has been substantially modified, however. Cultural values are dynamic, and can sometimes accommodate a good deal of change."<sup>192</sup> Though consultation with the Chinese community is necessary to definitively answer this question, based on the information gathered and observations made through the development of this HRE Portsmouth Square likely retains integrity due to the retention of the site's location, setting and association (see the evaluation of integrity above for more details).

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*How does Portsmouth Square relate to National Register Criteria?*

"Assuming the entity to be evaluated is a property, and that it retains integrity, it is next necessary to evaluate it against the four basic National Register Criteria set forth in the National Register regulations (36 CFR Part 60). If the property meets one or more of the criteria, it may be eligible; if it does not, it is not eligible."<sup>193</sup> Through this HRE, Portsmouth Square was evaluated in relationship to National Register Criterion A, B, C and D in terms of its listing as a site (see appendix A), but that evaluation must be adapted to evaluate this property's significance as it relates to a cultural group, which was outside the scope of this effort. An evaluation of Portsmouth Square as a TCP must be completed in consultation with the San Francisco Chinese community. Criterion A (association with events that have made a significant contribution) and Criterion B (association with the lives of significant persons) are most likely to be applicable in the evaluation of Portsmouth Square as a TCP. Criterion C (embodiment of distinctive characteristics of type, period or method of construction) and D (likely to yield information important to prehistory or history) are less likely to be applicable due to the many changes over time that have affected the physical fabric and design of Portsmouth Square.

*Do any of the National Register Criteria Considerations make Portsmouth Square ineligible as a TCP?*

"Generally speaking, a property is not eligible for inclusion in the Register if it represents a class of properties to which one or more of the six "criteria considerations" listed in 36 CFR 60.4 applies, and is not part of a district that is eligible. In applying the criteria considerations, it is important to be sensitive to the cultural values involved, and to avoid ethnocentric bias."<sup>194</sup> The six criteria considerations evaluate if a property is a religious property, moved property, birthplace or grave, cemetery, reconstructed property, commemorative property, or property that has achieved significance within the last 50 years. Like the evaluation of Portsmouth Square as a TCP in relationship to National Register Criterion A, B, C and D, this task was outside the scope of this effort due in large part to the fact that it must be done in consultation with the San Francisco Chinese community. However, based on the information gathered and observations noted as part of this HRE, criteria considerations F (commemorative property) and G (property that has achieved significance within the last 50 years), should be evaluated in relationship to Portsmouth Square. Criteria consideration A (religious properties) does not likely apply since Portsmouth Square is not a church or temple. Criteria consideration B (moved property) does not likely apply since Portsmouth Square has not been moved and retains its integrity of location. Criteria consideration C (birthplace or grave) and Criteria consideration D do not apply since no births or permanent burials have been documented as taking place in Portsmouth Square, and it is not a cemetery. Criteria consideration D (reconstructed property) does not likely apply since there is no evidence of elements dating from a previous point in history being reconstructed.

**CONCLUSION**

Therefore, it is the recommendation of this Historic Resource Evaluation that Portsmouth Square be evaluated for its potential as a Traditional Cultural Property due to the cultural significance that was documented and observed through the development of this HRE. Portsmouth Square has served and continues to serve as an active community gathering place for the Chinese community since they began establishing a neighborhood in this area of San Francisco in the late 19th century.

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193 National Register of Historic Places Bulletin 38

194 National Register of Historic Places Bulletin 38



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THE PLACE



# B. Existing Data Review

The project team reviewed documents and reports from San Francisco Planning Department, Office of Economic and Workforce Development, and San Francisco Public Utilities Commission to understand the City's existing and planned initiatives that may impact the project area.

In addition, a course report from UC Berkeley was discovered, which shows previous data on the square usage and community responses. Highlights are excerpted and included in this section.

## INVEST IN NEIGHBORHOODS

**Office of Economic and Workforce Development (2013):** Invest in Neighborhoods is a City initiative to provide focused, customized assistance to meet the specific needs of San Francisco's neighborhood commercial corridors. Below is a excerpt of strengths, opportunities and challenges related to Portsmouth Square taken from the February 2013 assessment of Chinatown's existing condition.

### STRENGTHS

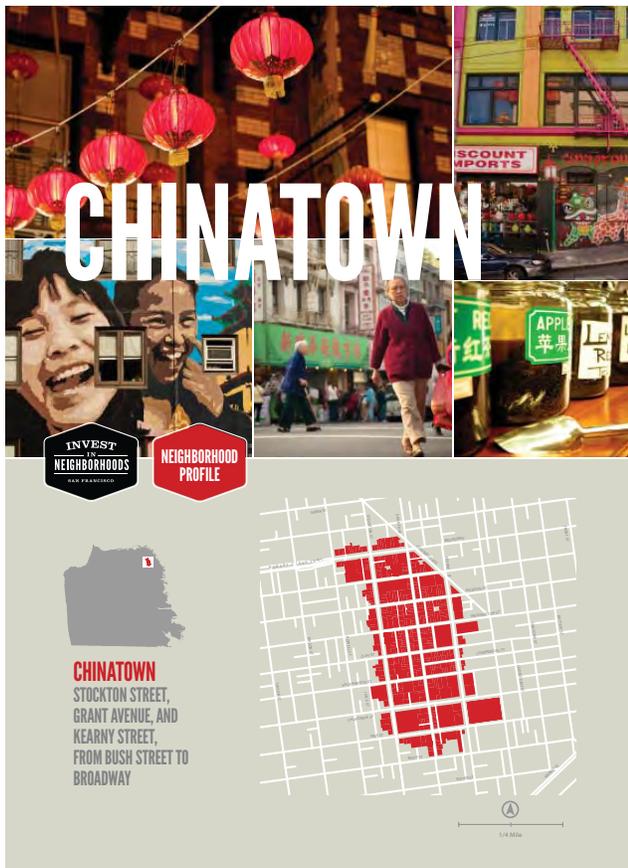
- Well-established community with deep historic roots, cultural significance and unique architecture
- One stop shopping for both local population and visitors; affordable markets, restaurants, shops, cafes, places of worship, banks, social service centers, and cultural centers
- Celebrate cultural identity through implementing public realm improvements

### OPPORTUNITIES

- Support community businesses utilizing cultural events and programs
- Implement Portsmouth Square renovations
- Develop plan to decrease congestion on streets and increase walkability
- Increase cleanliness in the district
- Identify public spaces for community meetings
- Evaluate an opportunity to develop a social services hub in Chinatown

### CHALLENGES

- Night life is nonexistent; establishments close at 9 or 10pm, making it difficult to attract younger people to the area
- Aging senior population; fear of loss of culture identity as young Chinese individuals move away
- Poor physical conditions: dirty sidewalks, storefronts and awnings; graffiti and vandalism
- Poor street level lighting



## GREEN CONNECTIONS

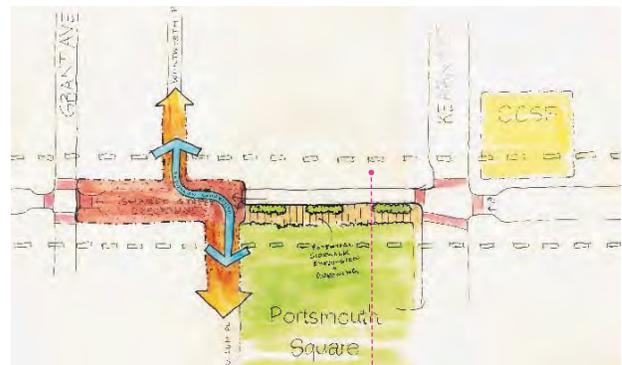
**San Francisco Planning Department (2014):** Green Connections aims to increase access to parks, open spaces, and the waterfront by envisioning a network of ‘green connectors’ – city streets that will be upgraded incrementally over the next 20 years to make it safer and more pleasant to travel to parks by walking, biking, and other forms of active transportation. Washington Street Portsmouth Square Enhancement project was highlighted in the report as scheduled for implementation over the next 5 years.

### GOALS

- Public health: Increase active transportation to parks
- Sustainability: Enhance urban ecology
- Livability: Support neighborhood stewardship and placemaking

### DESIGN CONCEPTS

- Kearny Street to Walter Lum Place: Remove the lane of traffic adjacent to Portsmouth Square Park and utilize the space to expand the park or provide a unique greening feature along the sidewalk.
- Walter Lum Place to Grant Street, Waverly Place to Spofford Street, and Trenton Street to Stone Street: Consider a shared-street design approach to facilitate easier north-south connections along these alleyways and across Washington Street.
- West of Stockton Street: Due to the cable car line, significant changes to the roadway are challenging. The residential character of these blocks could be enhanced by additional landscaping and street tree planting.

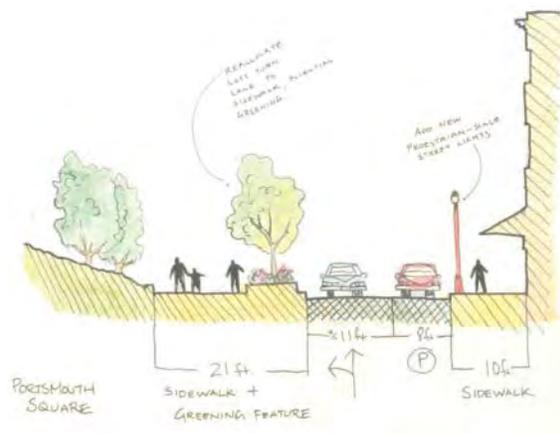


Washington Street Design Concept: Kearny Street to Walter Lum Place



Existing:

Washington Street between Kearny Street and Walter Lum Place



Proposed:

Washington Street between Kearny Street and Walter Lum Place

## CHINATOWN GREEN ALLEY

**San Francisco Public Utility Commission (2013):** In partnership with the San Francisco Department of Public Works (SFPDW), the San Francisco Public Utilities Commission (SFPUC) is planning new green infrastructure and community gathering spaces on Spofford and Ross alleys to enhance the neighborhood and improve our combined sewer system.



SEWER SYSTEM IMPROVEMENT PROGRAM | Grey. Green. Clean.

### Chinatown Green Alley

Although this green infrastructure project does not directly have an impact on the Portsmouth Square, community workshop summary is showing community priorities that can be shared as neighborhood desires include:

- Pedestrian Improvements
- Community Space
- Nature Space
- Wayfinding
- Cultural Elements

## NEIGHBORHOOD MARKETPLACE INITIATIVE

**Office of Economic and Workforce Development (2008):** The purpose of this action plan is to identify short- and long-term efforts that the City and sponsoring agents will undertake to improve business conditions in Chinatown. The focus of this plan is five-fold: Business retention and attraction / Marketing and customer attraction / Cleanliness and safety / Physical conditions / Parking and traffic.



Actions identified in the report that directly relates to the project include:

- Ensure cleanliness and availability of Portsmouth Square restroom by posting hours of operation and sign in Chinese and English, indicating phone number to call if restroom is closed or is in need of maintenance.
- Ensure Portsmouth Square Restroom Facility receives substantial and timely renovation through 2008 Proposition A Bond funding. (In Progress)  
\* a recent RPD restroom usage count in 2009 indicated the restrooms in Portsmouth Square as the highest used restrooms in the city
- Lower nighttime parking prices at Portsmouth Square Garage to encourage nighttime shopping.

## CHINATOWN NEIGHBORHOOD TRANSPORTATION PLAN

**San Francisco County Transportation Authority (2014):** The Chinatown-Broadway Neighborhood Transportation Plan (NTP) addresses the need to protect Chinatown's vulnerable pedestrian population from the high volumes of regional traffic moving through the neighborhood and along Broadway specifically. It is currently in evaluation and final report phase.

The NTP Project staff will develop strategies based on pedestrian safety and livability analyses that may include:

- Intersection Reconfigurations
- Travel Demand Management
- Additional Nonmotorized Safety Improvements

The Authority conducted outreach activities to result in a community-based transportation plan that includes locally-identified transportation needs and implementation-ready solutions.



## UC BERKELEY COURSE REPORT

In Fall 2010, four students from UC Berkeley completed a research project for a graduate level course. The report did literature review and compared three urban squares in Oakland Chinatown with Portsmouth Square in San Francisco Chinatown. Only 18 samples were mailed back from a total of 200 surveys. Therefore the survey result is not listed here except for general “likes” and “dislikes”.

*“The Chinese perceive the ideal park as an aesthetic element of gorgeous design, an outdoor garden filled with colorful flowers, ponds, pavilions, and tea houses for passive enjoyment, sight seeing, and relaxation.’ The concept of the American park as an expanse of green space for active recreation, sports, and picnicking is unknown in China and Taiwan.”*

— Loukaitou-Sideris

*“The Chinese Americans in the sample did not consider the time they spent relaxing as ‘leisure’ separate from the ‘non-leisure’ activities of their daily life. A typical example given by an elderly man illustrates this. Early every morning he walks to the market. He walks around the neighborhood mini-park for several minutes and sits on a bench in the park, talking with neighbors while watching his friends engaged in taiji, a traditional Chinese exercise. Then he goes to the market for fresh foods and back home. This routine is fundamental to his daily life. All his activities - walking, watching other people, chatting, sitting - are unified, and have multiple meanings. To separate these activities or label them as ‘leisure’ and ‘non-leisure’ would be to lose the meaning and significance of the routine.”*

— Zhang and Gobster

### KEY FINDINGS AND OBSERVATIONS

- Admst the high-rises, Portsmouth Square has many small spaces suitable for groups to gather. “Even on cold evenings one can find dozens of card games underway, each with a minimum of four or five players“
- LIKES from survey: “bustling, alive, full of life!“ / trees & flowers / meeting place / playgrounds / shortcut / fresh air & sunlight / “grandmas & grandpas gather in the living room“ / commercial area / good view / exercise
- DISLIKES from survey: smoking near the children / gambling / need more playgrounds / pigeons / spitting on ground / homeless / need more trees / dirty bathrooms

### The Death + Life of Chinatown Squares

Determinants of Vitality in SF and Oakland Urban Squares



# C. Transportation Memo

## Memorandum

# ARUP

To	Xiao Wu	Date	July 17, 2014
Copies	<a href="#">Click here to enter text.</a>	Reference number	236656-00
From	Mike Iswalt, Nancy Mathison	File reference	<a href="#">Click here to enter text.</a>
Subject	Portsmouth Square Transportation Analysis		

This report documents the transportation and infrastructure assessment for the Portsmouth Square existing conditions report.

