

## CALIFORNIA COASTAL COMMISSION

NORTH CENTRAL COAST DISTRICT  
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# Th11c

Application No. 2-21-0912 (SFPUC Ocean Beach Armoring,  
San Francisco)

June 13, 2024

CORRESPONDENCE



# United States Department of the Interior



NATIONAL PARK SERVICE  
Golden Gate National Recreation Area, Interior Region 10  
Building 201, Fort Mason  
San Francisco, CA 94123-0022

IN REPLY REFER TO:  
1.A.1. (GOGA-PEP)

Jeff Tumlin, Director  
San Francisco Municipal Transportation Authority  
1 South Van Ness, Floor 7  
San Francisco, CA 94103

Phil Ginsburg, General Manager  
San Francisco Department of Recreation and Parks  
501 Stanyan Street  
San Francisco, CA 94117

Re: Support for Great Highway Pilot Program

Greetings:

We are writing to express Golden Gate National Recreation Area's (GOGA) support for and ongoing commitment to collaborating with the City of San Francisco on resource preservation and public enjoyment of Ocean Beach, more specifically, on the future of the Great Highway.

As you know, in April of 2020, in collaboration with the San Francisco Municipal Transportation Agency (SFMTA) and the Recreation and Park Department (SFRPD), the San Francisco Public Works Department (DPW) temporarily closed the Great Highway between Sloat Boulevard and Lincoln Way to vehicles in order to provide more physically distanced recreational space in response to the COVID-19 pandemic. On June 10, 2020, the San Francisco Recreation and Park Commission (SFRPC) and the SFMTA Board held a joint hearing for the Great Highway (consisting of the Upper Great Highway, Lower Great Highway, and the multi-use trail between the roadways). The discussion included a potential pilot and outlined several options that were presented in the San Francisco County Transportation Authority District 4 Mobility Study of the Great Highway. On August 5, 2021, Mayor London Breed modified the emergency response by reopening the Upper Great Highway to motor vehicles from Monday morning to Friday at noon. Since then, your staffs have been leading data collection, and stakeholder engagement including GOGA, to gather additional public input on the future of the Great Highway.

The Great Highway sits contiguous with Ocean Beach, which is owned and managed by the National Park Service (NPS) as part of GOGA since 1975, a generous gift of the City to the people of the United States. Any short- and long-term changes implemented by SFRPD and SFMTA to the Great Highway will have direct and immediate impacts on the adjacent Ocean Beach unit. NPS recognizes that the area that encompasses both the Great Highway and Ocean Beach is often seen by the public as one continuous open space. As a result, it is essential that

our organizations collaborate closely on Great Highway pilot project(s) and any subsequent planning processes.

We are reaffirming our support for the pilot project(s), and also highlighting specific considerations for SFMTA and SFRPC to address during the planning process. Beginning in summer 2020, GOGA staff has been regularly briefed and consulted regarding the short- and long-term future of the Great Highway. We appreciate this communication. As described in GOGA's 2014 General Management Plan, the park will continue to participate in multiagency efforts to knit the unique assets and experiences of the Ocean Beach corridor into a seamless and welcoming public landscape. We are working towards environmental conservation, sustaining essential infrastructure given coastal dynamics, and fostering long-term stewardship. The park's commitment to collaborative planning and management follows our participation in the 2012 Ocean Beach Master Plan, in which we played a major role. Our interests are as follows:

- **Visitor and Transportation Management:** Since the initial Great Highway closure, the number of visitors using this expanded coastal area has significantly increased. We see this as a positive outcome. GOGA is supportive of SFRPD's and SFMTA's continuous efforts to collect data about visitation and transportation., including collecting daily counts at key locations, analyzing use patterns, vehicle traffic speed and volume data, pedestrian, and bike usage, evaluating safety and traffic conditions, and identifying street and network changes to inform decisions on improved roadway conditions and traffic patterns.

It is recommended that the three agencies coordinate on placing counters along the Great Highway and Ocean Beach to track vehicle use (distinguishing cars and bicycles) as well as pedestrians visiting from the surrounding neighborhoods. This information will be essential to evaluating reconfigurations of paths, roads, and future access points.

We also ask that data collection include traffic speed and volume data by all modes, evaluating safety and traffic conditions, and identifying street and network changes to inform decisions on improved roadway conditions and traffic patterns. The planning process should consider how vehicle traffic may shift across the road and transit network as a whole, how bicycle traffic may shift across the network, in specific corridors and in bike usage, and how vehicle traffic is routed through parallel routes, especially during the school year and as traffic returns to a more pre-pandemic state. The pilot should consider the carbon footprint of changed visitor access – pedestrian, bike, transit, and vehicle.

- **Beach/Open Space Recreational Values:** Considerations should be made to understand public aspirations and expectations for the existing and potentially expanded open space, engaging local and distant communities in planning efforts to identify expectations and collaboration among agencies. GOGA asks that broad concerns for Diversity, Equity, Inclusion and Justice continue to be analyzed and actualized while providing enhanced access to the beach and enhanced open space.
- **Safety and Rescue:** GOGA Rangers, its Aquatic Safety Team, and the U.S. Park Police have noticed a significant increase the number of incidents and emergencies which continues to be very high. GOGA teams have experienced increased times for emergency

response at different locations when the Great Highway functions as a promenade. Additionally, the increase of pedestrians on the Great Highway when it is closed to vehicles has created some safety concerns when rescue teams must travel through the area. When closed, response times can be longer due to fewer access points and longer transit time through neighborhood streets. Future planning must consider efficient and effective public safety operations and consider collection of response times and access points.

- **Maintenance:** GOGA maintenance teams often transport heavy equipment in and out of Fort Funston to other park units in the city. When the Great Highway is closed to traffic, heavy equipment must be transported through neighborhood and city streets. The transportation of heavy equipment through neighborhood and city streets increases transit time, staff workload, and safety concerns. Additional considerations should be made for increased trash collection and maintenance of the beach itself as challenges to keep up with trash are already present and can be expected to continue.
- **Natural Resources:** As the pilot is being considered, it is essential that climate change and dynamic coastal processes be kept at the forefront. The Sunset Natural Resiliency Project, led by the SF Estuary Institute and recently funded by the Coastal Conservancy, is an example of opportunities to explore habitat restoration that can bring greater biodiversity to the area. Ocean Beach is overwintering habitat for the federally threatened Snowy Plover and is highly used habitat for other shorebirds. Balancing resource preservation with visitor use is a core tenet of NPS.

Additionally, NPS continues to work with the City of San Francisco, California Coastal Commission, and the U.S. Army Corps of Engineers to address coastal erosion, restore natural processes, and maximize protection of the beach for its natural and recreational values. The Sand/Beach Nourishment project completed with the Corps last fall and our ongoing work on the Long-Term Climate Change Improvement Project south of Sloat Blvd., led by SFPUC, are examples of projects that consider impacts to natural resources in this dynamic corridor. In any of these scenarios, dune and sand management will play central roles.

- **Accessibility:** NPS and GOGA Accessibility Programs look forward to collaborating with the City to consider options for how the pilot project and long-term changes can enhance accessibility for visitors with a wide range of disabilities to both the Great Highway and Ocean Beach. We acknowledge that the SFMTA is in the process of adding accessible parking along the Lower Great Highway to improve access for all users and look forward to discussing how to increase accessible access going forward.
- **Compliance:** While the City conducts its CEQA analysis, any federal action based on the final decision on the Great Highway will require assessment of compliance with National Environmental Policy Act (NEPA) and other federal laws including the Coastal Zone Management Act, Endangered Species Act, Clean Water Act, and National Historic Preservation Act, which mandates meaningful consultation with Native American Tribes.

- **Operations:** GOGA highlights the need to address operational commitments between the City and NPS on the large contiguous properties of the Great Highway and Ocean Beach. To address such concerns, a cooperative management agreement between the two agencies should be considered as a future objective, defining responsibilities for safety, routine and long-term maintenance, special events and other public programming.
- **Communications:** It will be vital that we stay closely aligned on public communications throughout the process. We should work towards shared key messages, points of contact, and clarity to stakeholders about common and different agency procedures.

