

CALIFORNIA COASTAL COMMISSION

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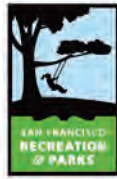
Th9c

CDP Application No. 2-24-0933 (Great Highway Vehicular Closure/Sloat Bike Lanes)

December 12, 2024

CORRESPONDENCE

London N. Breed, Mayor



Kat Anderson, Commission President
Philip A. Ginsburg, General Manager

Date: November 12, 2024

To: Stephanie Rexing, North Central District Manager
California Coastal Commission
455 Market Street, Suite #300
San Francisco, CA 94105
via email to stephanie.rexing@coastal.ca.gov

Re: Great Highway Promenade Project - Roadway Closure and Associated Modifications

The San Francisco Recreation and Park Department (RPD) respectfully submits this application for a Consolidated Coastal Development Permit (CDP) for the closure of the Upper Great Highway to vehicular traffic in accordance with the recent passage of Proposition K, "Permanently Closing the Upper Great Highway to Private Vehicles to Establish a Public Open Recreation Space", on November 5th, 2024.

The Recreation and Park Department respectfully requests that this CDP application be heard at the Coastal Commission's December 2024 hearing, to allow for the timely implementation of San Francisco voters' will. The Department is aware that the San Francisco Municipal Transportation Agency (SFMTA) has recently submitted a CDP application (Application Number 2-24-0933) for its Quick Build Cycle Track Project along Sloat Boulevard, between 47th Ave. and Skyline Blvd.

Implementation of Upper Great Highway's Promenade Project following Proposition K's passage would necessitate traffic safety measures and bicycle infrastructure improvements adjacent to, and connected to, the SFMTA's Sloat Quick Build project. The two projects are complementary, with RPD's application representing an extension of the Sloat Quick Build Project to enhance connectivity and ensure cohesive infrastructure for non-vehicular transportation along San Francisco's western shoreline, from Lake Merced through Sloat Avenue and the Upper Great Highway, all the way to Lincoln Way and Golden Gate Park's JFK Promenade.

The Recreation and Park Department is supportive of having both items – the SFMTA's Sloat Quick Build Project and RPD's Great Highway Promenade Project – heard either separately or together, as preferred by the Coastal Commission.

We appreciate your consideration of this request and are available for any questions or further discussion.

Sincerely,

A handwritten signature in black ink, appearing to read "Yael Golan".

Yael Golan

Deputy Director of Planning

Cc's (via email): Luke Henningsen, California Coastal Commission
Daniel Sider, San Francisco Planning Department
Casey Hildreth, San Francisco Municipal Transportation Agency
Chava Kronenberg, San Francisco Municipal Transportation Agency
Sarah Madland, San Francisco Recreation and Park Department

Support of Great Highway Park Promenade

From Lucas Lux <lucas@greathighwaypark.com>

Date Fri 11/22/2024 2:33 PM

To Henningsen, Luke@Coastal <luke.henningsen@coastal.ca.gov>

Hi Luke,

I am writing on behalf of Friends of Great Highway Park, an all-volunteer and community-based nonprofit focused on maximizing the public benefit of the Great Highway as a park promenade. We greatly appreciate your work enhancing public coastal access and recreation. We're excited about the Commission's work to implement San Francisco's Proposition K and support issuance of a permit to the City of San Francisco without delay so that we can start this incredible opportunity to increase access to, and stewardship of, San Francisco's coastline.

As we emphasized when the pilot was before the Commission earlier this year, this project is important to us for the following reasons:

- It increases coastal access and ensures that the Coastal Zone is used for coastal purposes. Currently, the primary use of this coastal land is for commuter traffic
- The San Francisco Estuary Institute's "Future Opportunities for the Great Highway" report stated that, among the options they evaluated, this project "has the gre
- The project has no impact on parking, and the large free beach parking lot immediately north of the project area remains available for coastal visitors in addition

We're grateful for your consideration and look forward to working with the Commission in furtherance of our mission to create an accessible and joyous oceanfront for all.