## 1 Existing Transportation Conditions

### 1.1 Roadway Network

The major roadways surrounding Portsmouth Square are summarized below:

- Kearny Street is a one-way northbound major arterial with three travel lanes and on-street parking. Within the study area, there are two signalized intersections with crosswalks on Kearny at Washington St. and Clay St. Between Clay St. and Washington St. is the entrance to the Portsmouth Square Parking Garage.
- Clay Street is a one-way eastbound collector with two travel lanes and a parking/bus lane.
- Washington Street is a one-way westbound secondary arterial with two travel lanes and on-street parking.
- Walter U. Lum Place is a one-way westbound local street with one travel lane and one lane of on-street parking on the western edge of Portsmouth Square.

### 1.2 Regional Context

Kearny Street provides the primary inbound route for vehicles traveling to Portsmouth Square from I-80 and the Bay Bridge and US-101 through South of Market (SoMa). Traffic barriers between the #1 and #2 lanes on Kearny Street between Clay and the garage entrance prevent direct access to the Portsmouth Square garage from Kearny. Vehicles on Kearny heading to the garage must travel around the block to access the garage because of these barriers. This provides an area for cars to queue on Kearny and Clay as they wait to enter the garage. This is a safer place for vehicles to stack than on Kearny, where queued vehicles could block the Clay Street intersection or through traffic on Kearny. Exiting the garage, vehicles primarily use Kearny and Jackson Streets to access Montgomery and head south to I-80 or US-101.

# Memorandum

Figure 1 illustrates the primary routes and the PM peak hour volumes on several key segments of Kearny and Montgomery. Volumes on Kearny reach their highest level approaching Market St., and then decrease traveling north towards California, decreasing further closer to Portsmouth Square. This decrease in volumes reflects the numerous destinations in the Financial District and Chinatown that are accessible from Kearny.

**Figure 1: Portsmouth Square Regional Access: Inbound/Outbound Paths**

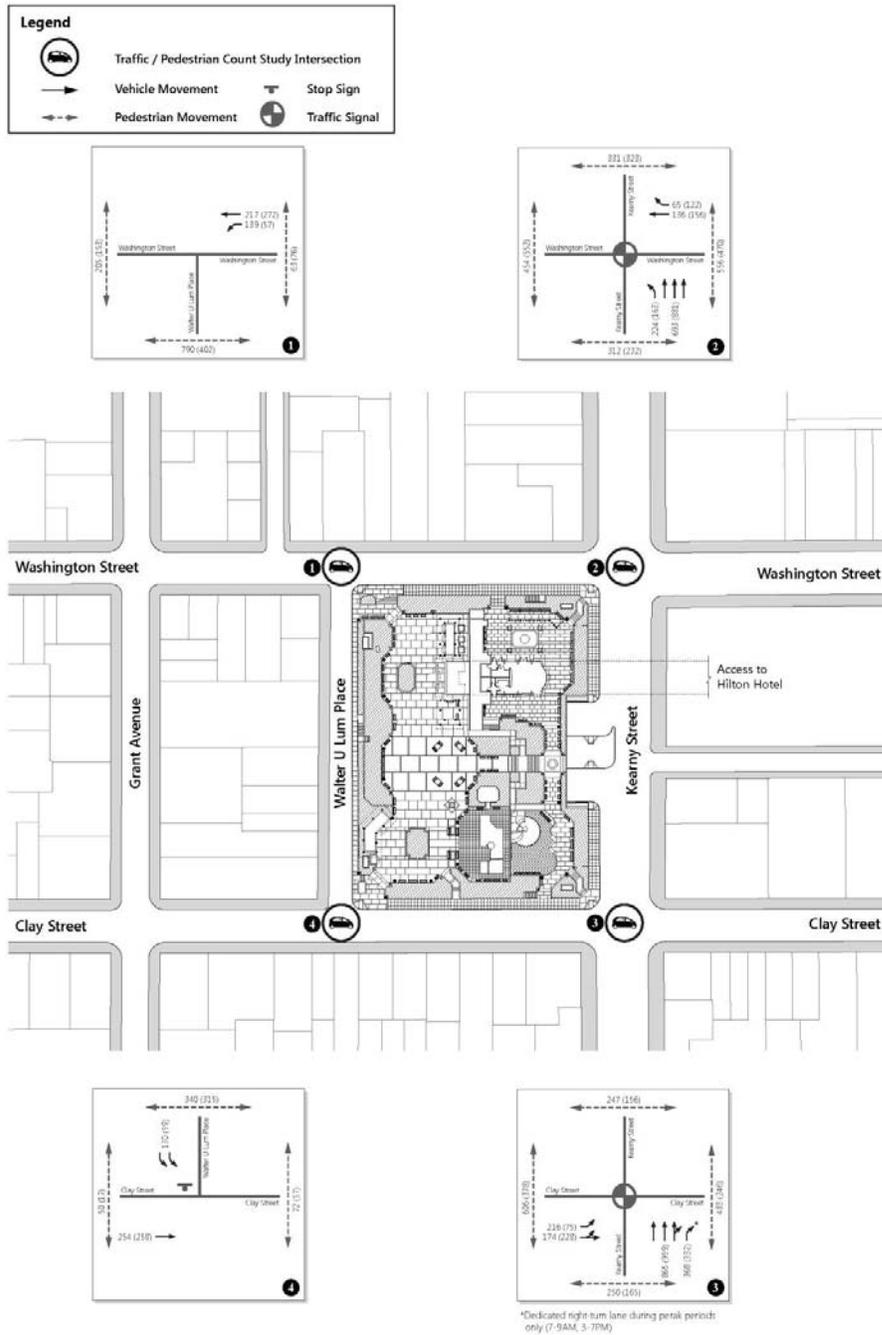


## 1.3 Existing Conditions Traffic Analysis

Intersection turning movement counts for automobiles and pedestrians were observed at the four intersections surrounding Portsmouth Square: Kearny St./Clay St., Kearny St./Washington St., Washington St./Walter U. Lum Place, and Clay St./Walter U. Lum Place. Traffic counts were collected on May 28, 2014 during the mid-day (MD) and afternoon (PM) peak periods. The peak hour turning movement counts and pedestrian counts are summarized in Figure 2. The highest volumes of automobile traffic along Kearny Street occurs during the PM peak hour from 4:45PM to 5:45PM, while the highest pedestrian volumes at the intersections of Kearny St/Clay St. and Kearny St./Washington St. during the MD peak hour from 11:15AM to 12:15PM.

# Memorandum

Figure 2: Turning Movement Counts and Pedestrian Volumes



## Memorandum

The total traffic volumes (for all movements) at the Kearny St./Clay St. intersection are approximately 1,500 during the PM peak hour compared to over 2,600 at Kearny St./Third St./Market St. Pedestrian volumes at Kearny St./Clay St. are approximately 1,600 during the mid-day peak hour compared with 6,700 at Kearny/Third St./Market St.

Traffic operations at the study intersections were analyzed using methodologies provided in the Transportation Research Board's 2000 Highway Capacity Manual (HCM). The HCM provides analysis methods and equations that estimate the peak hour delay experienced by vehicles at signalized and unsignalized (i.e., stop-controlled) intersections. Inputs to the HCM intersection calculations include peak hour traffic volumes, intersection geometrics, traffic signal timing parameters, and other data such as pedestrian volumes and vehicle type.

Level of Service (LOS) is used to describe the operating conditions of a specific transportation facility based on the users' experience. LOS is most commonly used to describe congestion experienced by auto motorists on roadways. LOS is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions, freedom to maneuver, driving comfort, and convenience. LOS is designated A through F from best to worst, which covers the entire range of traffic operations that might occur. LOS A through E generally represents traffic volumes at less-than-roadway capacity, while LOS F represents over-capacity and/or forced flow conditions. The HCM intersection LOS criteria are described in Table 1.

**Table 1: Intersection LOS Criteria**

LOS	Signalized Intersections
A	Delay of 0 to 10 seconds. Most vehicles arrive during the green phase and do not stop at all.
B	Delay of 10 to 20 seconds. More vehicles stop than with LOS A, but many drivers still do not have to stop.
C	Delay of 20 to 35 seconds. The number of vehicles stopping is significant, although many still pass through without stopping.
D	Delay of 35 to 55 seconds. The influence of congestion is noticeable, and most vehicles have to stop.
E	Delay of 55 to 80 seconds. Most, if not all, vehicles must stop and drivers consider the delay excessive.
F	Delay of more than 80 seconds. Vehicles may wait through more than one cycle to clear the intersection.

Source: *Highway Capacity Manual* (Transportation Research Board, 2000).

The existing mid-day and PM peak hour traffic operations for the study area intersections are shown in Table 2. The analysis indicates that the Kearny St. / Clay St. intersection, which serves the most traffic in the study area, operates at LOS B during the both the mid-day and PM peak hour. A LOS B result indicates very little driver delay and virtually no queuing along Kearny. This finding is consistent with the volume of traffic counted at this location, the available capacity of Kearny (with three travel lanes), and the limited cross-street traffic observed on Clay. This LOS B result matches field observations.

## Memorandum

**Table 2. Portsmouth Square Intersection Level of Service (LOS)**

Intersection	Traffic Control	Mid-Day (MD)		PM	
		Delay (sec)	LOS	Delay (sec)	LOS
Kearny St. & Clay St.	Signal	11.6	B	12.7	B
Kearny St. & Washington St.	Signal	10.1	B	7.8	A
Clay St. & Walter Lum Pl.	Side-Street Stop*	20.7	C	17.4	C

\* HCM 2000 methodology for unsignalized side-street stop intersections is reported for the approach with the stop control (Walter Lum Pl.)

Note: Kearny Street has a dedicated right lane during the PM only.

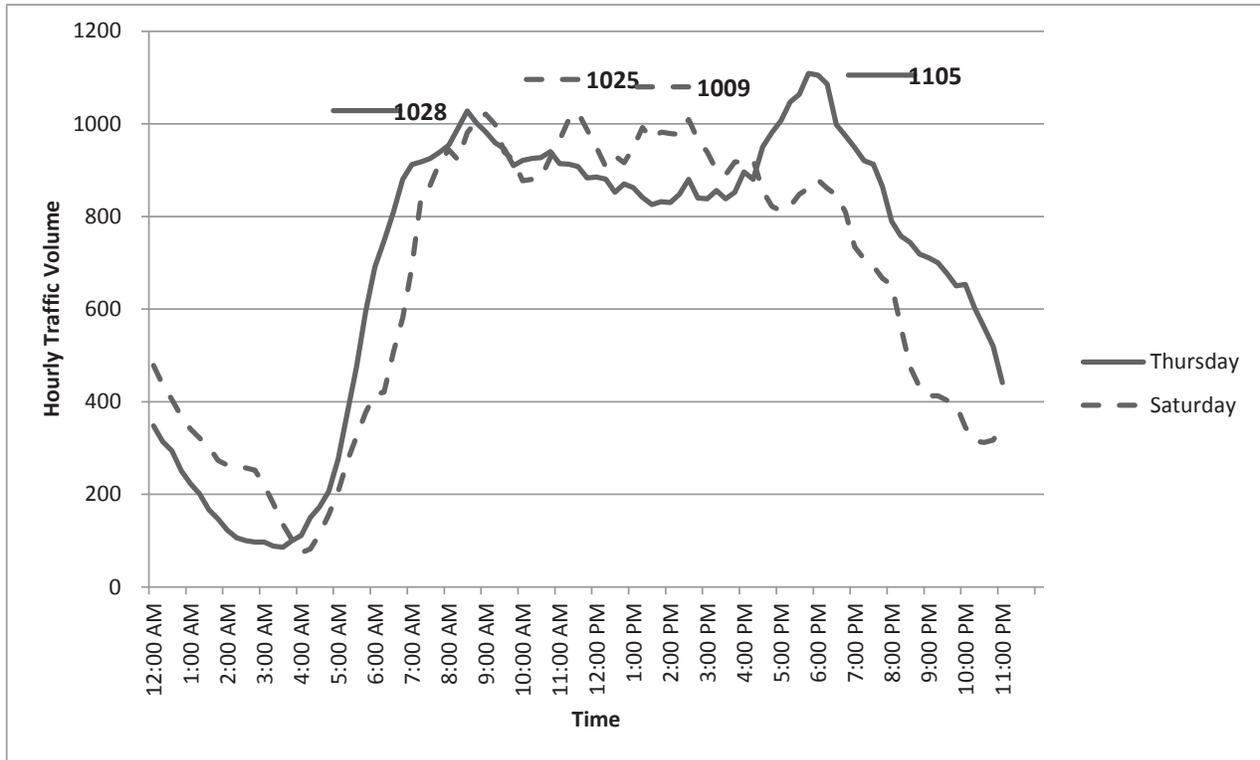
The Kearny St. / Washington St. intersection operates at a LOS B during the mid-day peak hour and at a LOS A during the PM peak hour. This slightly better LOS result reflects slightly lower volumes on Kearny at this location. The Clay St. / Walter Lum Pl. intersection, which is unsignalized, currently operates at LOS C during both the mid-day and PM peak hour. For unsignalized intersections, the LOS is reported for vehicles stopped on Walter Lum Pl. approaching Clay St. The Washington St. / Walter Lum Pl. intersection has no traffic control and therefore does not have a LOS result. These results are considerably better than most intersection LOS in SoMa and the Financial District.

Hourly traffic counts for a full 24-hour period were collected using an automatic traffic recorder on Thursday, May 29 and Saturday, May 31 from 12:00AM to 12:00PM. The machine count location was located on Kearny St. between Clay and Washington. The daily traffic volumes were 16,519 vehicles on Thursday and 15,412 on Saturday.

The Thursday peak hours are from 8:30AM-9:30AM and 5:45PM-6:45PM, with peak volumes of 1,028 and 1,109, respectively. The Saturday peak hours were more concentrated during the mid-day from 11:30AM-12:30PM and 2:30PM-3:30PM, yet were similar to the Thursday peak volumes with peak volumes of 1,025 and 1,009, respectively. Figure 3 shows the hourly volumes for both count days.