In sum, the options your staffs have shared with us regarding the future Great Highway appear to be consistent with our mission. We recommend that SFRPC and SFMTA continue to collect quantitative and qualitative information during this interim period so that well-informed decisions can be made in the near future. We look forward to participating formally in the public process that will identify permanent changes to the Great Highway.

If you have any questions regarding this letter, please contact Brian Aviles, Director of Planning and Environmental Programs, (415) 624-9685, [Brian\\_Aviles@nps.gov](mailto:Brian_Aviles@nps.gov).

Sincerely,

Laura E. Joss  
General Superintendent

CC: Christopher Stock, Acting Commander, U.S. Park Police  
John Ainsworth, Executive Director, California Coastal Commission  
Amy Hutzler, Executive Officer, California Coastal Conservancy  
Chris Lehnertz, President & CEO, Golden Gate National Parks Conservancy  
Alicia John-Baptiste, President & CEO, San Francisco Planning & Urban Research Association

To North Central Coast District of the California Coastal Commission,

My name is Aaron Smith and I am a Graduate Student at the University of Southern California studying California's coastal management and policies. I am writing to you in regards to the City of San Francisco Ocean Beach Climate Adaptation Project which will come before the Commission in the next few months. This project brings together multiple agencies to address threats to the coast and has various major components. I am advocating for the Commission to approve the project so that construction and implementation can take place as early as next year.

The first component of the project is permanently closing a section of the Great Highway. This is also the most controversial component of the project as residents who rely on their cars are concerned about the changes and increases in traffic that will affect their ability to get around the city. However, rising sea levels and erosion threaten the Great Highway so it would be unsafe in the future for use. This closure allows the community to strengthen their resilience and be more effective in reducing risk by being a proactive force of climate-driven transformations. Managed retreat is most effective in addressing climate risks when implemented along with other types of responses, which this project aims to do<sup>1</sup>. Long-term management will involve retreat, so by having a long-term mindset and ensuring strategies we implement now will allow infrastructure to still be around in 50-100 years will better adapt the community for the future. In addition, the plan works to reroute intersections and the zoo's parking so that accessibility is not majorly impacted, and public participation efforts are being made to ensure the residents have their voices heard and values and issues addressed in making these plans, which is key in a project like this.

Second is the removing revetments, a critical aspect of this project that will have major benefits for the coasts capacity to adapt. Revetments, despite being installed to protect the coast, can have major adverse impacts on the coastal ecosystem as they alter the environment and starve the beach of sand and materials<sup>2</sup>. By removing the revetments a more gradual transition between beach and upper areas of the coast is created. This is because the starved beach is able to get the sand nourishment it naturally receives. This gradual transition provides a natural buffer for wave action as the slope dissipates wave energy as it moves up the beach, rather than hitting the infrastructure at the top of the beach with high energy<sup>3</sup>. In addition, the planting native vegetation is also planned, which will only further benefit the coast from the restoration of natural coastal ecosystems, and the vegetation will increase friction while reducing hydraulic energy which severely mitigates waves erosion capabilities<sup>4</sup>.

The third component addresses public access and usage of the coastline by constructing a multi-use trail, beach access stairway, coastal access parking, and restrooms, to ensure that this project still preserves the important services at the coast. Currently, there is a gap in the

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<sup>1</sup> (2021, June 18). *Managed retreat: A must in the war against climate change*. ScienceDaily. <https://www.sciencedaily.com/releases/2021/06/210618091642.htm>

<sup>2</sup> *Repair and Reconstruction of Seawalls and Revetments*. Storm Smart Coasts. (2018). <https://www.mass.gov/service-details/stormsmart-properties>

<sup>3</sup> *Repair and Reconstruction of Seawalls and Revetments*. Storm Smart Coasts. (2018). <https://www.mass.gov/service-details/stormsmart-properties>

<sup>4</sup> Türker, U., Yagci, O., & Kabdasli, M. S. (2019). Impact of nearshore vegetation on coastal dune erosion: Assessment through laboratory experiments. *Environmental Earth Sciences*, 78(19), 1-14. doi:<https://doi.org/10.1007/s12665-019-8602-8>

California Coastal Trail. The multi-use trail will close this gap, providing increased accessibility for cyclists and pedestrians alike. Good beach access is also correlated with environmental justice with inequitable beach access being associated with population density, nonvehicle owners, and the elderly. Although this may not apply to the residents of Ocean Beach, promoting more equitable beach access among coastal communities will create more resilient communities that promotes more effective recreation activities and management policies<sup>5</sup>.

The final component of the project is long-term beach nourishment. Currently the U.S. Army Corps of Engineers dredges sand from the main shipping channel of the San Francisco Bay to allow access for vessels, while the sand dredged is deposited offshore. This dredged material will be used to address coastal erosion further south down the beach<sup>6</sup> Beach nourishment is seen as a popular coastal erosion management strategy, because it has low environmental impacts while creating natural habitat. Over the past decade, innovative beach nourishment strategies have been developed from the Netherlands to Mexico on large and small scales<sup>7</sup>. This rise in beach nourishment was driven by the increased interest in environmentally friendly coastal protection measures, and Ocean Beach already has the material available for nourishment through the current dredging of the channel.

This project addresses many multiple aspects of climate change, from sea-level rise to public access, all to improve Ocean Beach's adaptive capabilities to the unique challenges climate change has on coastal communities. This is why it is important to have this project implemented urgently so that it sets a precedent for other Californian coastal communities to improve their management plans.

Sincerely,  
Aaron Smith

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<sup>5</sup> Kim, J., Lyu, S. O., & Song, H. J. (2019). Environmental justice and Public Beach Access. *City & Community*, 18(1), 49–70. <https://doi.org/10.1111/cico.12372>

<sup>6</sup> *Ocean Beach Storm Damage Reduction Beach Nourishment Project, San Francisco, San Francisco County, California*. San Francisco District, U.S. Army Corps of Engineers. (2021, February). <https://www.spn.usace.army.mil/>

<sup>7</sup> Munoz-Perez, J. J. (2021). Beach Nourishment: A 21st Century review. *Journal of Marine Science and Engineering*. <https://doi.org/10.3390/books978-3-0365-1605-9>

**From:** [Rory O'Donnell](#)  
**To:** [brian.stokle@sfgov.org](mailto:brian.stokle@sfgov.org); [boardofappeals@sfgov.org](mailto:boardofappeals@sfgov.org); [engardioffice@sfgov.org](mailto:engardioffice@sfgov.org); [rclyde@sfbike.org](mailto:rclyde@sfbike.org); [MelgarStaff@sfgov.org](mailto:MelgarStaff@sfgov.org); [NorthCentralCoast@Coastal](mailto:NorthCentralCoast@Coastal); [chanstaff@sfgov.org](mailto:chanstaff@sfgov.org)  
**Subject:** Board of Appeals Meeting - Coastal Zone Permit for the Upper Great Highway pilot project  
**Date:** Tuesday, February 6, 2024 1:14:25 PM

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Hello Commissioners,

My name is Rory O'Donnell and I am a resident of the Outer Sunset District.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

I frequently use the Great Highway for bike riding on weekends and holidays, as it is a great resource for walking and biking, and is utilized by numerous people for these purposes every week.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's Local Coastal Plan, the Ocean Beach Master Plan, Vision Zero plan and the Climate Action Plan.

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals.