Thank you,

Lucas Lux

President, Friends of Great Highway Park

Fw: Upper Great Highway

From Henningsen, Luke@Coastal <luke.henningsen@coastal.ca.gov>

Date Thu 11/21/2024 8:41 AM

To Henningsen, Luke@Coastal <luke.henningsen@coastal.ca.gov>

-----Original Message-----

From: Russell Carpenter <russellcarpenter@yahoo.com>

Sent: Friday, November 8, 2024 6:38 PM

To: Coastal Web <Web@coastal.ca.gov>

Subject: Upper Great Highway

Greetings. Should San Francisco's Proposition K pass, it would close vehicular traffic on The Upper Great Highway permanently. I implore you not to approve the concept should the proposition pass. There are numerous reasons. The Upper Great Highway at Ocean Beach is a major artery and thoroughfare for commuters to and from the peninsula, and getting to the SF Zoo. We already have one of the finest urban parks in the nation right across the street. There is a sidewalk extending all the way from The Outer Richmond district to Sloat Boulevard. We also have The Presidio. There are two parking lots on the highway. There is a pedestrian and bicyclist trail at the very western end of Golden Gate Park, again, directly across the street. Pedestrians, bicyclists and people with strollers can still use the shoulder of the highway. And of course pedestrians have access to the beach. Closing it to vehicles would clog the side streets (we live on one). The claim by some members of The Board of Supervisors that diverting traffic to Sunset Boulevard would only create a two-minute delay to Daly City is malarkey. Sunset is already virtually bumper to bumper. 99% of the buildings on the side streets are single home residences. The Upper Great Highway is already closed to vehicular traffic on weekends. It only has two traffic signals whereas the side streets have stop signs at almost all intersections. I have noticed on weekends many drivers tend to drive at the same speed as if they were on the highway which, again, has only two traffic signals. JFK Drive in Golden Gate Park is already closed to vehicular traffic. Are there any bike-free streets in The City? The answer is a resounding no. Drivers have to pay more taxes than bicyclists. So why should the supervisors toady up to the bike coalition? It was not that long ago when they snarled traffic downtown in what they referred to as Critical Mass every weekend. Please consider the impact it would have on those of us who live in the Presidio and Outer Sunset districts. Actually, there are two sidewalks. One also extends from the Richmond district to Taraval. Finally, there are several signs posted near the Great Highway that it is in a tsunami zone. Thank you. Sincerely,
Dr. Russell K. Carpenter

Support for CA Coastal Commission support for permit to implement Prop K

From Jodie Medeiros <jodie@walksf.org>

Date Fri 11/22/2024 2:54 PM

To Henningsen, Luke@Coastal <luke.henningsen@coastal.ca.gov>

Hi Luke,

I am the Executive Director of Walk San Francisco, San Francisco's only pedestrian-focused organization working to make San Francisco the most pedestrian-friendly city in the country. This will only happen when our streets and spaces are safe for pedestrians of all ages and abilities.

The passing of Proposition K in San Francisco this November was a step in the right direction. I am writing to express my organization's support for the Coastal Commission issuing a permit to allow the City of San Francisco to implement Proposition K, transforming a section of the Great Highway into a coastal park promenade. The new park promenade will:

- **Increase Coastal Access for All.** For people unable to walk through sand because of limited mobility, access to the coast is limited. A park promenade ensures that everybody enjoys equal access to the coast.
- **Protect our Coast for the Future.** Converting the roadway into a park promenade will enable important environmental restoration work, including critical climate change adaptation projects, to ensure that the coastline is preserved and enhanced for future generations.

Thank you for your work on this important project, and your consideration of our comments.