# Memorandum

**Figure 3: Average Daily Traffic and Peak Hour Flow, Thursday and Saturday**



## Memorandum

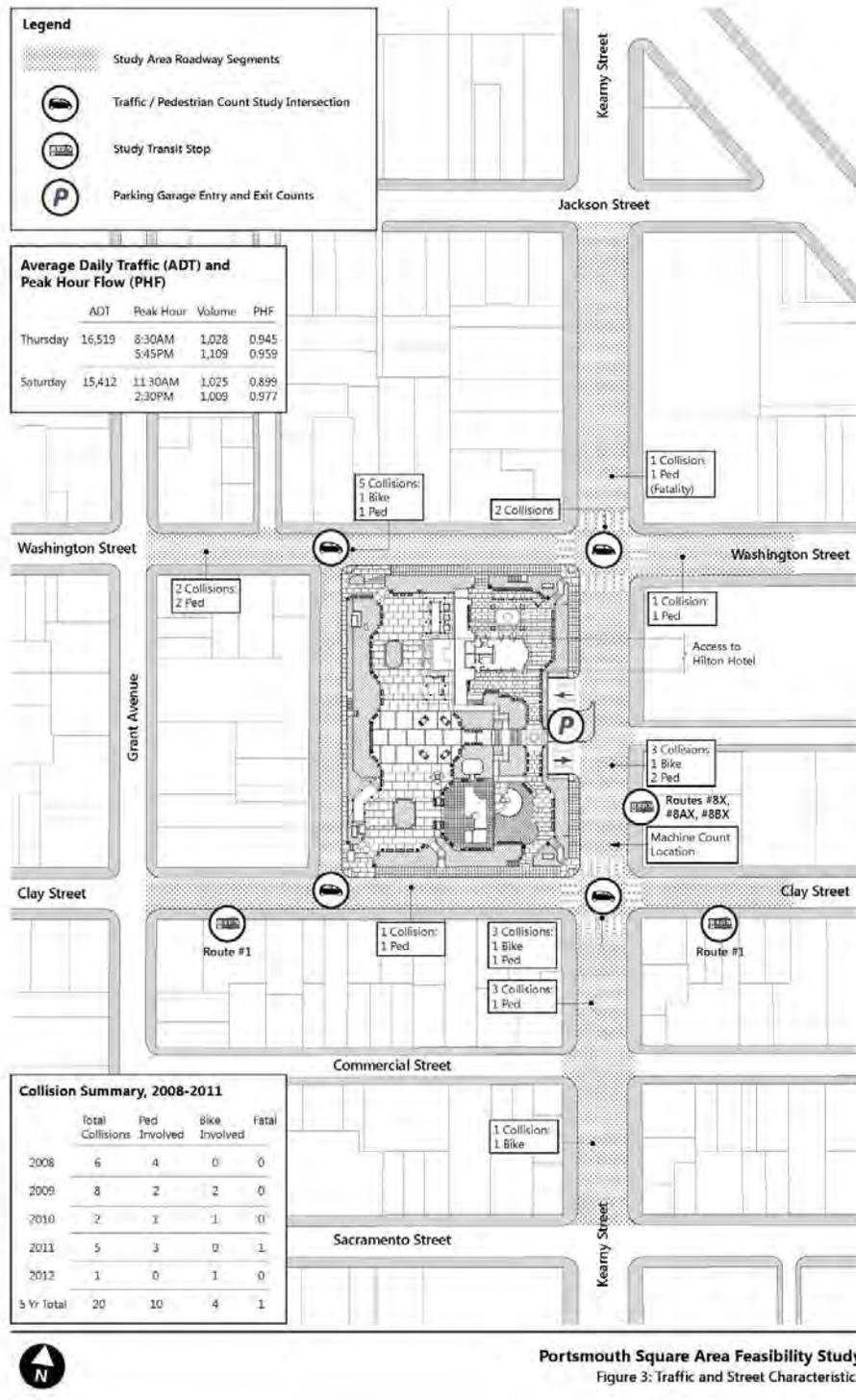
Figure 4 presents a five-year history (2008 to 2012) of all collisions (motor vehicles with other vehicles, pedestrians, and bicycles) that have occurred within the plan area, along with the location of Muni bus stops and the daily traffic data for Kearny. Collision data were obtained from the Statewide Integrated Traffic Records System (SWITRS) database. From 2008-2012 there have been 20 collisions within the study area. Of the collisions, 70% have involved a pedestrian or a bicyclist; 10 have involved pedestrians and 4 included bicycle riders. Fifty percent of pedestrian involved collisions occurred along Kearny St, including one fatality in 2011 just north of the Kearny St. / Washington St. intersection.

There is limited on-street parking and high turnover of the spaces surrounding the Portsmouth Square area. Much of the curb space along Kearny St. is marked as commercial loading with parking restricted from 7:00AM – 9AM and 3:00PM-7:00PM. There are six metered parking spaces on Kearny St. north of Washington St. On Clay St., there are 5 commercial loading zones with parking restricted from 7:00AM-9:00AM and 12 metered spaces. Washington St. has 22 metered spaces and several commercial loading zones with restricted parking from 8:00AM-6:00PM.

Muni operates two regular service bus routes and two express service bus routes in the Portsmouth Square area. See Figure 3 for bus stop locations. Muni route 1 operates weekday service from 4:24AM to 1:30AM with 5 minute headways during most of the day. Saturday and Sunday service operates from 2:11AM to 2:01AM with 10-20 minute headways. Inbound service is towards Downtown, with outbound service towards the Richmond district. Route 8X operates from 4:43AM to 12:59AM with 10 minute headways during most of the day. Route 8X operates service 7 days a week from 4:43AM to 1:26AM with 7-15 minute headways throughout the day. Inbound service is towards Fisherman's Wharf, with outbound service towards City College via Visitacion Valley, Portola District and the Downtown. Route 8AX operates express weekday peak direction only service from 6:40AM to 9:58AM and 3:30PM to 7:37PM with 7-8 minute headways. Inbound service is toward North Beach, with outbound service towards Visitacion Valley via the Portola District and Downtown. Route 8BX operates express weekday peak direction only service from 6:26AM to 9:58AM and 3:29PM to 7:47PM with 7-8 minute headways. Inbound service is toward Fisherman's Wharf, with outbound service towards City College via the Portola District and Downtown.

# Memorandum

**Figure 4: Portsmouth Square Traffic and Street Characteristics**



# Memorandum

## 2 Portsmouth Square Garage

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### 2.1 Garage Description

The Portsmouth Square Garage was constructed in 1961 with four levels of parking providing 500 parking spaces below the Portsmouth Square Plaza. The site was excavated approximately 26 feet below Kearny Street and 49 feet below Walter Lum Place into natural clayey and sandy soil. The garage includes an extensive drainage system, as the lower level of the garage is below the water table.

The garage is constructed of cast-in-place reinforced concrete exterior walls, columns, ramps, floors and roof framing, all designed to the 1956 Building Code standards. The floor and roof framing is constructed from two way waffle slab that is supported by long narrow columns. All parking floors and ramps are designed to meet the standard of fifty pounds per square foot for a live load.

Automobiles enter the garage from Kearny Street onto the second level. Separate up and down ramps provide access to two parking levels below and one partial level above. Pedestrians can access the garage either from Kearny St. between the auto entrance and exit lanes or via the elevator to the plaza level. The elevators were replaced in 1990, along with the construction of a new pavilion at the plaza level. The garage is also equipped with toilet facilities, office space and locker rooms.

Each floor is equipped with fire sprinklers, a water supply and an integrated drainage system. Ventilation for the garage is supplied through the openings at the main and mezzanine levels and by a supply fan located on the mezzanine that delivers air through duct work to the central portion of the floors below. Air is released through exhaust duct risers located at the perimeter of each level that are connected by ducts and plenums to four separate exhaust air fan rooms that discharge to the plaza above.

The garage design is a rigid, reinforced building of monolithic cast-in-place concrete that is almost entirely underground. As an underground structure, its response to earthquake ground motions will differ from the response of above ground buildings. In general terms, above ground buildings will amplify the ground motions due to their unrestrained flexibility, whereas an underground structure tends to conform to the movement of the surrounding earth. The structure was designed to be able to incur minimal damage given the strongest earthquake that would be anticipated for that site. A 2002 structural conditions report for the garage recommends that seismic strengthening of the garage is not necessary.

Necessary renovations for the garage were identified in a structural conditions report in 2002. A Request for Qualifications notice for the improvements identified has been circulated. These renovations include including upgrades to the drainage, lighting and ventilation systems, and operational and safety improvements in the amount of \$8 million.

The garage is open 24 hours a day, 7 days a week. The garage is generally at capacity for 4 to 5 hours during the midday from 12:00PM to 5:00PM on a typical week day, with an average of 1540 vehicle entering and exiting the garage per day in June 2014. Saturdays are the busiest days with an average of 1700 vehicles using the garage throughout the day during the month of June 2014. Sundays are the lightest with an average of 1288 vehicles during the month of June 2014 (excluding June 29 as an outlier due to the SF Pride Parade when only 864 vehicles exited the garage). In June 2014, there were approximately 45,000 vehicles that accessed the garage. Seasonal parking activity at Portsmouth Square Garage is slightly different from downtown parking garages which are busy during the end-of-the-year holidays while parking activity at the Portsmouth Square Garage is flat. The peak season for the Portsmouth Square Garage is from mid-January to late March for the

## Memorandum

Chinese New Year. Other events such as the Chinatown Community Street Festival in February attract more patrons to the garage. See Appendix A for June 2014 Monthly Utilization Report and Appendix B for Occupancy by Hour Reports.

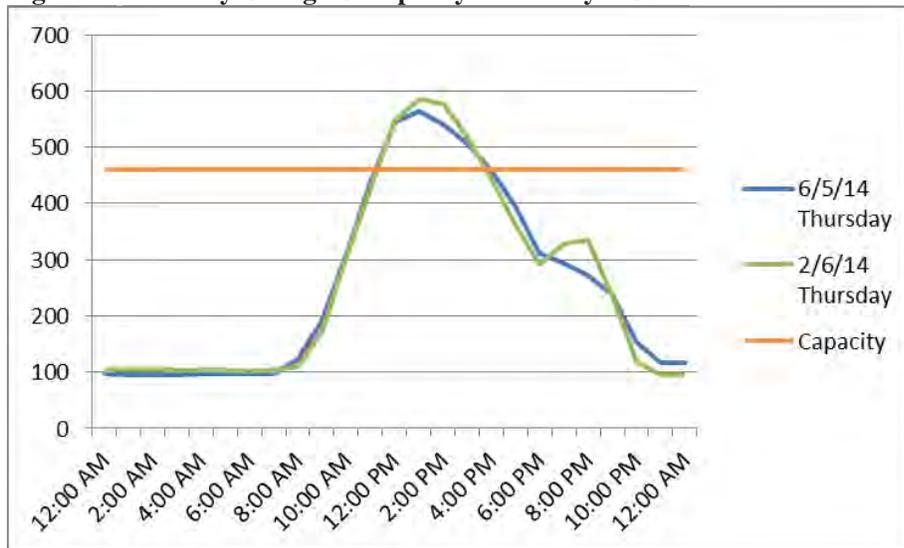
Source: City of San Francisco. 2002. Portsmouth Square Garage Structural Condition Appraisal and Renovation Study. <http://sfrecpark.org/wp-content/uploads/item10PortsmouthGarageAttachmentB111810.pdf>

### 2.2 Garage Parking Usage

The Portsmouth Square Garage has 460 “self-park” spaces. Valet parking usually begins at noon when the garage is approaching its self-park capacity of 460. With valet parking, the mid-day occupancy of the garage peaks at between 580 and 590 parked vehicles. The valet parking typically ends by 3:00 or 4:00 PM in the afternoon. The garage typically experiences its peak season from mid-January to early-March, which coincides with the Chinese New Year.

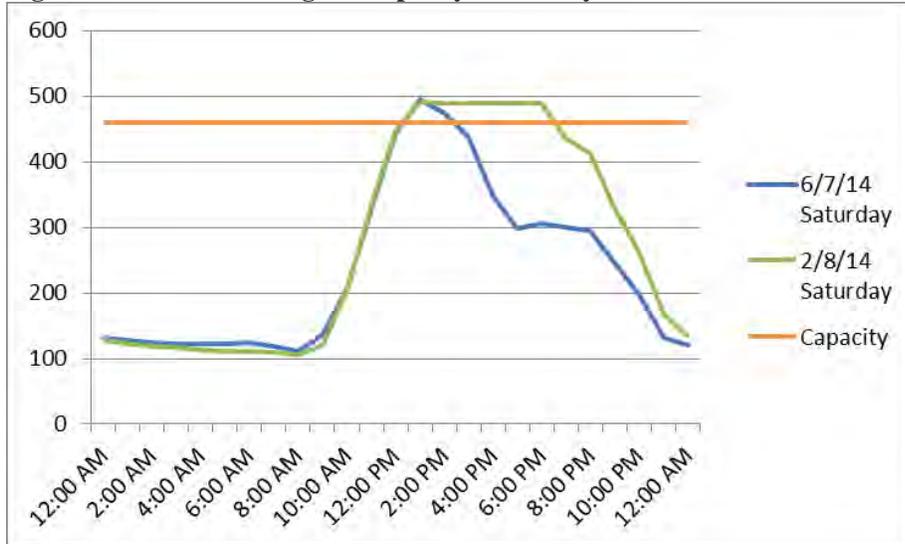
Hourly occupancy levels were provided by the garage management for one week in February and June 2014. The average weekday entries to the garage are approximately 1,520 vehicles per day in both February and June. Figure 5 shows the occupancy levels on a typical mid-week day in February and June, while Figure 6 shows the occupancy levels on a typical weekend day in February and June.

**Figure 5: Weekday Garage Occupancy: February v. June**



# Memorandum

**Figure 6: Weekend Garage Occupancy: February v. June**



The hourly occupancy levels are generally the same between the time periods. The seasonal differences are much more pronounced when comparing the weekend occupancies between the February and June data. In the weekend comparison figure, the garage occupancy levels are significantly higher from 2:00-10:00 PM during February versus June. In February, the garage exceeded capacity from 12:00-7:00 PM, while the garage only exceeded capacity for a short time (approximately two hours) in June.