Thank you,

Rory O'Donnell



**From:** [Gary Levenberg](#)  
**To:** [brian.stokle@sfgov.org](mailto:brian.stokle@sfgov.org); [boardofappeals@sfgov.org](mailto:boardofappeals@sfgov.org); [engardiosstaff@sfgov.org](mailto:engardiosstaff@sfgov.org); [rclyde@sfbike.org](mailto:rclyde@sfbike.org); [MelgarStaff@sfgov.org](mailto:MelgarStaff@sfgov.org); [NorthCentralCoast@Coastal](mailto:NorthCentralCoast@Coastal); [chanstaff@sfgov.org](mailto:chanstaff@sfgov.org)  
**Subject:** Coastal Zone Permit for the Upper Great Highway  
**Date:** Friday, February 2, 2024 12:12:41 PM

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RE Board of Appeals Meeting  
Wednesday, February 7, 2024 5pm

Hello Commissioners,

My name is Gary Levenberg and I am a resident of SF for over 40 years, since 1993 in Noe Valley.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

I am and have been a biker rider all my life for both recreation and transportation. As have my grown children who continue to ride with their families (one still in SF). I ride every day and seek out paths with the fewest cars. The list is not long here in SF - The Great Highway is probably the longest and safest of any bike trail in SF. The Golden Gate Park has JFK and mixed used trails. The Presidio has slow streets and mixed use trails. And The Embarcadero, Marina Blvd and Lake Merced have much improved mixed use trails. Please keep this trail open and safe for mixed use (of course except cars).

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's Local Coastal Plan, the Ocean Beach Master Plan, Vision Zero plan and the Climate Action Plan.

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Gary Levenberg  
270 Valley

To the SFPUC and affected stakeholders and regulators:

I am writing to both support and object to certain portions of the Draft Environmental Impact Report (“DEIR”) for the Ocean Beach Climate Change Adaptation Project (“Project”), and to raise significant questions with respect to the Project framework itself.

While I support the efforts of certain employees of the City of San Francisco (the “City”) to consider and address material issues with Ocean Beach, and I also support the broad concepts of providing beach and recreational access amidst important environmental considerations, I cannot support an initiative which continues to demonstrate an insufficient and fundamentally flawed response to the current issues in the area. I am hopeful that my disposition towards support of the DEIR, and the Project itself, is respectfully considered by appropriate regulatory agencies such that additional steps are taken to address material risks and concerns in the region.

Specifically, the DEIR has failed to coordinate its analysis with a full review by all necessary City and California state agencies, has been conducted in an information vacuum (which the DEIR itself acknowledges), and demonstrates that one or more city agencies may not be operating in good faith, nor providing sufficient, full, and credible information to the Ocean Beach community about infrastructure needs and risks. As such, I believe that the Project should be rejected and that the California Coastal Commission and other appropriate state agencies should secure and maintain direct oversight of all ongoing project initiatives in the region, and with the City’s authority to unilaterally approve construction permits alongside Ocean Beach immediately rescinded.

The Project is fundamentally and materially flawed for several reasons, including:

1. Certain City agencies have not provided sufficient information to the public about possible project considerations and environmental effects and risks, and may be operating in bad faith due to one or more potential conflicts of interest, including with respect to budgeting deficiencies and special interest considerations.
2. The Project has not been properly coordinated amidst other area projects, and contrary to representations made previously to the public that separate environmental reviews would in fact take place.
3. The Project affects state infrastructure and coastal regions amidst the City’s unilateral authority to issue permits.
4. The Project directly contradicts state requirements with respect to “managed retreat” concepts for proper coastal management, including the development of brand new construction which relies upon a vertical seawall that will enhance the pace of erosion near critical local and state infrastructure.
5. The Project does not address the long-term risks and multi-billion-dollar costs associated with the critical sewage management infrastructure in the area, including with respect to material erosion threats to the Lake Merced Tunnel (“LMT”) and Westside Pump Station (“WPS”).
6. The Project may create additional environmental impacts in the form of noise and emissions which have not been fully studied, yet are inappropriately assumed to be immaterial without sufficient supporting information.

7. The Project acknowledges but provides no proposed solution to significant traffic impacts, including increased miles traveled, and increased traffic congestion, which likely will create additional emissions.
8. The Project could have a material impact on the City's litigation profile, as well as federal and state environmental regulatory obligations, and jeopardizes city regulatory compliance as well as tax revenue.
9. The Project may impair the City's ability to adhere to City Charter requirements with respect to sand and pollution management obligations.

For all of these reasons the Project should be terminated unless and until each of these material issues have been properly addressed in collaboration with and to the satisfaction of all appropriate and necessary federal and state authorities, and consistent with applicable regulation.

The source of all these shortcomings has not only been a negligent failure by the City to properly manage the area, but a purposefully deceptive campaign by one or more city agencies or officials to obfuscate certain risks due to potential conflicts of interest. The City has a direct vested interest in limiting costs associated with proper management of its sewage infrastructure, and has been avoiding its civic responsibilities to analyze the long-term solution and costs to a metastasizing problem: **the sewage treatment infrastructure along Ocean Beach - which by some accounts handles a third of the City's raw sewage - is under assault, and must be relocated.** The very basis for the DEIR and the Project – the assumption that erosion will remove sand on the west side of the WPS and LMT – seems not to be analyzed sufficiently to its obvious conclusion with respect to this critical infrastructure.

Unfortunately, the erosion isn't a "goldilocks" scenario where there is not too little, nor too much, but just the right amount of erosion such that existing roadway infrastructure should be displaced in favor of a new bike path, yet no managed retreat simultaneously undertaken with respect to the LMT and the WPS. *If there is indeed erosion it must necessarily mean that the nearby sewage infrastructure is threatened.* While the concept of beach erosion is a fundamentally sound concern, the extent, pace, and effects of possible erosion have not been fully vetted. No further Project work should proceed on an environmental review when the underlying concern has not been examined sufficiently. It is possible that there are *not* material erosion threats to the LMT and roadway above it, particularly if the periodic continuation of the sensible and ongoing project to place dredged sand from the Golden Gate shipping channel by the Army Corps of Engineers is successful. Alternatively, if there are indeed material erosion threats (my personal opinion, for what it may be worth) and those threats have been identified, quantified, and validated such that the project area does indeed require threat mitigation, then the analyzed threat should be addressed by relocating the sewage infrastructure consistent with managed retreat principles rather than just engaging in new construction. San Francisco needs to be clear with its citizens what exact erosion threat it is addressing, how it will be addressed, and whether its residents and other environmentally sensitive parts of the ecosystem are or are not exposed to the risk of raw sewage outfall due to a failure of the LMT and/or the WPS. Given the legacy history of mismanagement in this area – we've smelled the sewage before, and will undoubtedly encounter the issue again unless a full solution is implemented – there needs to be a deeper and closer review accompanied by a clearly enunciated statement for the community about the intended handling of the sewage infrastructure.

This review also needs to be conducted independent from the City, which simply does not have the stomach nor budgeting resources to come clean with its residents about where the sewage infrastructure

will be relocated, and how such relocation will be funded. Exacerbating this political issue, and beyond the fundamental conflict of interest associated with City budgeting, is that a more insidious conflict of interest has infected the local community in the form of special interest needs subverting common sense. Specifically, one or more public servants have been supporting the efforts of special interest groups hoping to restrict certain types of vehicular travel, which has a direct impact on the environment and requires further review before the Project may proceed. The targeted type of vehicular travel has been with respect to some but not all motorized vehicles, including personal and commercial vehicles which emit greenhouse gas, such as typical non-electric automobiles and trucks. Certain special interest groups with “sole source” contracts that rely almost entirely on taxpayer money to fund their existence have been encouraging certain city officials to actively impair certain types of vehicular traffic for purported safety and environmental concerns. None of these conflicts, and the associated impact on environmental analysis and issues, have been addressed sufficiently in the DEIR.