~jodie

We're counting on you to step up for safe streets. [Make your year-end gift to Walk SF today.](#)

Jodie Medeiros (*she/her*)

Executive Director

2601 Mission St. Ste 400, San Francisco, CA. 94110

415.596.1580 (cell) | walksf.org

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FW: Public Comment on November 2024 Agenda Item Thursday 10a - Application No. 2-21-0912 (SFPUC Ocean Beach Armoring, San Francisco)

From Travis, Galen@Coastal <Galen.Travis@coastal.ca.gov>
Date Wed 11/13/2024 3:24 PM
To Henningsen, Luke@Coastal <luke.henningsen@coastal.ca.gov>

-----Original Message-----

From: C V <fogbanc@gmail.com>
Sent: Wednesday, November 13, 2024 10:11 AM
To: NorthCentralCoast@Coastal <NorthCentralCoast@coastal.ca.gov>
Subject: Public Comment on November 2024 Agenda Item Thursday 10a - Application No. 2-21-0912 (SFPUC Ocean Beach Armoring, San Francisco)

Dear CA Coastal Commission-

I urge you to decline anything related to the Closure of The Great Highway, especially the Upper section that just got passed with Proposition K. The city politicians have not been honest, transparent nor forthcoming with the plans they designed with the public, especially everyone who lives on the Western side of SF. Just look at numbers by district and overwhelming 60-70% did not vote for it - yet those on the Eastern side of the city have decided it's fate - it's not right. And all under the veil of " a park" As a native of SF, I love the quietness that Ocean Beach has and should continue to be.

They are pushing for further density building in the sunset, changing zoning laws, counter to what neighborhoods want. Its' a lovely residential, mainly forgotten by our city politicians, but some how seems to be the focus of a lot of effort to build out to meet their housing plans, when vacancy rates in the city are high.

They have closed the southern side - claiming erosion but have done nothing to prevent it or shore it up in the prior decade. now they want to build a seawall after the completion of the sewage plant so push their URGENT agenda, knowing the only way to do this is by following Jeffery Tumlin's consulting plans.

PLEASE stop them from stealing our OCEAN BEACH. NO ONE wants more people, foot traffic and all the garbage that comes with it. Like everywhere else in CA we have a highway that runs along it, it is a massive piece of our historic 49 Mile Drive and they are destroying it all in the name of a park and much of this starts with them getting your approval to redo roads, and build the infrastructure you are being asked to pass today.

It's the Trojan Horse to a much bigger plan, not transparent to the public and only being discussed in pieces vs in totality

Thank you
Carrie Vriheas

Fw: Closure date of Great Highway Extension?

From Henningsen, Luke@Coastal <luke.henningsen@coastal.ca.gov>

Date Thu 11/21/2024 9:08 AM

To Henningsen, Luke@Coastal <luke.henningsen@coastal.ca.gov>

From: Michael Smith <msmithtransit@gmail.com>

Sent: Tuesday, November 12, 2024 7:57 PM

To: phil.ginsburg@sfgov.org; rpdinfo@sfgov.org; recpark.commission@sfgov.org; ExecutiveStaff@Coastal <ExecutiveStaff@coastal.ca.gov>; NorthCentralCoast@Coastal <NorthCentralCoast@coastal.ca.gov>

Cc: Board.of.Supervisors@sfgov.org; MayorLondonBreed@sfgov.org; Lucas Lux <lucas@greathighwaypark.com>; heather.knight@nytimes.com; tduggan@sfchronicle.com; maliya.ellis@hearst.com; ngurevich@clintreillycommunications.com; han@sfstandard.com; kelly@missionlocal.com

Subject: Closure date of Great Highway Extension?

Phil Ginsburg,

General Manager of SF Recreation and Parks

On Thursday, November 12th, the California Coastal Commission will vote on, and most certainly approve, San Francisco's long-term plan for the Great Highway Extension. The cities plan includes abandoning and removing the Extension. With the resolution of this vote being last hurdle, the Great Highway Extension shall be closed according to Section 6.15 of the Park Code, which became effective as of 6/24/24.

I am therefore asking you for confirmation that Great Highway Extension will be permanently closed to specified vehicles, as soon as possible after the vote by the Coastal Commission.

Specifically:

- When exactly will you implement the closure?
- When will the associated press release be distributed?
- Will the same method of traffic cones and other simple indicators be used to alert the public, as has been done for the many times the Extension has been closed in the past?

The details:

With SF ordinance 102-24 <https://sfbos.org/sites/default/files/o0102-24.pdf> the Board of Supervisors and the Mayor enacted Section 6.15 of the Park Code, which explicitly closes the Great Highway Extension to most vehicles. The Park Code is published at https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_park/0-0-0-48725. As can be seen in the published code, it was signed by Mayor Breed on 5/24/24 and became effective on 6/24/24, over four months ago. The only caveat remaining is that the Coastal Commission has to first approve such changes to the coastal zone before they can be implemented.