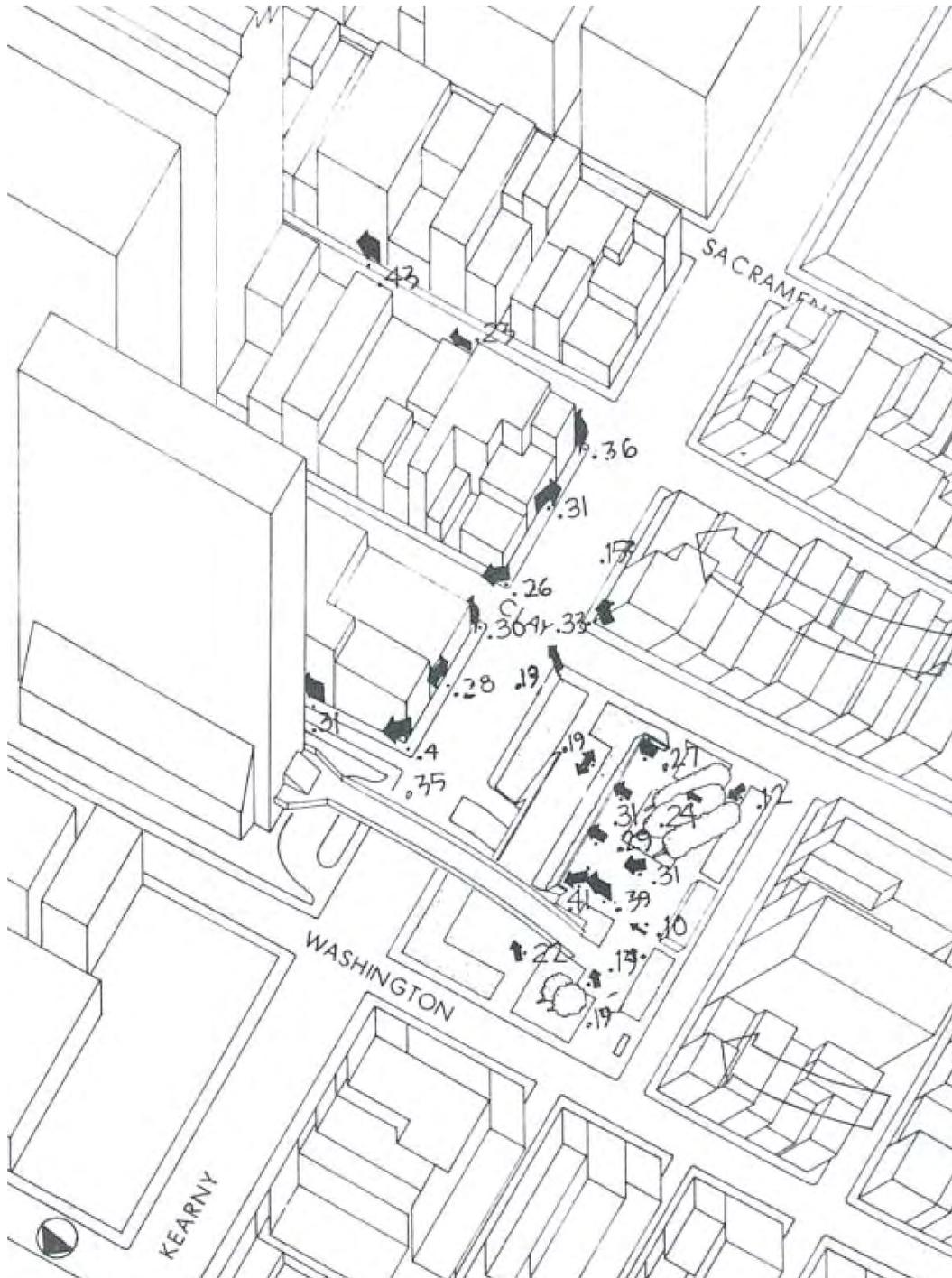
## 3 Bridge Description

The pedestrian bridge extending from Portsmouth Square to the Hilton Hotel was built in 1971. Gates were installed in 2006 to restrict access at night. The bridge has a reinforced concrete girder structure with brick lining the walking surface. The bridge deck is supported by cross beams and two main girders. The main girders are supported by a two-column bent at each side of the street. Based on field observations, no obvious deterioration or other deficiencies were found on the exterior of the structure. It is believed that the bridge is in good condition for day-to-day use. An analysis of detailed structural drawings and other testing will be required to provide a more thorough understanding of the bridge’s seismic performance. A full seismic survey should be conducted before future phases of the project.

## D. Wind Tunnel Testing

(Drawings are excerpted from "Sun, Wind, and Comfort: A Study of Open Spaces and Sidewalks in Four Downtown Areas". These summarize the results of the wind tunnel tests. The numbers located at each test point are ratios that represent the relationship of the street level wind speeds to the wind speeds measured at the weather station. The ratios have been adjusted so that they also reflect the effect of gustiness.)

### WIND FROM THE WEST



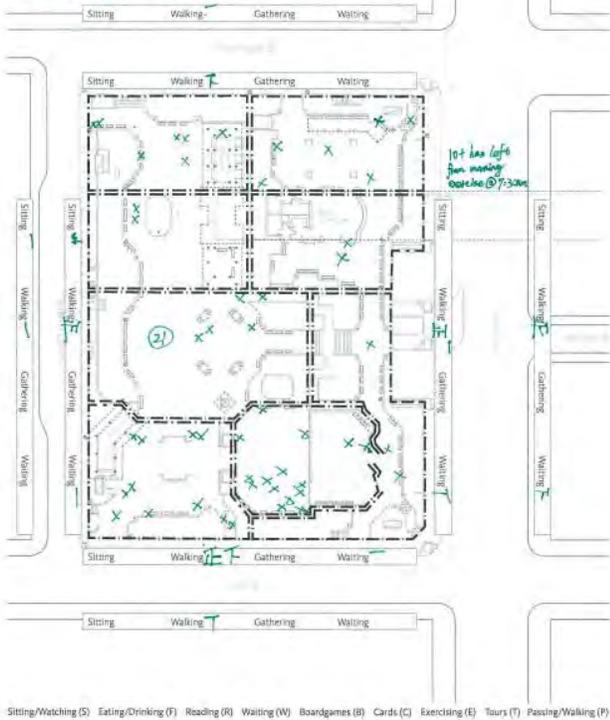


# E. Park Users Observation Notes

**PORTSMOUTH SQUARE USAGE OBSERVATION**

DATE 2014/07/02  WEEKDAY  WEEKEND

no sitting & 1/2 free (in the alley)  
5 AM - 6 AM  
Come out from small room some take bus from south city



Sitting/Watching (S) Eating/Drinking (F) Reading (R) Waiting (W) Boardgames (B) Cards (C) Exercising (E) Tours (T) Passing/Walking (P)

TIME 7:40am - 8:00am  
7-9AM  9-11AM  11-1PM  1-3PM  3-5PM  5-7PM  7-9PM  WEATHER  SUNNY  CLOUDY  RAINY  WINDY

old lady has wheelchair motion cycling?  
mberg near 10pm

ELEVATOR AREA			
Age	Adult 2F	Children (under 10)	Senior (over 55) 2F
Race	Asian 2F	White	Black
Activities	S F	R W B C	E T P
Nuisances	Smoking	Homeless	Waste

PAVILION AREA (ON BRIDGE / INSIDE PAVILION)			
Age	Adult T	Children (under 10)	Senior (over 55)
Race	Asian	White	Black
Activities	S F R	W B C	E T P
Nuisances	Smoking	Homeless	Waste

UPPER LEVEL SEATING AREA			
Age	Adult T	Children (under 10)	Senior (over 55) 2F 2F
Race	Asian 2.6	White	Black
Activities	S F R	W B C	E T P
Nuisances	Smoking	Homeless	Waste

RESTROOMS AREA			
Age	Adult T	Children (under 10)	Senior (over 55) 2F
Race	Asian	White	Black
Activities	S F R	W B C	E T P
Nuisances	Smoking	Homeless	Waste

PLAY AREA (UPPER LEVEL / LOWER LEVEL)			
Age	Adult T	Children (under 10)	Senior (over 55) 2F 2F (1/1)
Race	Asian 2F	White	Black
Activities	S F R T	W B C	E T P
Nuisances	Smoking	Homeless	Waste

LOWER LEVEL SEATING AREA			
Age	Adult F	Children (under 10)	Senior (over 55)
Race	Asian	White	Black
Activities	S F R	W B C	E T P
Nuisances	Smoking	Homeless	Waste

CLUBHOUSE AREA (UNDER BRIDGE / INDOOR)			
Age	Adult T	Children (under 10)	Senior (over 55)
Race	Asian	White	Black
Activities	S F R	W B C	E T P
Nuisances	Smoking	Homeless	Waste

TRELLIS AREA (UNDER TRELLIS)			
Age	Adult 2F	Children (under 10)	Senior (over 55)
Race	Asian 2F	White	Black
Activities	S F R	W B C	E T P
Nuisances	Smoking	Homeless	Waste

**PORTSMOUTH SQUARE USAGE OBSERVATION**

DATE 2014/07/01  WEEKDAY  WEEKEND



Sitting/Watching (S) Eating/Drinking (F) Reading (R) Waiting (W) Boardgames (B) Cards (C) Exercising (E) Tours (T) Passing/Walking (P)

TIME 7-9AM  9-11AM  11-1PM  1-3PM  3-5PM  5-7PM  7-9PM  WEATHER  SUNNY  CLOUDY  RAINY  WINDY

hang 10-11am

ELEVATOR AREA 2.6			
Age	Adult 2F	Children (under 10)	Senior (over 55) 2F 2F
Race	Asian 2F 2F	White	Black
Activities	S 2F 2F F	R W B C	E T P 2F
Nuisances	Smoking T	Homeless	Waste

PAVILION AREA (ON BRIDGE / INSIDE PAVILION) 14 (1/0)			
Age	Adult T	Children (under 10)	Senior (over 55) F (- / )
Race	Asian 2F (- / )	White	Black
Activities	S F F R	W B C	E T P 2F (- / )
Nuisances	Smoking	Homeless	Waste

UPPER LEVEL SEATING AREA 5.4			
Age	Adult 2F	Children (under 10) 2F	Senior (over 55) 2F 2F 2F 2F 2F 2F
Race	Asian 2F 2F 2F 2F 2F 2F 2F	White	Black T
Activities	S 2F 2F F R T	W B C	E 2F 2F T 2F 2F
Nuisances	Smoking	Homeless T	Waste

RESTROOMS AREA 2.6			
Age	Adult 2F 2F	Children (under 10) 2F	Senior (over 55) 2F
Race	Asian 2F 2F	White 2F 2F	Black
Activities	S 2F F R	W B C	E T 2F 2F
Nuisances	Smoking	Homeless T	Waste

PLAY AREA (UPPER LEVEL / LOWER LEVEL) 2.4 (15/9)			
Age	Adult 2F (2F / )	Children (under 10) (- / )	Senior (over 55) 2F 2F 2F 2F 2F 2F
Race	Asian 2F 2F 2F 2F 2F 2F	White	Black
Activities	S 2F (2F / ) F R	W B C	E 2F 2F 2F 2F P
Nuisances	Smoking	Homeless	Waste

LOWER LEVEL SEATING AREA T			
Age	Adult 2F	Children (under 10)	Senior (over 55) F
Race	Asian 2F	White	Black
Activities	S F R	W B C	E T P
Nuisances	Smoking	Homeless	Waste

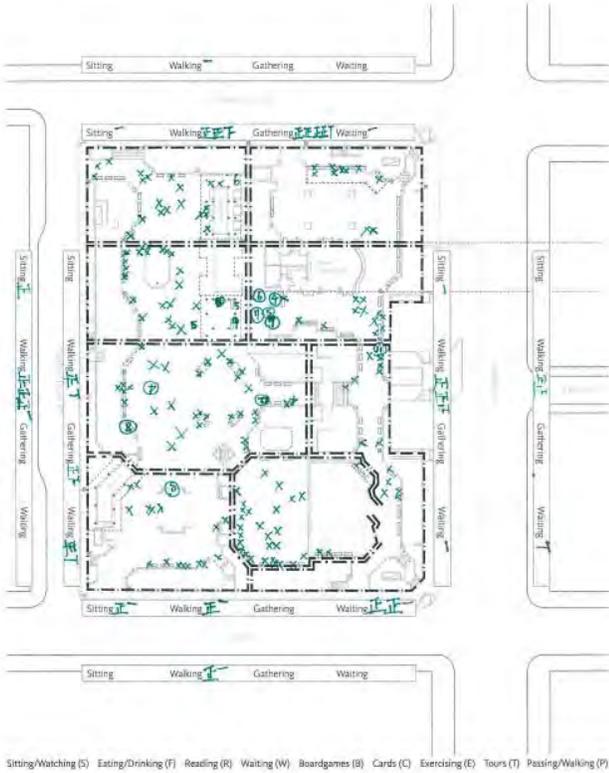
CLUBHOUSE AREA (UNDER BRIDGE / INDOOR) 14 (0/0)			
Age	Adult F	Children (under 10)	Senior (over 55) 2F 2F
Race	Asian 2F 2F	White	Black
Activities	S T F R	W B C	E T P 2F
Nuisances	Smoking	Homeless	Waste

TRELLIS AREA (UNDER TRELLIS) T (5)			
Age	Adult 2F (2F)	Children (under 10)	Senior (over 55) T
Race	Asian 2F (-)	White (-)	Black F (F)
Activities	S F (T) F R T (-)	W B C	E T P
Nuisances	Smoking T (T)	Homeless	Waste

PORTSMOUTH SQUARE USAGE OBSERVATION

DATE 3/14/07/01  WEEKDAY  WEEKEND

TIME 11:30AM-12:45PM  7-9AM  9-11AM  11-1PM  1-3PM  3-5PM  5-7PM  7-9PM WEATHER  SUNNY  CLOUDY  RAINY  WINDY



ELEVATOR AREA 23			
Age	Adult 22	Children (under 10) T	Senior (over 55) 22
Race	Asian 22	White F	Black
Activities	S F	W B	C E T
Nuisances	Smoking T	Homeless T	Waste