To be clear, my personal view is that vehicular travel that minimizes the reliance on fossil fuel vehicles should be encouraged and achieved wherever reasonably possible. Global warming is a real and existential threat which requires good and careful solutions. However, impairing the efficiency of vehicular traffic flow just to build a bike path or park is not a holistic solution to a complicated problem, and could in fact create more detrimental emissions. This possible outcome has been observed and questioned by many residents, and was a focal point of attention in a July 27, 2021 letter from the Sierra Club to certain City agencies regarding the use of the Upper Great Highway (“UGH”) roadway, and its proposed closure (“UGH Project”). Unfortunately, while the sewage system beneath the roadway is under threat, certain transportation officials have frittered with road closure goals that are misguided and impair efficient traffic flow for all vehicles.

Evidence of conflicted officials, and even the possibility of their corruption, seems sadly obvious and overwhelming, and at minimum the appearance of impropriety impairs the public process and the credibility of the City and those employees and public servants who are working honestly to address significant issues. In fact, the mishandling of the UGH Project has implicated one transportation leader who was being paid *two* separate salaries – one as a publicly elected member of the BART Board, and another simultaneously as an advocate for a special interest group – and who was the subject of a BART Inspector General Investigation regarding their statements about the UGH Project and the communication protocols associated with their public office.<sup>1</sup> Another senior leader of the city, and *the manager for the city agency directly responsible for UGH oversight*, has recently been deemed to have willfully violated the law with respect to the production of public records in relation to the UGH Project.<sup>2</sup> One member of the Board of Supervisors, who has sensibly advocated for neighborhood safety with respect to emergency firefighter water pressure amidst obvious earthquake risks, has inexplicably also advocated for the community’s tsunami and earthquake risk to be increased by ongoing road closures - and despite open comments from the city’s fire personnel that closed streets raise risks and impair emergency response times.<sup>3</sup> Another member of the City’s own Board of Supervisors has publicly advocated in social media

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<sup>1</sup> [https://www.bart.gov/sites/default/files/docs/064-](https://www.bart.gov/sites/default/files/docs/064-2022_RPT_Public%20Summary_Elected%20Official%20Social%20Media%20Best%20Practices_Final_111221_0.pdf)

2022\_RPT\_Public%20Summary\_Elected%20Official%20Social%20Media%20Best%20Practices\_Final\_111221\_0.pdf

<sup>2</sup> Refer to the unanimous finding of the Sunshine Ordinance Task Force on July 5, 2022 under Administrative Code Section 67.34 that Phil Ginsburg as General Manager of the Recreation and Parks Department committed willful violations of the law, constituting official misconduct.

<sup>3</sup> See e.g., <https://sf-fire.org/files/2021-06/May%2012%202021%20meeting%20minutes.pdf>

that bike protestors purposefully block vehicular traffic on the UGH and violate transportation code requirements to yield lane usage,<sup>4</sup> while the City's own police force has not enforced the transportation code (by some accounts, directly at the instruction of the Mayor of the City). In fact, the Mayor has taken no action with respect to these issues despite community requests<sup>5</sup>, which is particularly unsettling when a senior public official has willfully and in bad faith withheld relevant documents. Meanwhile, City leadership has been working to undermine CEQA requirements despite opposition from the Sierra Club and other advocates for balanced environmental review processes.<sup>6</sup> The civic duties associated with a project involving an environmentally sensitive area must be managed according to the law and the highest ethical standards of public servants. These willful incursions cannot be tolerated by those of us who advocate for lawful discourse and common sense legislative processes – including those bicycle and environmental enthusiasts who are disgusted by the selfish protests of a few misguided riders, which not only serve ironically to create more emissions in blocked traffic (arguably the same irony demonstrated by area projects generally) but also impair the credibility of the broader and just cause for better vehicle planning and resources.

Amidst this backdrop of possible malfeasance, the DEIR surprisingly asks residents and regulatory officials to just simply take things on faith. Specifically, the DEIR indicates that missing data related to the UGH Project and this Project will be forthcoming and will show that there is no material environmental impact when (if?) the information ever happens to materialize (at some undetermined time and in some undetermined form in the future). Brazenly and openly, the DEIR acknowledges that data is missing but will be forthcoming in “good faith” and must necessarily demonstrate unseen that there are no material environmental concerns. In fact, the single instance of the phrase “good faith” even being used in the DEIR appears as follows: “Because detailed analyses of the Upper Great Highway project have not been conducted by other agencies (e.g., Rec and Park, SFMTA or SFCTA), the analysis of this additional cumulative scenario is a good faith effort that considers the best available information.” Translation – “you should just trust us as we move forward, and this project is fine because we think other agencies will do their job properly, eventually, even though there isn't sufficient information available and a full analysis has not been conducted to conclude whether we might be right . . . because that is the responsibility of another part of the City, and we just can't be bothered to coordinate things.”

The obvious lack of information is staggering, and the conflicted behavior of certain public officials is on full display. There is no explanation in the EIR for why the City should have unilateral authority to proceed in a “good faith” information vacuum in which a public official tied to the project has already been found unanimously by an ethics mechanism to have operated in bad faith. The California Coastal Commission and associated state agencies cannot permit this unilateral approach in “good faith” in an information vacuum under these conditions. It is not acceptable for the City to take the position that essentially says: “we would like to proceed even though we don't have all the information, because we just think that the information will be forthcoming in good faith and won't adversely affect any issues for

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<sup>4</sup> Dean Preston social media account on Twitter <https://twitter.com/deanpreston/status/1430661127483002881>

<sup>5</sup> See e.g., comments raised by Supervisor Chan in previous public proceedings asking for greater transparency and review of the City's ongoing decisions to close roads for public access, as well as [https://www.openthegreathighway.com/lettertobreed?fbclid=IwAR0L\\_6xacukD1RUGtQS8\\_wPn-Xu0R90bWJDRre-UTZWzNgt2chCWMXMvLBM](https://www.openthegreathighway.com/lettertobreed?fbclid=IwAR0L_6xacukD1RUGtQS8_wPn-Xu0R90bWJDRre-UTZWzNgt2chCWMXMvLBM)

<sup>6</sup> See e.g., <https://www.sierraclub.org/san-francisco-bay/blog/2021/05/take-action-protect-california-environmental-quality-act-san>

which we've already indicated that there are material traffic impacts." This hamfisted approach impairs the credibility of the process and underscores the need for state oversight by state officials.

If there is any doubt that the UGH Project and this Project are not inextricably intertwined, consider what the City itself has previously said. In addition to public officials advocating with circular logic that the UGH closure must necessarily be justified because the Sloat extension will just be closed too (and in some cases, vice versa), the City represented directly to the public that environmental concerns with respect to *both* projects were critical, and that the concerns would be addressed properly via multiple EIRs.

Specifically, the City is already aware of the important linkage among various area projects, and has previously acknowledged that critical environmental concerns require further consideration and coordination. The City previously represented to the public that an EIR would be conducted with respect to the UGH Project, yet has refused to conduct such a review, and continues to attempt to subvert CEQA requirements with respect to the UGH Project due to the conflicts discussed above. Specifically, page 5 of the September 9, 2020 EIR notice indicates that the UGH Project will be subjected to an EIR.<sup>7</sup> Yet no such action has taken place, and so no data exists which informs this Project which is itself relying on an acknowledged gap in data. Instead, the DEIR takes the position that future data may be forthcoming, and asks the public to proceed based on "best available information." That's not an approach in compliance with EIR requirements, nor the representation the City made to the public – either the data exists and should be considered properly, or it doesn't exist and should be collected first before project analysis is undertaken.