The Coastal Commission has the approval of the city plan for the Extension as item 10.a on their agenda for 11/14/24 <https://www.coastal.ca.gov/meetings/agenda/>. The detailed report by their staff can be seen at <https://documents.coastal.ca.gov/reports/2024/11/Th10a/Th10a-11-2024-report.pdf>.

The staff recommends approval of the plan, with conditions. It should be noted that the conditions actually require that the Great Highway be abandoned and removed. The report also notes that the City of San Francisco is several years late in complying with the Coastal Commission, even though two

extensions have been granted, and is currently legally exposed. The Commission clearly expects the City to now move forward with the long-term plan, including the closure of the Great Highway, as soon as possible.

Thank you for your efforts. Our parks are beautiful!

Michael Smith

Fw: Public Comment on November 2024 Agenda Item Thursday 10a - Application No. 2-21-0912 (SFPUC Ocean Beach Armoring, San Francisco)

From Henningsen, Luke@Coastal <luke.henningsen@coastal.ca.gov>

Date Thu 11/21/2024 9:10 AM

To Henningsen, Luke@Coastal <luke.henningsen@coastal.ca.gov>

Th9c public comment (Dec 2024)

-----Original Message-----

From: Judi Gorski <judigorski@gmail.com>

Sent: Tuesday, November 12, 2024 2:01 PM

To: Rexing, Stephanie@Coastal <Stephanie.Rexing@coastal.ca.gov>

Subject: Public Comment on November 2024 Agenda Item Thursday 10a - Application No. 2-21-0912 (SFPUC Ocean Beach Armoring, San Francisco)

To:

NorthCentralCoast@coastal.ca.gov

California Coastal Commission <executivestaff@coastal.ca.gov>, Stephanie Rexing <stephanie.rexing@coastal.ca.gov>

From:

Judi Gorski, Ocean Beach Resident judigorski@gmail.com

Date: November 12, 2024

Subject:

Public Comment Opposing Staff Recommendation, Opposing Issuance of a Permit, and Requesting a Continuance of Agenda Item Th10a re Application No. 2-21-0912 SFPUC Ocean Beach Armoring, San Francisco, scheduled to be heard Thursday November 14, 2024, 9:00 am, at the Coastal Commission Meeting

Dear Ms. Rexing,

I apologize for the lateness of my comments, but due to urgent family matters that suddenly took me out of town I was unable to respond sooner, and I will be unable to attend Thursday's meeting. I hope my comments will at least be made part of the record even if they are too late to be considered in time for this meeting.

I live in San Francisco very close to the Great Highway southern extension and drive on it almost daily. It is a valuable part of the north/south route in and out of San Francisco as well as a beautiful part of our scenic drive. The City of San Francisco, with the help of several local and State legislators, has been successful in stripping away our CEQA protections and disregarding input from residents living in nearby impacted communities. Some of those legislators will no longer be in office in 2025, and I respectfully ask that you please hold off on your decision regarding issuing a permit until San Francisco Mayor-Elect Daniel Lurie has had an opportunity to study this situation and render his opinion on it.

Multiple regulators have alleged that the City of San Francisco has been dumping raw sewage into the ocean in this location for years, and not only has this illegal dumping been left uncorrected, but there is no signage warning

people of its presence to deter them from entering the water during overflow events. Instead of fixing its plumbing and updating its compliance documents from 1991, the City of San Francisco is asking our government agencies to allow the dangerous pollution assaults to continue, and to remove the EPA's ability to enforce the Clean Water Act.

We already know from best available science that seawalls destroy beaches by preventing naturally moving sand from sticking, causing the beach by seawalls to wash away. There is no point to building a seawall to protect broken infrastructure which never should have been built in an erosion zone.