PAVILION AREA (ON BRIDGE / INSIDE PAVILION) 36 (4/14)			
Age	Adult 27 (T/22/F)	Children (under 10) 10 (T)	Senior (over 55) 22 (22/22)
Race	Asian 27 (T/22/F)	White 10 (T)	Black
Activities	S 27 F RT	W B	C E T
Nuisances	Smoking	Homeless	Waste

UPPER LEVEL SEATING AREA 59			
Age	Adult 22	Children (under 10)	Senior (over 55) 22
Race	Asian 22	White F	Black
Activities	S 22 F RT	W B	C E T
Nuisances	Smoking	Homeless T	Waste

RESTROOMS AREA 24			
Age	Adult 22	Children (under 10)	Senior (over 55) 22
Race	Asian 22	White	Black
Activities	S 22 F RT	W B	C E T
Nuisances	Smoking	Homeless	Waste

PLAY AREA (UPPER LEVEL / LOWER LEVEL) 27/3			
Age	Adult 27 (27/T)	Children (under 10) 3 (3)	Senior (over 55) 3 (3)
Race	Asian 27	White	Black
Activities	S 27 F RT	W B	C E T
Nuisances	Smoking	Homeless	Waste

LOWER LEVEL SEATING AREA 24			
Age	Adult 22	Children (under 10)	Senior (over 55) 22
Race	Asian 22	White	Black
Activities	S 22 F RT	W B	C E T
Nuisances	Smoking	Homeless	Waste

CLUBHOUSE AREA (UNDER BRIDGE / INDOOR) 11 (1/0)			
Age	Adult 11	Children (under 10) T	Senior (over 55) 11
Race	Asian 11	White	Black
Activities	S 11 F RT	W B	C E T
Nuisances	Smoking	Homeless	Waste

TRELIS AREA (UNDER TRELIS) 10 (5)			
Age	Adult 10	Children (under 10)	Senior (over 55) T
Race	Asian 10	White	Black
Activities	S 10 F RT	W B	C E T
Nuisances	Smoking	Homeless T	Waste

PORTSMOUTH SQUARE USAGE OBSERVATION

DATE 3/14/07/01  WEEKDAY  WEEKEND

TIME 2:00-3:00PM  7-9AM  9-11AM  11-1PM  1-3PM  3-5PM  5-7PM  7-9PM WEATHER  SUNNY  CLOUDY  RAINY  WINDY



ELEVATOR AREA 28			
Age	Adult 50	Children (under 10) 10	Senior (over 55) 22
Race	Asian 50	White	Black
Activities	S 50 F RT	W B	C E T
Nuisances	Smoking	Homeless	Waste

PAVILION AREA (ON BRIDGE / INSIDE PAVILION) 78 (0/54)			
Age	Adult 78 (78/F)	Children (under 10) T	Senior (over 55) 22 (22/22)
Race	Asian 78 (78/F)	White T	Black
Activities	S 78 F RT	W B	C E T
Nuisances	Smoking	Homeless	Waste

UPPER LEVEL SEATING AREA 57			
Age	Adult 57	Children (under 10) T	Senior (over 55) 52
Race	Asian 57	White	Black
Activities	S 57 F RT	W B	C E T
Nuisances	Smoking	Homeless	Waste

RESTROOMS AREA 30			
Age	Adult 30	Children (under 10)	Senior (over 55) 66
Race	Asian 30	White F	Black
Activities	S 30 F RT	W B	C E T
Nuisances	Smoking	Homeless T	Waste

PLAY AREA (UPPER LEVEL / LOWER LEVEL) 28			
Age	Adult 28 (28/F)	Children (under 10) 10 (10/F)	Senior (over 55) 22 (22/22)
Race	Asian 28	White	Black
Activities	S 28 F RT	W B	C E T
Nuisances	Smoking	Homeless	Waste

LOWER LEVEL SEATING AREA 29			
Age	Adult 29	Children (under 10)	Senior (over 55) 22
Race	Asian 29	White	Black
Activities	S 29 F RT	W B	C E T
Nuisances	Smoking	Homeless	Waste

CLUBHOUSE AREA (UNDER BRIDGE / INDOOR) 11 (1/0)			
Age	Adult 11	Children (under 10)	Senior (over 55)
Race	Asian 11	White	Black
Activities	S 11 F RT	W B	C E T
Nuisances	Smoking	Homeless	Waste

TRELIS AREA (UNDER TRELIS) 51 (0)			
Age	Adult 51	Children (under 10) 10	Senior (over 55) 35
Race	Asian 47	White T	Black
Activities	S 51 F RT	W B	C E T
Nuisances	Smoking	Homeless F	Waste

Sitting/Watching (S) Eating/Drinking (F) Reading (R) Waiting (W) Boardgames (B) Cards (C) Exercising (E) Tours (T) Passing/Walking (P)

PORTSMOUTH SQUARE USAGE OBSERVATION

DATE 2014/07/01  WEEKDAY  WEEKEND

TIME  7-9AM  9-11AM  11-1PM  1-3PM  3-5PM  5-7PM  7-9PM WEATHER  SUNNY  CLOUDY  RAINY  WINDY



ELEVATOR AREA (4)			
Age	Adult 正正正正	Children (under 10)	Senior (over 55) 正正正正正正
Race	Asian 正正正正	White 正正	Black
Activities	S 正正 F R	W B C 10	E T 正正正正
Nuisances	Smoking	Homeless	Waste

PAVILION AREA (ON BRIDGE / INSIDE PAVILION) 37 (13/24)			
Age	Adult 正正正正	Children (under 10)	Senior (over 55) 正正正
Race	Asian	White	Black
Activities	S 正正正正 F R	W B C 正正	E T P 正正
Nuisances	Smoking	Homeless	Waste

UPPER LEVEL SEATING AREA 55			
Age	Adult 正正正正正	Children (under 10)	Senior (over 55) 62
Race	Asian 74	White 正正	Black T
Activities	S 正正正正 F R	W B C 40	E T 正正 正正正正
Nuisances	Smoking	Homeless	Waste

RESTROOMS AREA 8			
Age	Adult 正正正正	Children (under 10)	Senior (over 55) 67
Race	Asian 82	White 正	Black
Activities	S 正正 F R	W B 正正 C 44	E T P 正正正正
Nuisances	Smoking	Homeless	Waste

PLAY AREA (UPPER LEVEL / LOWER LEVEL) 40 (17/23)			
Age	Adult 正正正正 (正/F)	Children (under 10) 正正正正 (6/F/F)	Senior (over 55) 正正正正 (6/E/正正)
Race	Asian 正正正正 (正正/正正)	White 正	Black
Activities	S 正正 F R T	W B 16 C	E T P
Nuisances	Smoking	Homeless	Waste

LOWER LEVEL SEATING AREA 24			
Age	Adult	Children (under 10)	Senior (over 55) 正正正正
Race	Asian 23	White	Black
Activities	S 正正正正 F R	W B 正 C 10	E T 正正
Nuisances	Smoking	Homeless	Waste

CLUBHOUSE AREA (UNDER BRIDGE / IN DOOR) 77			
Age	Adult 正	Children (under 10)	Senior (over 55) 75
Race	Asian 77	White	Black T
Activities	S T F R	W B T C 71	E T P T
Nuisances	Smoking	Homeless	Waste

TRELLIS AREA (UNDER TRELLIS) 18 (7)			
Age	Adult 正	Children (under 10)	Senior (over 55) 60
Race	Asian 61	White 正	Black
Activities	S F F R	W B 5 C	E T P 正
Nuisances	Smoking	Homeless	Waste T

PORTSMOUTH SQUARE USAGE OBSERVATION

DATE 2014/07/01  WEEKDAY  WEEKEND

TIME  7-9AM  9-11AM  11-1PM  1-3PM  3-5PM  5-7PM  7-9PM WEATHER  SUNNY  CLOUDY  RAINY  WINDY



ELEVATOR AREA 24			
Age	Adult 正正正正	Children (under 10)	Senior (over 55) 正正
Race	Asian	White 正正	Black
Activities	S 正正 F R	W B C 正正	E T 正正
Nuisances	Smoking	Homeless	Waste

PAVILION AREA (ON BRIDGE / INSIDE PAVILION) 41 (10)			
Age	Adult 正	Children (under 10)	Senior (over 55) 正
Race	Asian	White	Black
Activities	S T F R	W B C	E T P T
Nuisances	Smoking	Homeless	Waste

UPPER LEVEL SEATING AREA 43			
Age	Adult 正正正正	Children (under 10) 正	Senior (over 55) 正正正正
Race	Asian	White	Black
Activities	S 正正 F R T	W B C 15 19	E T 正正正正
Nuisances	Smoking	Homeless	Waste

RESTROOMS AREA 20			
Age	Adult 正	Children (under 10)	Senior (over 55) 46
Race	Asian 50	White	Black
Activities	S T F R	W B 正正 C 31	E T P 正
Nuisances	Smoking	Homeless	Waste

PLAY AREA (UPPER LEVEL / LOWER LEVEL) 18 (16)			
Age	Adult 正	Children (under 10) 正正	Senior (over 55) 正
Race	Asian 正正	White 正	Black
Activities	S 正 F R	W B C	E 正正 T P
Nuisances	Smoking	Homeless	Waste

LOWER LEVEL SEATING AREA 7			
Age	Adult 正	Children (under 10)	Senior (over 55) 正
Race	Asian 正	White T	Black
Activities	S F R	W B C 正	E T P T
Nuisances	Smoking	Homeless	Waste

CLUBHOUSE AREA (UNDER BRIDGE / IN DOOR) 58			
Age	Adult 正正	Children (under 10)	Senior (over 55) 46
Race	Asian 57	White	Black
Activities	S T F R	W B C 52	E T P T
Nuisances	Smoking	Homeless	Waste

TRELLIS AREA (UNDER TRELLIS) 35 (5)			
Age	Adult 正	Children (under 10)	Senior (over 55) 29
Race	Asian 34	White	Black
Activities	S 正 F R	W B 23 C	E T 正
Nuisances	Smoking	Homeless	Waste

Sitting/Watching (S) Eating/Drinking (F) Reading (R) Waiting (W) Boardgames (B) Cards (C) Exercising (E) Tours (T) Passing/Walking (P)

PORTSMOUTH SQUARE USAGE OBSERVATION

DATE 2014/07/01  WEEKDAY  WEEKEND

TIME 7:30-8:15 PM WEATHER  SUNNY  CLOUDY  RAINY  WINDY



ELEVATOR AREA 28			
Age	Adult 15	Children (under 10) 1	Senior (over 55) 1
Race	Asian 15	White 1	Black 1
Activities	S 1 T 1 F 1 R 1 W 1 B 1 C 1 E 1 T 1 P 1		
Nuisances	Smoking 1	Homeless	Waste

PAVILION AREA (ON BRIDGE / INSIDE PAVILION) 10			
Age	Adult 10	Children (under 10)	Senior (over 55)
Race	Asian 10	White	Black
Activities	S 1 F 1 R 1 W 1 B 1 C 1 E 1 T 1 P 1		
Nuisances	Smoking	Homeless	Waste

UPPER LEVEL SEATING AREA 15			
Age	Adult 15	Children (under 10)	Senior (over 55) 3
Race	Asian 15	White	Black
Activities	S 1 F 1 R 1 W 1 B 1 C 1 E 1 T 1 P 1		
Nuisances	Smoking	Homeless	Waste

RESTROOMS AREA 27			
Age	Adult 27	Children (under 10)	Senior (over 55) 1
Race	Asian 20	White 1	Black 1
Activities	S 1 F 1 R 1 W 1 B 1 C 1 E 1 T 1 P 1		
Nuisances	Smoking	Homeless	Waste

PLAY AREA (UPPER LEVEL / LOWER LEVEL) 20 (10/10)			
Age	Adult 10 (10/1)	Children (under 10) 10	Senior (over 55) 10 (10/1)
Race	Asian 10	White 1	Black 1
Activities	S 1 F 1 R 1 W 1 B 1 C 1 E 1 T 1 P 1		
Nuisances	Smoking	Homeless	Waste

LOWER LEVEL SEATING AREA 15			
Age	Adult 15	Children (under 10)	Senior (over 55) 1
Race	Asian 15	White	Black
Activities	S 1 F 1 R 1 W 1 B 1 C 1 E 1 T 1 P 1		
Nuisances	Smoking	Homeless	Waste

CLUBHOUSE AREA (UNDER BRIDGE / INDOOR) 47 (10/37)			
Age	Adult 47	Children (under 10)	Senior (over 55) 43
Race	Asian 47	White	Black
Activities	S 1 F 1 R 1 W 1 B 1 C 1 E 1 T 1 P 1		
Nuisances	Smoking	Homeless	Waste

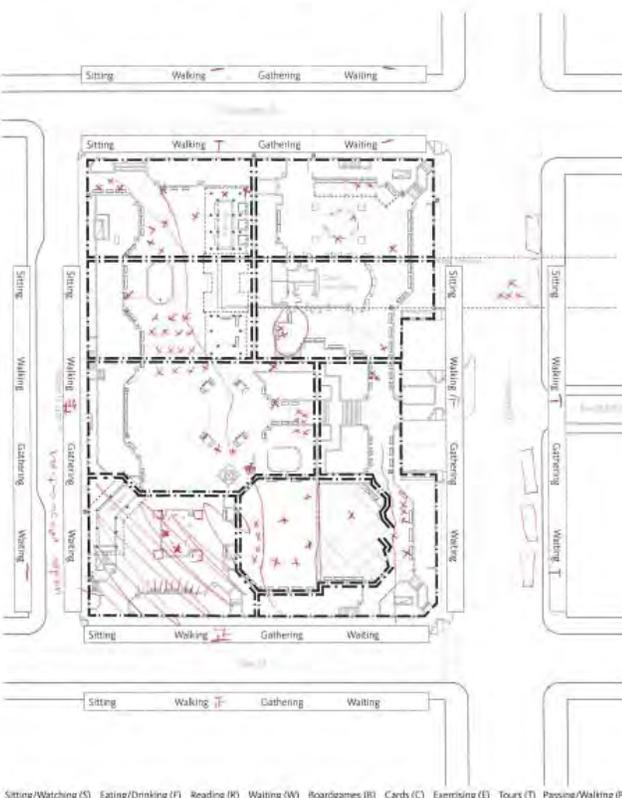
  

TRELLIS AREA (UNDER TRELLIS) 19 (0)			
Age	Adult 19	Children (under 10)	Senior (over 55) 12
Race	Asian 19	White	Black
Activities	S 1 F 1 R 1 W 1 B 1 C 1 E 1 T 1 P 1		
Nuisances	Smoking	Homeless	Waste