Importantly, the environmental effects of multiple road closures are unknown, but there is the possibility that additional road closures will create additional greenhouse gas emissions due to traffic congestion, as well as additional neighborhood noise. There is also the possibility that the Project will create new erosion due to a vertical wall. The current proposal does not factor in any consideration or review of the possible effects noted by multiple environmental groups, including Surfrider Foundation and the Sierra Club. The project will in fact cause additional vehicle miles traveled by altering the transportation network – this is stated plainly in the DEIR, with no mitigation described, and insufficient discussion of greenhouse gas emission effects. The DEIR simply suggest to reroute traffic into residential neighborhoods, as if this is not a big deal, and concludes that traffic impact may be "significant and unavoidable." For a DEIR to conclude that there are "significant and unavoidable" traffic impacts – words used in the DEIR itself – but not analyze the noise or emission effects of those significant impacts nor any

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<sup>7</sup> The DEIR notes the following: "There are also several other separate projects that may occur in the vicinity of South Ocean Beach. The city and the California Department of Transportation (Caltrans) have proposed separate projects to improve the operations and safety of Skyline Boulevard (State Route 35) at its Great Highway and at Sloat Boulevard intersections. NPS is planning a trail to link the proposed multi-use trail to Fort Funston's existing trail network. The city and the U.S. Army Corps of Engineers (Army Corps) are currently planning and designing a project to place sand dredged from San Francisco's main shipping channel along South Ocean Beach in 2021. The San Francisco County Transportation Authority is leading the District 4 Mobility Study and will be exploring the feasibility of modifying the Great Highway between Lincoln Way and Sloat Boulevard, which is currently temporarily closed due to COVID-19. In addition, Rec and Park, with support from SFMTA and Public Works, is considering temporary closure of the southbound lanes of the Great Highway between Sloat and Skyline boulevards. **Each of these separate projects would be subject to separate environmental review.**" Notice of Preparation of an Environmental Impact Report and Notice of Public Scoping Meeting, September 9, 2020, Page 5 (emphasis added).

mitigation considerations (which have simply been precluded without explanation) is at best intellectually corrupt.

While vehicle miles traveled (“VMT”) may have been quantified in the DEIR, increased congestion (and resulting emissions) was not. This failure is sadly consistent with the shortsighted viewpoint that vehicle impairment must necessarily be a byproduct of new bike path construction. The DEIR states that “[n]o feasible mitigation measures are available for the VMT impact. The substantial additional VMT is caused by the project’s closure of the Great Highway between Sloat and Skyline boulevards and associated vehicular travel redistribution. This roadway closure is a key component of the project that is needed to accommodate the shoreline changes for long-term coastal management, including managed retreat, sea level rise adaptation, and to preserve and enhance coastal public access and recreation, habitat, and scenic quality at South Ocean Beach. Therefore, its removal from the project would not be feasible.” There is no explanation as to why public access for “vehicles” is framed such that some motorized vehicles would be precluded from further use in the area, while other motorized vehicles and non-motorized vehicles would be given preference, nor why a “managed retreat” strategy includes the creation of new infrastructure for certain vehicles in the erosion zone – not only bicycles, but public works vehicles at the exclusion of community vehicles. There is also no explanation as to why roadway usage must be repurposed at all when the Project goal seemingly is directed towards the ongoing protection of separate infrastructure just beneath it, nor why the existing vehicle roadway would be repurposed for use solely by public official vehicles when the roadway could simply be narrowed to one lane in each direction for broad and ongoing community use.<sup>8</sup>

The circular logic underpinning the Project is then underscored further below this discussion, as transit options are considered. The DEIR states: “Development of such new intercounty transit service would be beyond SFPUC’s control and would require coordination and participation between multiple jurisdictions and transit agencies. In addition, such a new transit service would require funding commitments well beyond the fair share of this project’s impact.” Translation – we know that transit is a big issue, and we know there will be negative impacts, but we just can’t be responsible for coordinating it, nor paying for it, and so the project should just proceed without this significant impact being addressed properly.” Further below in the report, this twisted logic is applied again in the discussion of pricing strategies, which includes an acknowledgement that neighborhood roadways and local streets could be affected, but without any plan to do anything about that acknowledged impact.

Likewise, there is no material review of noise pollution and its effects on habitat, endangered species, and residents from increased usage and congested traffic. Noise levels will certainly increase, but there is once again a concept of operating in an information vacuum alongside the UGH project. How can local residents know that resulting noise levels will not be material when there has been no EIR with respect to proposed changes with the UGH?

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<sup>8</sup> The possibility of maintaining the Sloat extension in single lanes for community usage, or otherwise moving the road inland closer to the zoo, was raised when the Ocean Beach Master Plan was first being formulated, and was ignored by SPUR and other project coordinators so intent on maximizing bike access that they were unable to avoid designing a mutually exclusive framework. This idea continues to be discounted by City officials with no analysis or explanation of possible traffic and emissions benefits, notwithstanding the significant congestion that has been introduced at the Sloat, Skyline, and 39<sup>th</sup> Avenue intersection during UGH closure, as well as the significant new safety risks introduced at 45<sup>th</sup> and Sloat by the inexplicable and reactive closure of the intersection at 47<sup>th</sup> and Sloat.

Underscoring this faulty analysis and defective project justification is the very real possibility that multiple projects are negatively impacting the area without appropriate independent oversight and common sense. The City has supported significant real estate development along the westward section of Sloat Boulevard, with significant additional vehicles, while simultaneously proposing that the end of the road essentially be transformed into a dead end with no exits except into residential neighborhoods. Skyline Boulevard is a state facility, and has already seen increased congestion during the UGH closure, which highlights the need for a comprehensive project with multiple EIRs scoped together for the area. Yet the City continues to assert that a large number of people are now suddenly using a closed UGH such that closure can be justified by the new usage demand, but resisting the obvious conclusion that a large influx of people does not require an environmental assessment of the garbage, sand displacement, dunes and other impacted areas along the UGH. The City continues to ignore the possibility that its sewage system may fail due to increased erosion, yet insists it must build a new erosion-inducing vertical wall as the solution.

If City officials are so concerned with the level of erosion that they feel a vertical wall must be built, doesn't that demonstrate that there are significant enough erosion issues in play that the WPS should be moved, or at minimum that a clear and actionable management plan be included in the Project and vetted for approval? Accelerated erosion due to a vertical wall could threaten the ecosystem, the LMT, and surrounding homes, and backfire versus the intended project. Property owners may have a private cause of action, potentially as a represented class, to the extent that the city fails to adhere to the requirements of the city charter with respect to sand pollution, let alone raw sewage discharge.

In short, the process has been defective, and the Project as proposed clearly reflects the defect. The Draft EIR admits in writing that sufficient analysis has not been conducted, nor sufficient coordination achieved. The Sunshine Ordinance Task force has voted unanimously that willful violation of the law was committed by a senior public servant directly responsible for project coordination in the area, a removable offense for the public servant. The city attorney is well aware that the project area has historically been, and continues to be, a subject of regulatory findings and litigation, and that prior settlement terms with respect to the management of the area may be in effect.<sup>9</sup> As such the city attorney, and the client that is represented, are on notice of the possibility of significant legal and regulatory risk and taxpayer cost if the project is not handled in accordance with the law. In the event that local public servants cannot follow this basic process, any approvals of this project should be voided by the California Coastal Commission. Deceiving the community, ignoring sand removal requests, failing to maintain and protect critical public sewage and roadway infrastructure, willfully ignoring public records requests, and fiddling with a bike path when a multi-billion dollar time bomb is ticking within the City's sewage system is not what residents and voters want. The City represented that EIRs would be conducted with respect to surrounding projects – there has been no such coordination, and the city has been resisting an EIR related to the UGH Project, and has not done its homework with this Project. The City has impaired its credibility, cannot and should not be trusted, and needs to immediately be subjected to state and federal oversight.