Please do not approve the City's proposed new seawall construction, unless and until the City has provided in writing a funded and well-designed long-term plan that lays out studies indicating the benefits vs. the drawbacks of restoring Lake Merced's watershed's connection to the ocean by tunneling under Sloat Boulevard. Without a written plan that your Commission as a State regulator can study and review and have assurance that there will be regulatory compliance, there should not be a permit issued to commence development, especially with the risk of depleting the sand and polluting the waters on our beautiful Ocean Beach.

Hopefully, you will see to it that at least the western two lanes of the Upper Great Highway will be maintained for managed retreat, as well as two lanes for SFPUC and City emergency vehicles and other vehicles used to render aid during mass evacuations.

I ask that you please do not approve the City of San Francisco's request for a permit to embark on construction that will destroy our recreation and coastal resources until more information is presented and until our new Mayor is able to be part of the discussions.

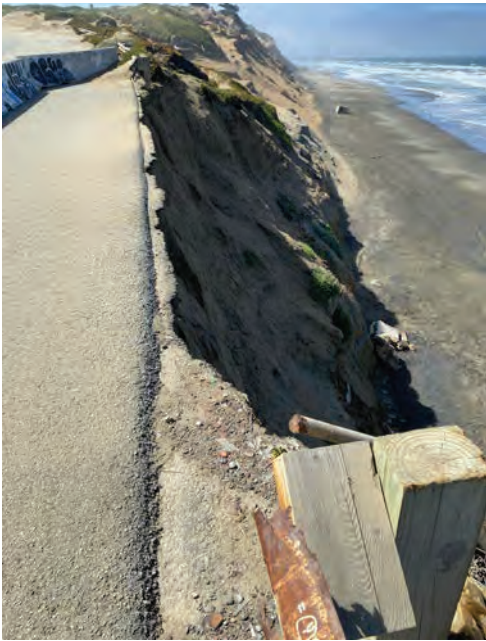
Respectfully submitted,

Judi Gorski
San Francisco Ocean Beach
resident 45+ years

Keep the Great Highway

Because of their unique characteristics, two sections of the Great Highway should be considered separately when permanent closure is contemplated. One section is from Lincoln Way to Sloat Blvd. (Northern Section), and the other is from Sloat Blvd. to Skyline Blvd. (Southern Section).

The Southern Section of the Great Highway has been ignored year after year. As more erosion occurs, inaction will destroy this section. Is this neglect a calculated ploy designed to render it unsafe and ensure its conversion into a park is inevitable? If this section is ignored through another rainy season, it is likely to end up in the Pacific Ocean.



Is the Ordinance to put the Great Highway closure on the ballot an attempt to circumvent the will of the district and make this into a City-wide issue? This is an unfair democratic process.

COASTAL COMMISSION JURISDICTION

The jurisdiction of the Coastal Commission includes a great deal of the Great Highway. The coastal zone generally covers 1,000 yards from the mean high tide line. However, the Coastal Commission seems unaware of the problems here. If they were, they would require the repair of the Great Highway.

DETERIORATION OF THE GREAT HIGHWAY

These photos above were taken next to the first image of a steep cliff. All of this is beside the *Oceanside Water Pollution Control Plant*, where you would expect the **SFPUC** to be aware of the problems. However, the deterioration of this site is



routinely ignored. Instead, this area is slated to become a park and part of the **SF Parks and Recreation Department**.

The pictures above show a broken pipe causing erosion. Also, either surface or subsurface water is seeping from underneath the road. Yet, the City agencies are not acting expeditiously to resolve this problem. Instead, they blame sea rise and *CLIMATE CHANGE* for closing the highway. All this is a great disappointment because repairing a faulty pipe and adding drainage is much easier to fix than correcting *CLIMATE CHANGE*.

Of course, there is erosion occurring at the base of the cliff also. Eventually, this will cause catastrophic failure of the cliff in the future. However, for now, erosion along the road is a paramount issue.

Historic drawing of Lake Merced in 1876



OCEANSIDE WATER POLLUTION CONTROL PLANT

The *Oceanside Water Pollution Control Plant* is just to the left of the historical drawing showing a stream flowing into the Pacific Ocean. This indicates the soils near the sewage plant are organic and sedimentary. Therefore, this was an [inappropriate choice](#) for location of a sewage plant. Eventually, we recommend a new location for the sewage plant.