PORTSMOUTH SQUARE USAGE OBSERVATION

DATE 11/15  WEEKDAY  WEEKEND

TIME 1:20 - 8 WEATHER  SUNNY  CLOUDY  RAINY  WINDY



ELEVATOR AREA			
Age	Adult 1	Children (under 10)	Senior (over 55) 1
Race	Asian 1	White	Black 1
Activities	S 1 F 1 R 1 W 1 B 1 C 1 E 1 T 1 P 1		
Nuisances	Smoking 1	Homeless 1	Waste

PAVILION AREA (ON BRIDGE / INSIDE PAVILION)			
Age	Adult 10	Children (under 10)	Senior (over 55) 10
Race	Asian 10	White	Black 1
Activities	S 1 T 1 F 1 R 1 W 1 B 1 C 1 E 1 T 1 P 1		
Nuisances	Smoking 1	Homeless	Waste

UPPER LEVEL SEATING AREA			
Age	Adult 15	Children (under 10)	Senior (over 55) 15
Race	Asian 15	White	Black
Activities	S 1 F 1 R 1 W 1 B 1 C 1 E 1 T 1 P 1		
Nuisances	Smoking 1	Homeless	Waste

RESTROOMS AREA			
Age	Adult 27	Children (under 10)	Senior (over 55)
Race	Asian 27	White	Black
Activities	S 1 F 1 R 1 W 1 B 1 C 1 E 1 T 1 P 1		
Nuisances	Smoking	Homeless	Waste

PLAY AREA (UPPER LEVEL / LOWER LEVEL)			
Age	Adult 10	Children (under 10)	Senior (over 55) 10
Race	Asian 10	White	Black
Activities	S 1 F 1 R 1 W 1 B 1 C 1 E 1 T 1 P 1		
Nuisances	Smoking	Homeless	Waste

LOWER LEVEL SEATING AREA			
Age	Adult 15	Children (under 10)	Senior (over 55) 15
Race	Asian 15	White	Black
Activities	S 1 F 1 R 1 W 1 B 1 C 1 E 1 T 1 P 1		
Nuisances	Smoking	Homeless	Waste

CLUBHOUSE AREA (UNDER BRIDGE / INDOOR)			
Age	Adult 47	Children (under 10)	Senior (over 55) 43
Race	Asian 47	White	Black 1
Activities	S 1 F 1 R 1 W 1 B 1 C 1 E 1 T 1 P 1		
Nuisances	Smoking	Homeless 1	Waste

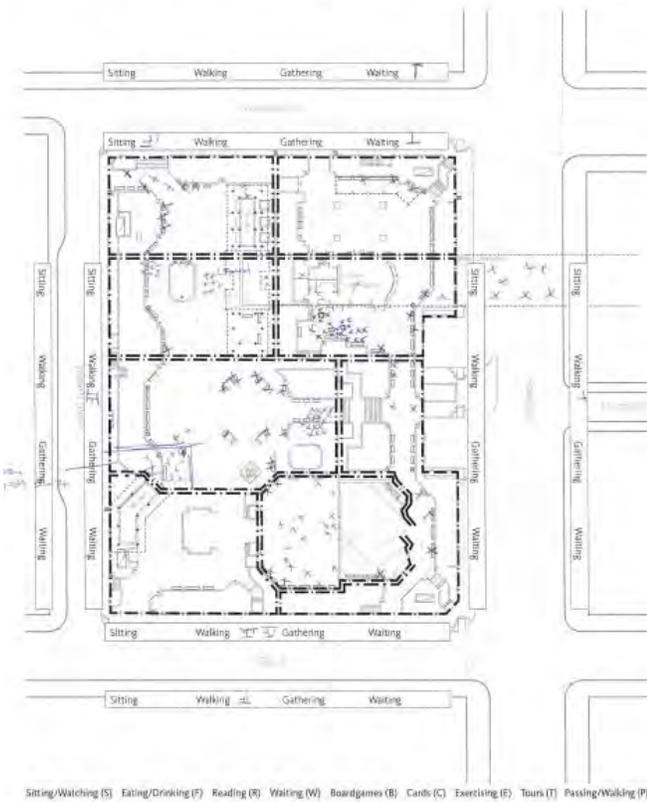
TRELLIS AREA (UNDER TRELLIS)			
Age	Adult 19	Children (under 10)	Senior (over 55) 12
Race	Asian 19	White	Black
Activities	S 1 F 1 R 1 W 1 B 1 C 1 E 1 T 1 P 1		
Nuisances	Smoking	Homeless 1	Waste

Sitting/Watching (S) Eating/Drinking (F) Reading (R) Waiting (W) Boardgames (B) Cards (C) Exercising (E) Tours (T) Passing/Walking (P)

PORTSMOUTH SQUARE USAGE OBSERVATION

DATE 11/15  WEEKDAY  WEEKEND

TIME 9:15-10:30 AM WEATHER  SUNNY  CLOUDY  RAINY  WINDY

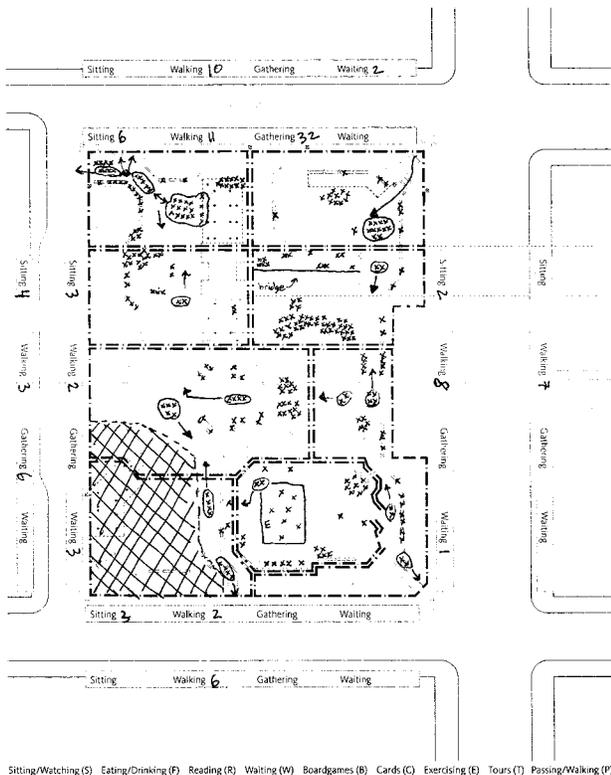


ELEVATOR AREA			
Age	Adult 1	Children (under 10)	Senior (over 55) 1
Race	Asian 1	White	Black
Activities	S 1	F 1	R 1
Nuisances	Smoking	Homeless	Waste
PAVILION AREA (ON BRIDGE / INSIDE PAVILION)			
Age	Adult 1	Children (under 10)	Senior (over 55) 1
Race	Asian 1	White	Black
Activities	S 1	F 1	R 1
Nuisances	Smoking	Homeless	Waste
UPPER LEVEL SEATING AREA			
Age	Adult 1	Children (under 10)	Senior (over 55) 1
Race	Asian 1	White	Black
Activities	S 1	F 1	R 1
Nuisances	Smoking	Homeless	Waste
RESTROOMS AREA			
Age	Adult 1	Children (under 10)	Senior (over 55) 1
Race	Asian 1	White	Black
Activities	S 1	F 1	R 1
Nuisances	Smoking	Homeless	Waste
PLAY AREA (UPPER LEVEL / LOWER LEVEL)			
Age	Adult 1	Children (under 10) 1	Senior (over 55) 1
Race	Asian 1	White	Black
Activities	S 1	F 1	R 1
Nuisances	Smoking	Homeless	Waste
LOWER LEVEL SEATING AREA			
Age	Adult 1	Children (under 10)	Senior (over 55) 1
Race	Asian 1	White	Black
Activities	S 1	F 1	R 1
Nuisances	Smoking	Homeless	Waste
CLUBHOUSE AREA (UNDER BRIDGE / INDOOR)			
Age	Adult 1	Children (under 10)	Senior (over 55) 1
Race	Asian 1	White	Black
Activities	S 1	F 1	R 1
Nuisances	Smoking	Homeless	Waste a lot of bags & cardboard seats
TRELIS AREA (UNDER TRELIS)			
Age	Adult 1	Children (under 10)	Senior (over 55) 1
Race	Asian 1	White	Black
Activities	S 1	F 1	R 1
Nuisances	Smoking	Homeless	Waste

PORTSMOUTH SQUARE USAGE OBSERVATION

DATE 11/15/14  WEEKDAY  WEEKEND (SAT)

TIME 11:45-12:47 WEATHER  SUNNY  CLOUDY  RAINY  WINDY



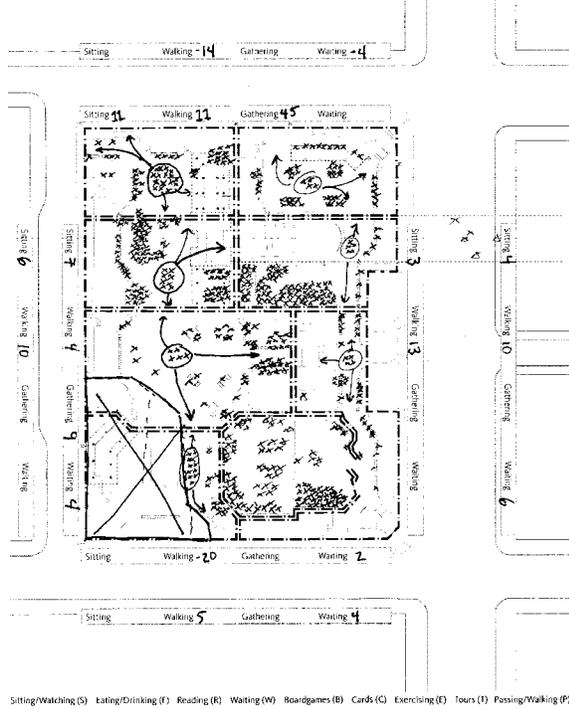
11:45 ELEVATOR AREA			
Age	Adult 14	Children (under 10) 6	Senior (over 55) 38
Race	Asian 49	White 8	Black 1
Activities	S 21	F 1	R 1
Nuisances	Smoking 3	Homeless 3	Waste
11:53 PAVILION AREA (ON BRIDGE / INSIDE PAVILION)			
Age	Adult 6	Children (under 10) 1	Senior (over 55) 31
Race	Asian 32	White 6	Black
Activities	S 17	F	R
Nuisances	Smoking	Homeless	Waste
12:03 UPPER LEVEL SEATING AREA			
Age	Adult 6	Children (under 10) 6	Senior (over 55) 30
Race	Asian 37	White 5	Black
Activities	S 15	F	R
Nuisances	Smoking 2	Homeless 3	Waste
12:09			
Age	Adult 4	Children (under 10) 2	Senior (over 55) 5
Race	Asian 7	White 4	Black
Activities	S 3	F	R
Nuisances	Smoking	Homeless	Waste
12:13			
Age	Adult (2/1)	Children (under 10) (7/2)	Senior (over 55) (9/12)
Race	Asian 31	White 2	Black
Activities	S (9/1)	F	R
Nuisances	Smoking	Homeless (0/8) (0/5)	Waste (4/1) (2/0)
12:20 LOWER LEVEL SEATING AREA			
Age	Adult 1	Children (under 10) 1	Senior (over 55) 20
Race	Asian 23	White 7	Black 2
Activities	S 10	F 6	R 1
Nuisances	Smoking 2	Homeless 4	Waste
12:26 CLUBHOUSE AREA (UNDER BRIDGE / INDOOR)			
Age	Adult 6	Children (under 10)	Senior (over 55) 43
Race	Asian 46	White 3	Black
Activities	S 4	F	R
Nuisances	Smoking 4	Homeless 5	Waste
12:31 TRELIS AREA (UNDER TRELIS)			
Age	Adult 13	Children (under 10) 1	Senior (over 55) 15
Race	Asian 16	White 5	Black 8
Activities	S 6	F	R 1
Nuisances	Smoking 2	Homeless 4	Waste

(18/15) (18/15) (9/12) (4/1) (2/0) (18/15) (9/12) (4/1) (2/0)

PORTSMOUTH SQUARE USAGE OBSERVATION

DATE 11/15/14 WEEKDAY  WEEKEND  (SAT)