The mismanagement of these collective projects demonstrates at minimum gross negligence on the part of the city of San Francisco, and cannot be permitted to proceed under the theory that "good faith" analysis will eventually be forthcoming from an agency whose leader has been found to have exhibited

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<sup>9</sup> See e.g., <https://www.documentcloud.org/documents/6591934-California-Coastal-Protection-Network-Settlement.html>



bad faith and willful misconduct. The credibility of the city is at issue with respect to the mismanagement of traffic that affects a state roadway, and must be reviewed and considered independently and in collaboration with the California Coastal Commission, whose jurisdiction on any approval must be handled unilaterally by that state agency. Environmental reviews should not be subjected to conjecture and assumptions amidst willful violations of public rules, nor should the residents of the area and affected state infrastructure be placed at risk in such a grossly negligent fashion. The obvious inability or unwillingness of all City agencies to fully coordinate, which is noted in the DEIR itself, and the obviously deficient analysis resulting from that failure, all highlight exactly why the city's jurisdiction to approve coastal development should be immediately withdrawn. The San Francisco Planning Commission should have its authority to issue coastal development permits withheld unless and until the City has demonstrated to state authorities that it is capable of operating pursuant to process rather than good faith assumptions about information vacuums and the proper coordination of all city agencies. Meanwhile, the City should go back to the drawing board, explain to the public why a vertical seawall is necessary if the wastewater treatment plant is somehow not itself at risk, and describe why a managed retreat plan supports the creation of any new infrastructure, particularly infrastructure which could enhance erosion, or which favors certain modes of transportation even though the acknowledged vehicle impacts are again - in the words of the DEIR itself – significant and unavoidable.

The City of San Francisco continues to treat the local area and its residents like a petri dish in an unwelcome experiment of assumptions and conjecture, with insufficient coordination among agencies, admitted deficiencies in information, and reliance upon a “good faith” guess about the handling of area projects despite the clear and obviously purposeful mishandling of civic responsibilities to date. We can all do better than this – this isn't the Embarcadero. It's Ocean Beach, and its natural beauty and the safety of its inhabitants hasn't just been suffering from beach erosion, but from the erosion in public trust and management that our public servants owe to the area.

Sincerely,

Goffrey Moore, Ocean Beach resident

**From:** aeboken <aeboken@gmail.com>

**Date:** Sunday, April 28, 2024 at 11:17 AM **To:** Brian Strong <brian.strong@sfgov.org>, Heidi Rivoire <heidi.rivoire@sfgov.org>, Carmen Chu <carmen.chu@sfgov.org>, Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>, Angulo, Sunny (BOS) <sunny.angulo@sfgov.org>, Tanya Peterson <tanyap@sfzoo.org>, Anne Elefterakis <anneel@sfzoo.org>, David A Smith <david\_smith@nps.gov>, Brian Aviles <brian\_aviles@nps.gov>, Carl, Dan@Coastal <Dan.Carl@coastal.ca.gov>, Rexing, Stephanie@Coastal <Stephanie.Rexing@coastal.ca.gov>

**Subject:** Written Submission and Attachments for City and County of San Francisco Capital Planning Committee Meeting for April 29, 2024 Agenda Item #3

TO: City and County of San Francisco Capital Planning Committee members

cc: Carmen Chu,

San Francisco City Administrator and Chair of the Capital Planning Committee

cc: President Aaron Peskin, Chief-of-Staff Sunny Angulo

San Francisco Board of Supervisors representatives to the Capital Planning Committee

cc: CEO Tanya Peterson, Anne Elefterakis

San Francisco Zoological Society

cc: Superintendent David Smith, Brian Aviles

Golden Gate National Recreation Area (GGNRA)/National Park Service

cc: North Central Coast District Director Dan Carl, Stephanie Rexing

California Coastal Commission

FROM: Eileen Boken,

State and Federal Legislative Liaison,

Coalition for San Francisco Neighborhoods (CSFN)\*

\*For identification purposes only.

RE: Written submission and attachments for agenda item #3 for April 29, 2024 City and County of San Francisco Capital Planning Committee meeting

Attached are four documents.

The first attachment is the SFPUC Commission agenda on October 10, 2023 with agenda item #8 for the Ocean Beach Climate Change Adaptation Project.

The second attachment is a letter from the San Francisco Zoological Society (SFZS) dated October 4, 2023 regarding the upcoming SFPUC Commission meeting on the Ocean Beach Climate Change Adaptation Project.

The third attachment is from the GGNRA regarding its plans for Ocean Beach.

The fourth attachment is the agenda for the San Francisco Board of Supervisors Land Use and Transportation Committee meeting on April 29, 2024 including agenda item #1 [Park Code -Great Highway Extension - Road Closure] File #231075.

It should be noted that the Ocean Beach Master Plan, the San Francisco Zoological Society letter, the SFPUC Commission meeting and the GGNRA document were issued prior to the MOU between the City and the Chinese government regarding the loan of giant pandas to the Zoo.

Pandas will likely increase visitors to the Zoo exponentially.

There has been a request by CSFN to the Zoo to provide those visitor projections and how visitors currently travel to the Zoo.

The Zoo has already used the Upper Great Highway "Extension" from Sloat to Skyline as an emergency escape route. Permanently closing this section of the Upper Great Highway to vehicular traffic 24/7 would eliminate the Zoo's primary evacuation route.

However, this permanent closure is on the San Francisco Board of Supervisors Land Use and Transportation Committee agenda for April 29, 2024 as agenda item #1.

In its letter to the SFPUC Commission last year, the Zoo also expressed its concerns regarding the closure of the Upper Great Highway from Lincoln to Sloat from Fridays at noon to Mondays at 6am.

The Ocean Beach Master Plan was released in 2012 and already seems to be outdated. This 2012 release predates the panda MOU by over a decade.

The 2012 Ocean Beach Master Plan focused almost exclusively on environmental issues.

The 2012 Ocean Beach Master Plan didn't focus on public safety or economic vitality.

The entire length of the Upper Great Highway is included in the San Francisco Department of Public Works Emergency Priority Routes Map. These routes can also be used for evacuation.

The 2012 Ocean Beach Master Plan didn't focus on the economic vitality for San Francisco's small businesses, immigrant community and minority communities needing access to education and job opportunities.

In terms of environmental issues, the 2012 Ocean Beach Master Plan appears to have been overly reliant on wave action experts and much less reliant on sediment transport experts.

The 2012 Ocean Beach Master Plan proposes the static solution of managed retreat even though climate change and sea level rise are emerging sciences.

An example of these emerging sciences is the US Geological Survey California Ocean Beach Erosion Modeling software which has recently been released.

In light of the recent MOU regarding the giant pandas & newly emerging climate change and sea level sciences, the assumptions of the Ocean Beach Master Plan and its managed retreat strategy need to be reevaluated and revised.

###

Sent from my Verizon, Samsung Galaxy smartphone

***Sensitive Resource Zone (shoreline at Black Point, including a 100-foot nearshore buffer to protect intertidal resources)***

This area would be managed to protect the rare remaining natural rocky shoreline in San Francisco inside the Golden Gate. An overlook would be developed in the adjacent zone to allow visitors to experience this small site.

**China Beach**

***Diverse Opportunities Zone***

Park managers would improve visitor facilities and access to support current uses. The park would also retain space for park operational needs, including a support office for lifeguards.

**Lands End**

***Evolved Cultural Landscape Zone***

Park managers would continue to enhance the landscape, integrating natural habitat restoration with cultural landscape preservation, and improving the trail system. This would include the California Coastal Trail and the secondary trails that access the shoreline and would enhance scenic viewpoints and opportunities for bird watching. The area would continue to be managed for the preservation of dark night skies. Trail connections and directional signage to the community and adjacent park lands would also be improved.

**Fort Miley**

***Evolved Cultural Landscape Zone (West Fort Miley)***

The historic structures and cultural landscape would be preserved and enhanced. The Marine Exchange Lookout Station

(Octagon House) and its setting would be rehabilitated and its history interpreted. It would provide for park operations, residential, or public uses. Site improvements would focus on enhancing the fort's appearance and providing better connections to the surrounding community, nearby Lands End site, and the Veterans Administration hospital campus. Improved picnicking and group camping facilities would be provided in an appropriate location, as would opportunities for outdoor learning and leadership programs. The area would continue to be managed for preservation of dark night skies.

***Park Operations (East Fort Miley)***

The historic batteries and ordnance storehouse would be preserved and would continue to support park maintenance and public safety satellite operations with potential expansion of volunteer stewardship based from this site. Group camping facilities could also be developed. Other site improvements would focus on interpreting the history of Fort Miley, improving the picnic area, and enhancing trail connections for better visitor access linking to the medical center, the community and Lands End. Safe and more direct service vehicle access could be developed.