SOUTHERN GREAT HIGHWAY BEACH ACCESS

Among the amenities of the impending park at the Great Highway is a solution in discussion is to create a parking lot on the bluff above the Sewage Plant beside the coast with a trail to the Great Highway Park. One parking lot is likely to be insufficient. A second parking lot is contemplated at the end of Zoo Road. The current plan is to build a stairway to the beach for public access.

That plan may bring the public too close to the threatened Bank Swallow bird habitat. Additionally, a stairway is not an appropriate environmental access to the beach.

ENVIRONMENTAL BEACH ACCESS

A report from the San Francisco Estuary Institute (SFEI) describes the appropriate dune management for Ocean Beach.

Native grasses and other native vegetation should be planted where sections of the beach are broad and wide. Driftwood and brush matting can be used to define paths that guide hikers and prevent trampling on vegetation. This would also preserve the sand on the beach.



Bank Swallow and Snowy Plover

Currently, vegetation loss is due to pedestrians going to the beach which primarily occurs at signaled pedestrian crossings. This loss of vegetation can lead to the erosion of fixed dunes, which become mobile dunes, allowing sand to migrate toward the Great Highway. Also, this sand ends up in the homes and sewer systems in the district. Sand stabilization is a remedy that is very important to the general public.

THREATENED BIRD SPECIES

Two endangered bird species, the Snowy Plover and the Bank Swallow must be protected. A stairway to the beach next to the steep cliffs, could frighten or reduce habitat for the Bank Swallow nesting on its bluffs. The Snowy Plover nests on back beaches when beaches are narrow. Dogs and casual walkers threaten this species. Since dogs on a leash are allowed on the north portion of the beach beside the Cliff House, care must be taken to avoid dogs near the Snowy Plover habitat — from Beach Chalet Soccer Field to Sloat Blvd. These birds nest for about ten months out of the year, from July to May. Therefore, an Environmental Impact Report (EIR) is necessary to explore the effects to the Snowy Plover due to the Great Highway closure.

THE NORTHERN SECTION OF THE GREAT HIGHWAY

Adding more highway users with bikes, skateboards, skates and pedestrians from Lincoln Way to Sloat Blvd. would jeopardize the Snowy Plover habitat. It would cause increased damage to the sand dunes with wider access, damaging the scarce grasses. The Snowy Plover is a threatened species because of human disturbances due to development, recreation, and other human pressures.

Again, the desirable solution to keep sand in place is to provide California native grasses and shrubs, driftwood and brush matting to establish pathways

HOW THE GREAT HIGHWAY IS USED TODAY

Today, most pedestrian traffic enters the beach from designated crosswalks, limiting the destruction to the sand dunes. When the Great Highway is exposed to larger crowds, it imperils the beach dunes and adds more sand to the highway, not less, and now this increased sand will need to be removed. Sand is not a friend of bikes, skateboards, or roller skates either. Therefore, this report recommends against closing the northern section of the Great Highway.

ANTICIPATED SERVICES NECESSARY

Other issues encompassing the Great Highway closure include funding, maintenance, and security. San Francisco is in a budget shortfall. Why plan all these changes when money is scarce and when there is an impending change of Supervisors to oversee the implementation? Today, the police do not monitor the Great Highway when it is closed to traffic, with only those on foot, bikes, skateboards, or skates. Residents complain that bicyclists often act entitled and rudely to others who use the same space. When will we consider the need for more policing and increased maintenance as more sand moves to the highway?

PILOT PROJECT

The Pilot Project temporarily closing the Great Highway lacked sufficient detail. Without police presence or trash pickup from increased pedestrian traffic, the Pilot Project was incomplete. Advocates who wish to close the Great Highway envision a park, but isn't the beach already a park?

Supporters of a park at the Great Highway also have a park nearby at the Golden Gate National Recreation Area. Parts of Golden Gate Park are also closed to automobile traffic. Understandably, many think those waging the "war against cars" are overly greedy.