TIME 1:50-2:50 WEATHER  SUNNY  CLOUDY  RAINY  WINDY

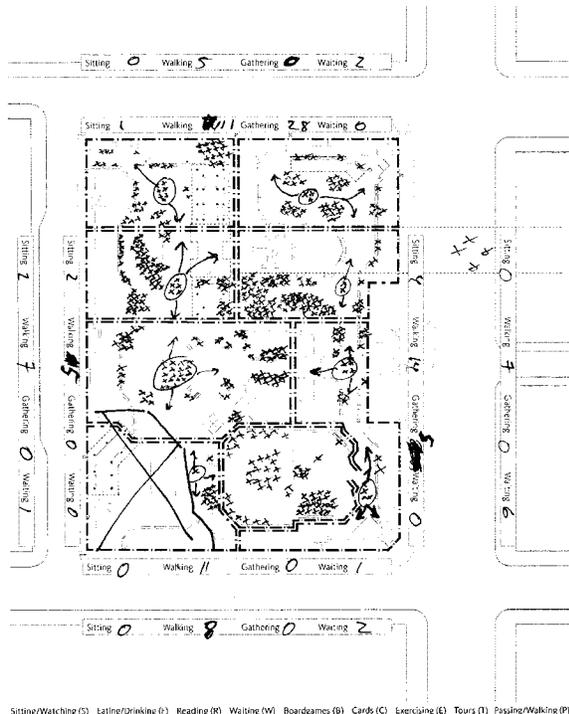


1:50	58	Children (under 10) 11	Senior (over 55) 11
Age	Adult 11	White 11	Black 11
Race	Asian 11	W 11	B 11
Activities	S 11	F 11	R 11
Nuisances	Smoking 1	Homeless 1	Waste 1
1:57	(5/19) TOTAL: 87	Children (under 10) 1	Senior (over 55) 84
Age	Adult 11	White 11	Black 1
Race	Asian 11	W 11	B 1
Activities	S 11	F 11	R 11
Nuisances	Smoking 1	Homeless 1	Waste 1
2:05	60	Children (under 10) 11	Senior (over 55) 54
Age	Adult 11	White 11	Black 1
Race	Asian 11	W 11	B 1
Activities	S 11	F 11	R 11
Nuisances	Smoking 1	Homeless 1	Waste 1
2:10	22	Children (under 10) 1	Senior (over 55) 11
Age	Adult 11	White 11	Black 1
Race	Asian 11	W 11	B 1
Activities	S 11	F 11	R 11
Nuisances	Smoking 1	Homeless 1	Waste 1
2:13	(55/45)	Children (under 10) 20	Senior (over 55) 67
Age	Adult 9	White 11	Black 1
Race	Asian 9	W 11	B 1
Activities	S 4	F 1	R 1
Nuisances	Smoking 1	Homeless 1	Waste 1
2:19	33	Children (under 10) 1	Senior (over 55) 11
Age	Adult 11	White 11	Black 1
Race	Asian 11	W 11	B 1
Activities	S 20	F 1	R 2
Nuisances	Smoking 1	Homeless 2	Waste 1
2:23	(4/10) TOTAL: 77	Children (under 10) 2	Senior (over 55) 73
Age	Adult 9	White 2	Black 1
Race	Asian 9	W 2	B 1
Activities	S 8	F 1	R 1
Nuisances	Smoking 1	Homeless 4	Waste 1
2:28	(5/10) TOTAL: (10)	Children (under 10) 1	Senior (over 55) 50
Age	Adult 4	White 1	Black 1
Race	Asian 4	W 1	B 1
Activities	S 10	F 1	R 1
Nuisances	Smoking 2	Homeless 1	Waste 1

PORTSMOUTH SQUARE USAGE OBSERVATION

DATE 11/15/14 WEEKDAY  WEEKEND

TIME 3:12-3:50 WEATHER  SUNNY  CLOUDY  RAINY  WINDY



3:12	44/11 = 58	Children (under 10) 1	Senior (over 55) 37
Age	Adult 11	White 11	Black 1
Race	Asian 11	W 11	B 1
Activities	S 11	F 11	R 11
Nuisances	Smoking 1	Homeless 1	Waste 1
3:25	77	Children (under 10) 2	Senior (over 55) 76
Age	Adult 6	White 2	Black 1
Race	Asian 6	W 2	B 1
Activities	S 5	F 2	R 0
Nuisances	Smoking 0	Homeless 0	Waste 0
3:28	73	Children (under 10) 2	Senior (over 55) 65
Age	Adult 6	White 4	Black 3
Race	Asian 6	W 4	B 3
Activities	S 10	F 2	R 0
Nuisances	Smoking 0	Homeless 1	Waste 0
3:32	15	Children (under 10) 1	Senior (over 55) 13
Age	Adult 1	White 1	Black 0
Race	Asian 1	W 0	B 0
Activities	S 0	F 0	R 1
Nuisances	Smoking 0	Homeless 0	Waste 0
3:35	35	Children (under 10) 19	Senior (over 55) 6
Age	Adult 10	White 0	Black 3
Race	Asian 10	W 1	B 0
Activities	S 9	F 2	R 4
Nuisances	Smoking 0	Homeless 0	Waste 0
3:40	(5/20) TOTAL: (37)	Children (under 10) 1	Senior (over 55) 27
Age	Adult 5	White 1	Black 1
Race	Asian 5	W 1	B 1
Activities	S 14	F 0	R 0
Nuisances	Smoking 0	Homeless 1	Waste 0
3:49	(8/3) TOTAL: (11)	Children (under 10) 0	Senior (over 55) 46
Age	Adult 6	White 1	Black 0
Race	Asian 6	W 1	B 0
Activities	S 2	F 0	R 4
Nuisances	Smoking 0	Homeless 1	Waste 0

PORTSMOUTH SQUARE USAGE OBSERVATION

DATE  WEEKDAY  WEEKEND



Sitting/Watching (S) Eating/Drinking (F) Reading (R) Waiting (W) Boardgames (B) Cards (C) Exercising (E) Tours (T) Passing/Walking (P)

PORTSMOUTH SQUARE USAGE OBSERVATION

DATE 2014-11-15  WEEKDAY  WEEKEND



Sitting/Watching (S) Eating/Drinking (F) Reading (R) Waiting (W) Boardgames (B) Cards (C) Exercising (E) Tours (T) Passing/Walking (P)

TIME  7-9AM  9-11AM  11-1PM  1-3PM  3-5PM  5-7PM  7-9PM WEATHER  SUNNY  CLOUDY  RAINY  WINDY

5:30-6:15

ELEVATOR AREA			
Age	Adult 2	Children (under 10)	Senior (over 55)
Race	Asian 2	White	Black
Activities	S F R	W B C E F T	P
Nuisances	Smoking	Homeless	Waste

PAVILION AREA (ON BRIDGE / INSIDE PAVILION)			
Age	Adult 17	Children (under 10)	Senior (over 55)
Race	Asian 20	White	Black
Activities	S T F R	W B C E F T	P
Nuisances	Smoking	Homeless	Waste

UPPER LEVEL SEATING AREA			
Age	Adult 12	Children (under 10)	Senior (over 55)
Race	Asian	White	Black
Activities	S F R	W B C E F T	P
Nuisances	Smoking	Homeless	Waste

RESTROOMS AREA			
Age	Adult 1	Children (under 10)	Senior (over 55)
Race	Asian 1	White	Black
Activities	S F R	W B C E T	P
Nuisances	Smoking	Homeless	Waste

PLAY AREA (UPPER LEVEL / LOWER LEVEL)			
Age	Adult	Children (under 10)	Senior (over 55)
Race	Asian	White	Black
Activities	S F R	W B C E T P	
Nuisances	Smoking	Homeless	Waste

LOWER LEVEL SEATING AREA			
Age	Adult 10	Children (under 10)	Senior (over 55)
Race	Asian 12	White	Black
Activities	S F R	W B C E T P	
Nuisances	Smoking	Homeless	Waste

CLUBHOUSE AREA (UNDER BRIDGE / INDOOR)			
Age	Adult 12	Children (under 10)	Senior (over 55)
Race	Asian 2	White	Black
Activities	S F R	W B C E T P	
Nuisances	Smoking	Homeless	Waste

TRELIS AREA (UNDER TRELIS)			
Age	Adult 7	Children (under 10)	Senior (over 55)
Race	Asian	White	Black
Activities	S F R	W B C E T P	
Nuisances	Smoking	Homeless	Waste

TIME  7-9AM  9-11AM  11-1PM  1-3PM  3-5PM  5-7PM  7-9PM WEATHER  SUNNY  CLOUDY  RAINY  WINDY

5:00-5:40

ELEVATOR AREA			
Age	Adult 1	Children (under 10)	Senior (over 55)
Race	Asian 1	White	Black
Activities	S F R	W B C E T P	
Nuisances	Smoking	Homeless	Waste

PAVILION AREA (ON BRIDGE / INSIDE PAVILION)			
Age	Adult 20	Children (under 10)	Senior (over 55)
Race	Asian	White	Black
Activities	S F R	W B C E T P	
Nuisances	Smoking	Homeless	Waste

UPPER LEVEL SEATING AREA			
Age	Adult 17	Children (under 10)	Senior (over 55)
Race	Asian 2	White	Black
Activities	S F R	W B C E F T P	
Nuisances	Smoking	Homeless	Waste

RESTROOMS AREA			
Age	Adult	Children (under 10)	Senior (over 55)
Race	Asian	White	Black
Activities	S F R	W B C E T P	
Nuisances	Smoking	Homeless	Waste

PLAY AREA (UPPER LEVEL / LOWER LEVEL)			
Age	Adult 1	Children (under 10)	Senior (over 55)
Race	Asian	White	Black
Activities	S F R	W B C E T P	
Nuisances	Smoking	Homeless	Waste

LOWER LEVEL SEATING AREA			
Age	Adult 12	Children (under 10)	Senior (over 55)
Race	Asian 12	White	Black
Activities	S F R	W B C E T P	
Nuisances	Smoking	Homeless	Waste

CLUBHOUSE AREA (UNDER BRIDGE / INDOOR)			
Age	Adult 12	Children (under 10)	Senior (over 55)
Race	Asian 2	White	Black
Activities	S F R	W B C E T P	
Nuisances	Smoking	Homeless	Waste

TRELIS AREA (UNDER TRELIS)			
Age	Adult 7	Children (under 10)	Senior (over 55)
Race	Asian	White	Black
Activities	S F R	W B C E T P	
Nuisances	Smoking	Homeless	Waste

# F. Community Outreach Notes

## - Interview Questions

### EMOTIONAL RELATIONSHIP WITH PORTSMOUTH SQUARE

1. What do you use park for? How many years?
2. What does Portsmouth Square mean to you?
3. Do you regularly visit the park, and if so, when? (day and time?)
4. Who do you visit the park with? Or do you visit alone?
5. When is the last time you visited the park? What did you do when you were there?
6. What are the different types of events that you have seen and participated at Portsmouth Square?
7. What programs/features used to exist but got removed or disappeared through the years?

### PHYSICAL CONDITION RATING

1. Circulation: Where do you enter the park? And what was your destination in the park? How did you travel through the park?
2. Is the park easily accessible? How do you feel about the streets & sidewalks adjacent to the park?
3. What are your experiences visiting the park? (too crowded? relaxing? dirty/clean? etc.)
4. Have you experienced any safety issues?
5. Have you found current seating enough at the park?
6. Any unnecessary or insufficient equipment/facilities?
7. Where are your favorite spots in the park and why? (circle on map)
8. Where are your least favorite spots and why? (circle on map)
9. What is the one thing that is missing/lacking from the park today?

### PROGRAMS + ACTIVITIES

1. Which part of the park have you utilized the most? (upper level / children's playground / clubhouse / garage level, etc.)
2. What programs / activities attract (will attract) you to the park? (parking garage / restrooms / play structures / tai-chi / line dance / board games / card games / afterschool programs / sports / large events / music / food & beverage / tourism / community service / other)
3. What programs / activities should be avoided if possible?

### ANY OTHER COMMENTS AND CONCERNS YOU WANT TO SHARE ABOUT PSQ?

# Community Outreach Notes

## - Interview Notes

*\* Notes collected and compiled by Gensler and CCDC*

Monday, July 14:

**9AM - Harvey Louie**, office at Empress of China, grew up and active in Chinatown, participated in the last master plan of PSQ.

- Uses PSQ for calming, down time, quiet, relax, mediating, tranquility, nature, open space, meet and appointment with people, nice place to sit and talk. Walking through the park.
- Rare to have such a large public space for people to congregate and meet. Sunlight, PSQ in middle of everything, and middle of Chinatown, and middle of Grant Avenue.
- A lot of people at PSQ, but don't feel crowded.
- Under bridge and pavilion, homeless, animals running on grass.
- PSQ is safe, except maybe of homeless and safety.
- Enough Seating.
- There used to be a water structure, a pond in the middle of PSQ down at the lower plaza, maybe getting that back.
- Uses mainly upper plaza, and garage/exit.
- There is a community balance of uses, by various users, except for homeless.
- Need to address and maximize the use of the bridge connection.
- Entrance at Washington/Walter U. Lum, Clay Water U. Lum, least favorable Washington/Kearny.

\*\*\*

**10am - Li Ben Nong**, park user, a Chinatown tenant/senior, Lee Family association, Community Tenants Association rep.

- Daily after dinner stroll, encountering the same people and the people he met through stroll, meet friends, missed active PSQ clubhouse social activities and programs.
- PSQ has a lot of meaning, it's well know by all people and friends from out of town, a place of meeting. It's the center of Chinatown, you go there.
- Visit alone.
- Enter Clay/Walter U. Lum. No overcrowding, relax and clean, safe.
- Favor spots are everywhere. Use upper level more.

\*\*\*

**11am - I Cafe, Nobo**, park user, merchant at Walter U. Lum

- No need for Walter U. Lum, should be close and becomes part of PSQ.
- Homeless a growing issue.
- Music too loud.

\*\*\*

**11:30am - Peter Lee**, PSQ garage.

- PSQ is meaningful place, people come here. It is a Chinatown for relax, exercise in dawn hour.
- The upper plaza elevator and outside pavilion area are the most public of PSQ, the living room of the Chinatown living room.
- Corner entrance, need wider sidewalks, especially at Kearny.
- PSQ not too crowded, gambling, homeless and mental are issues. More light at around elevator. Use upper plaza area.

- Need more activities, draw more people tourism, and cleanliness.
- The worst location is the bathroom, north and south pocket of the bridge on the lower plaza.

\*\*\*

Tuesday, July 15:

**9am - Allan Low**, Recpark Commission, grew up in SF/Chinatown, active in Chinatown.

- PSQ is the “community center” of Chinatown, where events are held. It’s make up of various layers: personal meeting space, and political, civic, and open space/park spaces as well.
- It’s a civic space, program partnership with community organization like Self Help for the Elderly and YMCA are good to activate space.
- Each park has a focus. Should look into each role and function of all other Chinatown parks, Chinese Playground, Woh Hei Yuen, Chinese Rec Center, Subway park/plaza, etc. and make each park like PSQ has its main focus, and not to do it all and jammed everything into PSQ.
- PSQ is a civic and political cultural park, and the “union square” of Chinatown, should we take away or trade off the children’s playground and makes Chinese Playground the Children’s Playground as we re-envision and renovate the playground.
- Like to sit on the central axis near the lawn side, overlooking the panorama downtown, space beyond and park in the near space.
- Problem areas are spaces adjacent to bridge below.