***In Both the Evolved Cultural Landscape Zone and the Park Operations Zone***

Continued coordination with the San Francisco Veterans Affairs regarding their campus development and management will be important to ensure compatibility with park uses and historic preservation.

**Ocean Beach**

***In Both the Diverse Opportunities Zone and the Natural Zone***

The park would participate in multiagency efforts to knit the unique assets and

experiences of the Ocean Beach corridor into a seamless and welcoming public landscape, planning for environmental conservation, sustainable infrastructure, and long-term stewardship. The park would continue to participate in multiagency planning and implementation efforts following the 2012 *Ocean Beach Master Plan*, and other more detailed planning and implementation processes that would follow.

The National Park Service would continue to work with the City of San Francisco, California Coastal Commission, and the U.S. Army Corps of Engineers to address coastal erosion, restore natural processes, and maximize protection of the beach for its natural and recreational values. The National Park Service could relocate park facilities from vulnerable locations and would work with municipalities to identify the most compatible and sustainable management of stormwater and wastewater facilities within their easement rights.

The California Coastal Trail and other connections would be improved to link Ocean Beach to Lands End, Fort Funston, city neighborhoods, and other park lands including Golden Gate Park and Lake Merced.

### ***Diverse Opportunities Zone (along the O'Shaughnessy seawall)***

Park managers would continue to provide a diversity of recreational beach use and preserve the natural setting and resource values, including shorebird habitat. The vital community stewardship activities that are part of the successful management of the beach would be promoted.

The park would preserve the historic O'Shaughnessy seawall and collaborate with the City of San Francisco to enhance the Ocean Beach corridor with improved amenities that support enjoyment of the beach, including the promenade, parking areas, and restrooms.

### ***Natural Zone (south of the O'Shaughnessy seawall)***

The area would be managed to protect shorebirds and threatened species and allow natural coastal and marine processes to occur, while providing for a variety of compatible recreational activities. Public safety and stewardship activities would be continued.

## **Fort Funston**

### ***Diverse Opportunities Zone (central area and southern beach)***

This site would continue to support current recreational activities, including dog walking and the unique opportunity for hang gliding in the park, while making landscape and trail improvements and protecting and restoring natural habitat. New visitor facilities would be provided near the parking lot. These could include restrooms, group picnicking facilities, a visitor contact facility combining food service with park information, and other support structures. Battery Davis, the historic seacoast fortification, would be preserved and interpreted and its earthworks fenced and protected.

### ***Natural Zone (corridors along the perimeter and northern beach)***

Fort Funston's islands of native habitat would be extended to form a continuous habitat corridor that supports recovery of native dune habitat including endangered San Francisco *Lessingia* plants. The northern stretch of beach would be managed to protect shorebirds, coastal bluffs, and bank swallows and to allow natural coastal and marine processes to occur to the extent feasible, while providing for a variety of compatible recreational activities.

### ***Park Operations Zone (southeast corner)***

Operational facilities could be expanded to meet park needs, including public safety offices, nursery, stewardship center, satellite maintenance facilities, and staff or volunteer housing.

The existing environmental education center could remain in this zone or be relocated to another site better served by public transportation with appropriate facilities and outdoor settings.

### ***In Both the Diverse Opportunities Zone and the Natural Zone***

Trails within Fort Funston and trails connecting to adjacent park lands, such as the California Coastal Trail, would be improved.

### ***In All Zones***

The National Park Service would work with municipalities to identify the most compatible and sustainable management of their stormwater and wastewater facilities within their easement rights. Also, the National Park Service would cooperate with Caltrans and the City of San Francisco to encourage safety improvements along Highway 35 and protect high quality visitor experiences for visitors to both Fort Funston and Lake Merced along this corridor.

## **Nearshore Ocean and Bay Environment**

### ***Scenic Corridor Zone***

The park would preserve the ocean and bay environment and accommodate public uses including surfing, boating, and recreational fishing. Park managers would protect the marine habitat, geologic resources and processes, and other natural features of the area.

### ***Sensitive Resource Zone***

The park would continue to manage the existing Crissy Wildlife Protection Area for the protection of waterbirds and other wildlife.

## **PARK LANDS IN SAN MATEO COUNTY**

### **Overview**

Under this alternative and others, park lands and ocean environments in San Mateo County would be managed as part of a vast network of protected lands and waters, some recognized as part of the UNESCO Golden Gate Biosphere Reserve. This network includes San Francisco Public Utilities Commission Peninsula Watershed lands, California State Parks, the Monterey Bay National Marine Sanctuary, county parks, and other land held by regional land trusts. Park managers would emphasize connectivity, preservation, and restoration of the area's vital ecosystems through collaborative partnerships with other land management agencies.

In the spirit of the "Parks to People" movement that created Golden Gate National Recreation Area four decades ago, this alternative would focus on the importance of improving access and engaging the community in these newest park lands. Given the significant addition of park land in the county in recent years, a series of actions would be needed to enhance visitor access, enjoyment, appreciation, and stewardship.

Key efforts would include improving the visibility and identity of NPS sites. Park trails would be improved to create a sustainable system that provides opportunities to enjoy park sites, connects with local communities, and contributes to an exceptional regional trail network. Equestrian facilities would continue to have an important role in recreation and stewardship. A comprehensive trail plan would be prepared to achieve these goals.



October 4, 2023

To the Honorable Members of the Public Utilities Commission:

*RE: Closure of The Great Highway and its impact on San Francisco Zoo & Gardens*

The San Francisco Zoological Society (“SFZS”) is the non-profit organization that manages, operates and funds the 100-acre San Francisco Zoo & Gardens (“Zoo”) in a unique partnership agreement with the City of San Francisco. SFZS is professionally accredited by the Association of Zoos & Aquariums (AZA) and regulated by the United States Department of Agriculture (USDA). As an award-winning institution for its conservation, education and youth programs, the Zoo plays a vital role in the community as a recreational and educational destination for school groups, non-profit youth groups, and families of multi-generations and has been named a top Bay Area favorite place to visit several years running. SFZS offers free and discounted admissions to San Francisco residents, with free admissions just under 9% of total attendance annually.

Because of the Zoo’s proximity to the PUC’s waste management facilities near The Great Highway, SFZS has endeavored to act as a “good neighbor” of the PUC, from participating in “gray water” trials and allowing storage of storm bags to, more recently, providing access to construction and other vehicles of the PUC. In that vein, SFZS attempted to work with the PUC regarding the potential closure of the Great Highway while PUC staff assured SFZS that the Zoo would not suffer, but ultimately, would be enhanced by the highway’s closure. Thus, SFZS undertook certain actions and commitments it would not have made otherwise, namely entering into a short-term lease of its “overflow” parking area that is used during events, holidays, weekends and other peak times.

Already, the temporary closure of The Great Highway (TGH) has had a negative impact on the Zoo in various ways. Historically, Zoo attendance averages approximately 1 million visitors annually, but with The Great Highway’s closure on weekends and holidays, annual visitor numbers have decreased. Moreover, the Zoo visitor experience has been impacted dramatically. (*See, for example*, attached letter to SF Chronicle editor: “Traffic at the Zoo” at Attachment A.) Other impacts of the current closure of the Great Highway include but are not limited to:

- The primary way to enter the SF Zoo’s parking lot entry/exit at TGH is closed not only during weekends and holidays but is now closed at noon on Fridays and until noon on Mondays, coinciding with peak commuter traffic. During that time, Zoo visitors are limited to a very narrow entry/exit off of Sloat Boulevard, resulting in a very congested parking lot with slow egress, a potential concern during an emergency. (*See, for example*, attached photos at B/C.)
- Current closures of TGH have resulted in a lack of traffic clarity on how to access both the Zoo and its neighbor, the Pomeroy Center, resulting in significant congestion.