SFMTA STATISTICS

The **SFMTA** has claimed there are as many as 10,000 visitors to the Great Highway on a weekend. Residents who live there question these inflated numbers and ask for a reliable study from an outside data collection agency to verify those attendance claims. The **SFMTA**, which

seems to favor the goals and aspirations of the *Bicycle Coalition*, has improperly designed or claimed statistics in the past, statistics that have not been accurate. The **SFMTA** has lost the trust of the public.

RIP CURRENTS

Rip currents occur when shallow sections of the sand bar meet deeper holes or trenches. The broken waves rush into the deeper holes, creating a mini-river-like current that moves laterally along the beach until it swings back out to the open ocean. The safest way for a distressed swimmer to exit is to swim with the current diagonally, back toward the beach, or swim with the current straight toward broken waves (whitewater), which will push the swimmer back to the beach. If you are in trouble swimming in a rip current, trying to stand up and walk to shore is important. Many deaths could have been avoided this way.

Rip currents move sand out to the ocean and prevent sand build-up on the beach.

UNDERSTANDING THE SEWAGE PLANT



Due to gravity, effluent from the southern part of San Francisco travels past the existing sewage plant and arrives at the Westside Pump Station (see image above). From there, the effluent is pumped to the Oceanside Water Pollution Control Plant. The treated effluent is then pumped 4.5 miles and released into the Pacific Ocean.

WESTSIDE TRANSPORTATION BOX AND DECANTING BOX

The effluent coming from the northwestern part of the City travels in the Westside Transport Box and the Decanting Box side by side. The location of the Decanting Station is in the upper corner of the Sewer Piping diagram. This Decanting Station releases primarily treated sewage. When it rains, the sewage plant becomes overloaded and cannot process all the effluent or raw sewage. The Decanting Station allows the effluent solids to be separated and retained while allowing the primarily treated sewage to be released into the ocean. A lawsuit is currently in the courts to resolve the problem of primary sewage released into the ocean and bay.



Lake Merced Tunnel 14'0" in diameter

SUMMARY

Closure of the Northern Section of the Great Highway is not recommended because the City could easily convert the adjacent area into a recreational opportunity.

While the center median is 12'0" wide the space to the east of the Great Highway, including the asphalt walkway, is 40'0" wide. Forty feet is nearly the width of the recreational space proposed for the closure of the Great Highway. The question arises: why close the Great Highway when another option is available? In addition, the new recreational space could have a par course providing even more opportunities for healthy recreation. It would no longer be necessary to drive by car to Lake Merced if there were a par course at the Great Highway.

In addition, the Northern Section of the Great Highway should not be closed to minimize public intrusion into the Snowy Plover habitat. Public access to the beach thru the dunes and Snowy Plover habitat would increase dramatically, negatively impacting both. Presently, most of the public access comes from the lower Great Highway at the intersections, e.g. Judah, Noriega, or Taraval Streets. Should the Great Highway be open everywhere, access to the beach would be from all directions, damaging the dunes even further.

The Southern Section of the Great Highway does not need to be replaced with a park at this time if the leaking pipe is properly repaired and if surface and subsurface drainage is managed properly. Because the *Oceanside Water Pollution Control Plant* was originally located in a vulnerable location beside a historic stream, a new location must be found.



FENCE AS PROTECTION

Some neighbors believe a fence could protect the native planting required to stabilize the dunes from movement and protect the Snowy Plover habitat. This ignores the fact that a fence originally protected the European grasses that had been planted there. That fence was very successful, and the grasses flourished. Eventually, sand accumulated around the fence. The morning dew, rich in salt water, caused the fence to deteriorate. Unfortunately, the fence was not replaced.

The northern section of the Great Highway should remain open to automobiles. Beach access should be unrestricted to an unlimited number of beach enthusiasts, but only where there are crosswalks.

An acceptable compromise, the Great Highway could be used for pedestrians, bicyclists, and skateboards on the weekends if the closure of the Great Highway to automobile traffic could begin at 8 pm on Friday evenings, allowing commuters to travel unimpeded to their homes.



Glenn Rogers, RLA

Landscape Architect, LA 3223

President, Coalition for San Francisco Neighborhoods