\*\*\*

**10am - Francis Wong**, prominent Chinese Am Jazz Musician, cultural consultant for Chinese Culture Center; Abby Chen, Curator, Chinese Culture Center

- Uses PSQ for international and national political and social and community activism, and events, arts, music and community organizations. Uses PSQ for the annual Chinatown Music Festival.
- PSQ has symbolic meaning: everyone meets here. Relationship to PSQ is as a musician and performance.
- First event was the collaboration with Jon Jang, Chinese American Jazz musician commemorating the June 4 Tiananmen Square concern at PSQ in 1993, integration of Chinese root, and PSQ’s deep meaning in the place is a source of inspiration for the arts and music.
- Design: New master plan needs to address and find a component that is friendly for performance and stage, it’s windy sometimes, there is no stage, a build in stage as part of the design like Yerba Buena Garden or Union Square can be consider. There is no power infrastructure and hardware. The support will make it friendly to performance, and activating the space with music and art and performance.
- PSQ is rich in history, being the oldest part of modern SF, and the birthplace of Chinese in the city, and in the Americas. This is where Chinese started. But PSQ is absence of Chinese American history, in memory, in plaque, in graphic, and written. There are many pieces of history, but mainly none Chinese, the oldest public school and cable car etc. There is also an absence of arts and culture, some exhibit and art show using the clubhouse can be a tool.
- There is the Goddess of Democracy, commemorating the student protest around June 4, 1989.
- PSQ has its own aesthetic, according to different time, and condition, a source of inspiration. Different feeling at different time.
- The bridge is disconnected. And under-utilized.

**11am - Francis Chan**, Office of Economic and Workforce Development, Job Squad Chinatown.

- PSQ is open space. Community events and gathering place.
- Want to see more events, carnivals, night market in summer. Miss clubhouse a lot.
- Cleanliness. PSQ gives out image of Chinatown, for good and bad. Hang out place, PSQ always welcoming.
- There is no focal point, a landmark about Chinatown and its history. Need a “Kodak moment” spot.

- Need an info booth/kiosk/commerce store/police koban.
- Diverse.
- The Walter U. Lum "lawn" area can be a place for booths, temp commercial activities, like dim sum lining the upper plaza.
- The lower plaza children's playground area, especially the lower toddler ground can be lifted up or deck, and create more commercial or indoor spaces, for tourism, or promotional uses, commercial element.
- PSQ currently has too many pocket of spaces, decking the SE corner to create more indoor space.

\*\*\*

**12pm - Donald Luu**, architect, Chinese Chamber of Commerce Board, grew up at Ping Yuen Public Housing and Chinatown.

- Personally close to PSQ.
- Concern: lower plaza/underneath bridge or bridge becomes a physical barrier, especially psychologically. Something bad there, not going there.
- Less furniture, integrate seating as part of design. No need to create or bring in benches.
- Make Chinese American and Chinatown history more visible.
- The upper plaza is a well travel thoroughfare, create some kind of "street passage" and give the path of significant in design.
- Use upper plaza predominately, enter from the north/Washington and south/Clay side, hardly use west/Walter U. Lum and east/Kearny for entrance (didn't even know of an entrance on northeast corner).
- The lower plaza from the northern edge of the toddler playground to the Washington Street side are under use.
- Kearny lacks pedestrian activities, need improvement.

**1pm - Tim Ho**, Mayor's Office, grew up in Chinatown, former youth organizer and organized Chinatown Alleyway Tour launching from PSQ.

- PSQ is the center. Meet and come together.
- PSQ has age stratifying bracket of uses, toddler, children, youth, adult and seniors, for all.
- Need exercise machine, like China park.
- Likes to sit on benches next to the lawn, facing the full view of the park, people, and view beyond.

**2pm - Charles Chow**, active in family association and Chinese Chamber of commerce.

- Attend many community and civic events.
- Too many pockets of spaces, and prevent organizing or making it ideal to organize civic larger event. Do we need two playgrounds? Can the upper playground merge into the lower place toddler one, and make the upper plaza more open, more spacious and expansive, in visual and physical design, and have more clarity holding a larger amount of the people for events, as oppose to smaller angular pocket spaces.
- Greening and tree is good. But the current trees are too many, too overgrown, no trimming, and randomly plant and placed, creating visual and physical barrier, breaking the PSQ into further pockets of spaces, and also not help with the two levels. Needs a more well planned out and strategic greening and landscaping design plan.
- PSQ open space is important to SRO residents- healthy.
- Enter at Washington/Walter U. Lum and Clay/Walter U. Lum, never enter by other two corners. More lights needed at corner entrance, and outside elevator.
- Trees in the middle between the upper and lower place separate and is a barrier to looking down, no transparency. Trees are good, but need to reflect and response to the physical environment.
- Clay/Kearny left turn is a pedestrian safety concern.
- NE corner lower plaza is under use.
- Take down the bridge.

**3pm - Jade Wu**, former Chinatown SRO residents, family live in North Beach, Assemblyman Phil Ting aide, active in Chinatown/North Beach open space and community.

- Nothing represent Chinese culture or Chinese American history.
- Pedestrian safety concern crossing Walter U. Lum at Washington.
- Walter U. Lum sidewalk next to railing are trash collector, dirty.

4pm – Abby Chen, Chinese Culture Center, Curator.

- Started relationship with PSQ when participating for the 6/4 Tiananmen Square commemoration.
- PSQ is the place where Chinatown interface with the outside world, with other neighborhood nearby, as well as connecting to the city, bay area and the world.
- It's a place of expression. A community gathers here.
- Sun!
- PSQ is a political space. It's a free and none control space. A symbol of freedom for the people, none threatening, unlike other open spaces like Yerba Buena Garden, that you don't feel at ease, or free, constant surveillance. PSQ has no control, and democratic.
- PSQ is the starting point. For the past, historically and figuratively It is where Chinese Culture begins each of its Chinatown tour, and meeting other people relating to Chinese Culture Center.
- Bridge has potential. Working with Hilton on re-use of the bridge, garden etc. takes time, but moving.
- Enter through 4 corners. But personally loves to enter by the Empress of China building, from Grant Avenue through the building, takes a fly of stair and onto PSQ.
- The fine balance of PSQ as a free space vs quality. Restroom is dirty but part of the trade off of being a free space. But freedom of use is critical to the life of PSQ, but each users or groups of maintain a fine balance of not dominating the other uses and spaces. So far, there is a fine balance.
- Can never have enough seating.
- The gate at the bridge is not necessary.
- Clean toilet, cultural related and info center needed.
- PSQ: need art/community/culture, no need for commerce in PSQ, enough in Chinatown.

# Community Outreach Notes

## - Focus Group Notes

### TENANT GROUP

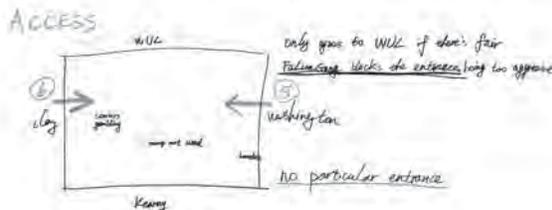
#### PORTSMOUTH SQUARE FOCUS GROUP

YEAR 20-17 (1) 30 (6) 15-20 (3) 10-15 (2) 10- (2)

USE passby events exercise social / use / meet friends  
 dance  
 chinese opera

chess watching ppl playing chess rally (political)  
 stroll karaoke education workshop eat lunch  
 "glass house" clubhouse parking garage  
 play structure for grandkids night markets

TIME ~~7-9 am~~ 9-11 am  
 5-9 am (1) 9-12 (1) 12-3 (6) 3-6 (0)  
 6-9 pm (2)  
 weekends 5-9 am (1)  
 idea night market goes at night  
 generally not much difference on weekdays / weekends



Easy Accessible!  
 Night Lighting  
 Not enough open space, taken by planters  
 Not big enough for the no. of ppl using

Safety  
 Not enough police controlling  
 A lot of people gambling  
 Lower level much scarier!  
 Too many homeless lying in the grass  
 People gambling are fighting when lose  
 Saw a guy going inside Woman's restroom

Facility  
 Not enough seating!  
 Chess Tables (concentrated area)  
 Senior fitness facilities  
 Water Fountain is broken  
 One Thing Missing: Seating  
 some fountain for chess accessories in clubhouse Signage of PSQ

#### UTILIZATION



11  
 10  
 9  
 8  
 7  
 6  
 5  
 4  
 3  
 2  
 1

suggests to close WALK on part of the park  
 build another level for more space  
 build shops on Kenny using plaza up on level

#### Visitor Center

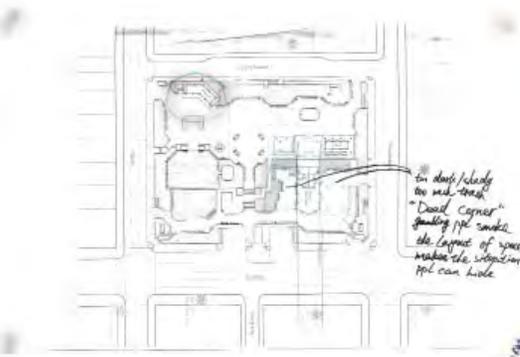
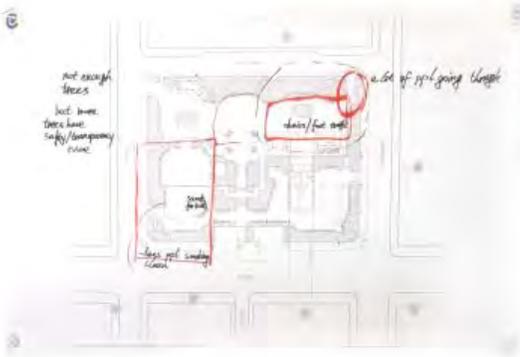
#### Attractions

Permanent outdoor stage area  
 Formal/Organized activities - more police control, lots ppl gambling  
 Chess Cultural

Avoid  
 Smoking Area (Gambling Smoking Smoking (handis))  
 (Designated smoking area)

#### Other Comments

PSQ is a focal point in Chinatown.  
 Japan's public space is cleaner and better  
 Visitor center for tourists (where to go in Chinatown)  
 Too many cigarettes in flowerbed - not enough management/maintenance  
 Too many pigeons - ppl are feeding the pigeons  
 Welcome Sign at four corners  
 need to be better, needs to be better organized



# PARK GROUP

## PORTSMOUTH SQUARE FOCUS GROUP (2)

**Year** 60+  
 want to be just one level  
 mostly just grass with benches  
 → vertical park

30+ 3 12 0 - go through

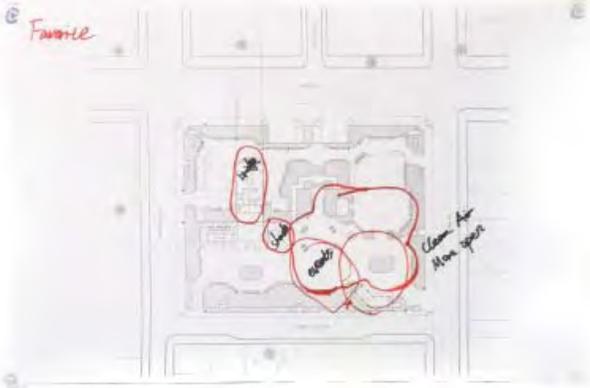
**Use** strolling / meet friends / running into ppl  
 meet ppl - appointments, meeting place for Chinese  
 walk through / night market  
 planned events - music festival / physical events  
 community  
 cultural

work place / supervise

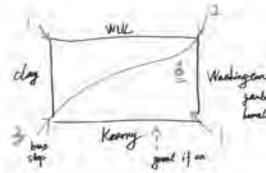
**Time** morning / afternoon  
 weekends  
 afternoon (1pm)  
 weekday community events  
 morning / afternoon

sometimes in friends, sometimes alone  
 big park in Chinatown  
 usually alone  
 alone  
 in group of ppl for events  
 sometimes alone / group / volunteers

**Change** much less green open space - broken up to smaller space now  
 passive seating - more crowded these days  
 not bad  
 night market  
 no smoking rule  
 正氣



### Access



not easy to get from one part of the park to another  
 easy for individual parts  
 a lot of ppl using corner on WML  
 ppl about use stairs much

Keong - long street garage entrance not safe for pedestrian  
 Clag is non-welcoming, Washington drive? nice view?  
 Washington not enough entrances, more activities on Clag, provide view for that  
 Clag/Keong dangerous corner  
 WML at Washington not safe - should have a post informing drivers at Clag  
 for all four corners

### Experiences

smoking - air should be clean - signage/education needed  
 90% time not going down to lower level - generally clean - want parking  
 small area / seasonal, too enclosed/private - smells, hollers, groups blocking Washington  
 overcrowded - providing spaces for different activities is needed, but park is small  
 No really quiet space - always activities  
 Clag / smoke / homeless / urinating in corners - now cannot use need to clean

move some ppl to other places - WML to be opened in August  
 more workstations / facilities

### Safety

homeless  
 certain kind of homeless (brings their animals, sleeping bags, stoves)  
 they get water from the bookstore

ppl should call police when having concerns  
 Fu Lun Gong - no permits but taking over the place  
 they make things permanent

### Facilities

too seats  
 1/4 good enough  
 otherwise in place for events

not enough - incl. flowerbed  
 other type of seating → quiet space  
 not enough for parents looking after kids  
 not clear enough for gambling  
 Children's Play Area → Chinese Playground  
 Exercise facilities for seniors - left side of new network  
 Pingpong - respecting Chinese culture

### Looking

Space ↓ restroom  
 Open Space Youth / Young ppl  
 (one structure, clean)

### Utilization

upper level !

### Attractions

festivals  
 ping pong  
 community events  
 music / food festival  
 tea shop festival  
 martial arts festival

升旗仪式 传统互动  
 mostly want for families  
 traditional, more programmed events  
 programmatic components  
 job fair - city job

### Avoid

gambling - keep it under control  
 smoke  
 homeless  
 park trespass / police  
 Fu Lun Gong

### Other Comments

visiting - connection between Grand - PSB - Keong  
 Square of China - community resource  
 open WML - no team / player

one level place w. r.o.c. center underneath  
 2010