- Construction trucks from the north further confuse Zoo visitors' U-turns from west bound traffic on Sloat to access the Zoo parking lot.

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In addition, the SFZS believes animal welfare has been and will continue to be impacted by the construction on the Great Highway. Already, the construction noise and vibration at and near the Zoo's borders have and will continue to impact those animals closest to the construction sites. Also, construction generate air pollutants that potentially impact those animals closest to the construction sites, not to mention that visitors and staff are subjected to the construction generated air pollutants.

While SFZS appreciates the efforts of agency staff to assist with traffic congestion, suggestions that require Zoo visitors to either make a U-turn from Sloat Boulevard West to Sloat Boulevard East are not only cumbersome but result in visitors make a dangerous "left" (or diagonal turn), as there is no direct left turn into the Zoo parking lot from Sloat Boulevard. Moreover, plans submitted from other agencies show the reduction of at least 80 on-street parking spaces for Zoo members and families.

San Francisco Zoological Society's goal with regard to the planned closure of the Great Highway is to provide a new and safe entry and egress for the thousands of visitors who visit San Francisco Zoo & Gardens each week. Thus, the SFZS requests: (1) permanent return of its "overflow" parking area to alleviate the congestion now being experienced within the Zoo's lot; (2) short-term, construction mitigations to ameliorate conditions described above; and (3) consistent with prior overtures of the agency, a new ingress and egress suitable for a significant cultural institution of San Francisco, which invites, not deters, visitors and others.

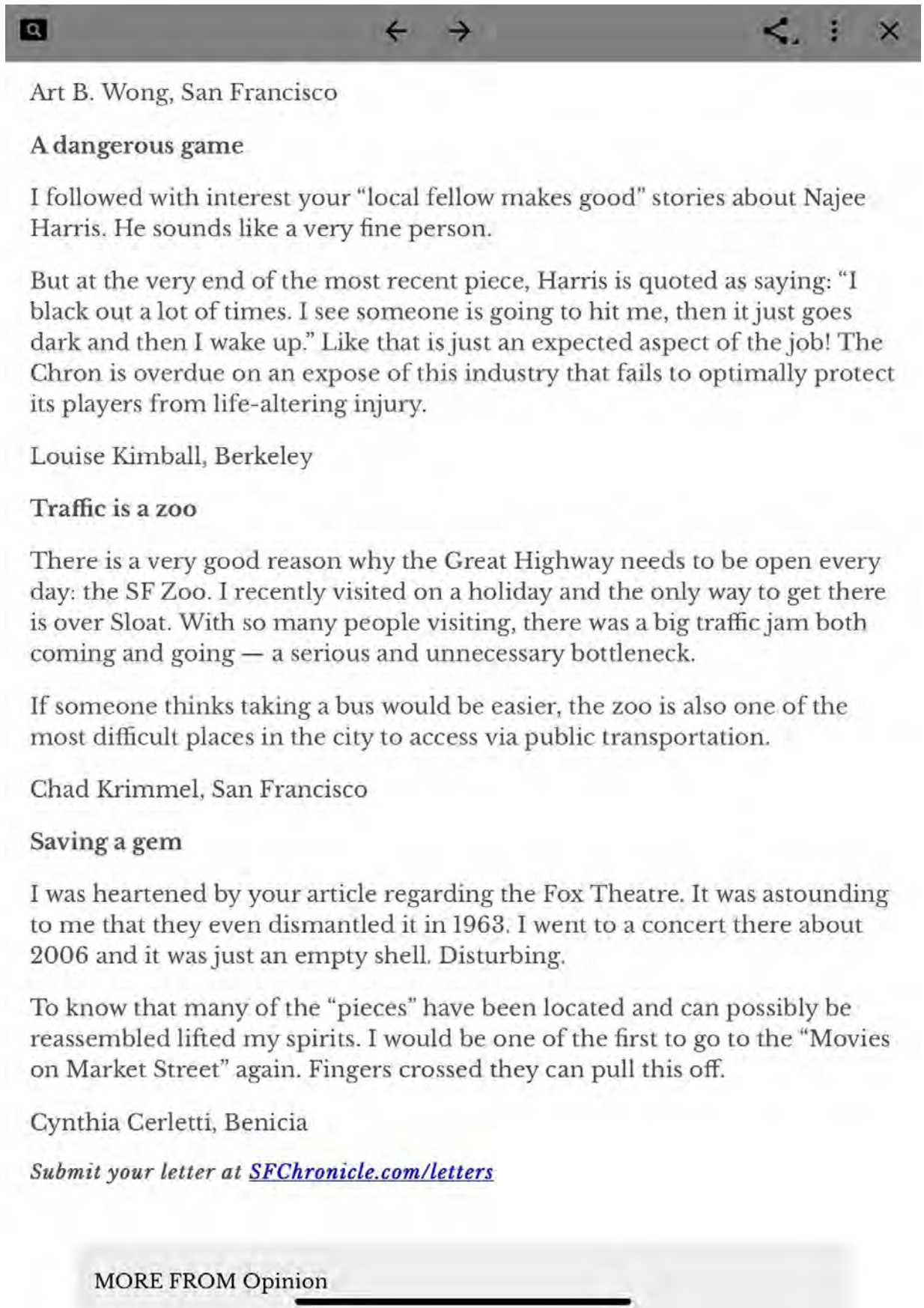
Respectfully,

A handwritten signature in black ink, appearing to read "Tanya M. Peterson". The signature is fluid and cursive, with the first name "Tanya" being more prominent.

Tanya M. Peterson  
CEO & Executive Director  
San Francisco Zoological Society

Enclosures

A. Screenshot of a Letter to the Editor of the San Francisco Chronicle. December 1, 2022.





- B. Photos of cars trying to exit SF Zoo Parking Lot on typical Sunday afternoon (March 13, 2022) with one available exit lane.





C. Cars trying to merge from SF Zoo's exit onto Great Highway (May 22, 2023).





## **SAN FRANCISCO PUBLIC UTILITIES COMMISSION**

City and County of San Francisco

**London N. Breed**

Mayor

### **MEETING AGENDA**

**Tuesday, October 10, 2023**

**1:30 PM**

1 Dr. Carlton B. Goodlett Place  
City Hall, Room 400

Members of the San Francisco Public Utilities Commission (SFPUC) will attend this meeting in-person. Members of the public are invited to observe the meeting in-person or remotely by watching live online as described below. Members of the public attending the meeting in person or remotely will have an opportunity to provide public comment on every action or discussion item.

Members of the public are encouraged to provide public comment by email. Send an email to [Commission@sfgwater.org](mailto:Commission@sfgwater.org) by 5 pm the day before the meeting to ensure your comment is received by the Commission in advance of the meeting. All comments received will be made part of the official record.

### **REMOTE MEETING ACCESS**

**Watch:** <https://www.sfgovtv.org/sfpuc>

**REMOTE PUBLIC COMMENT CALL-IN: 1 (415) 655-0001/ACCESS CODE 2592 330 0523 # #**  
**(No Passcode Required )**

*When your item is called, press \*3 to be added to the public comment speaker line. Commenters will have up to two minutes to provide comment unless otherwise noted by the Chair. Please speak clearly, ensure you are in a quiet location, and turn off any TV's or computers around you.*

#### **Commissioners**

Newsha Ajami, President

Sophie Maxwell, Vice President

Tim Paulson

Anthony Rivera

Kate H. Stacy

Dennis J. Herrera

General Manager

Donna Hood

Commission Secretary

**Accessible Meeting Policy:** City Hall, Room 400 is wheelchair accessible. The meeting will be broadcast and captioned on SFGovTV. Remote public participation is available upon request for individuals who cannot attend in person due to disability. Making a request to participate remotely no later than one hour before the start of the meeting helps ensure availability of the meeting link. Sign Language Interpretation is also available upon request. Sign Language Interpretation is available upon request. If requesting Sign Language Interpretation, please submit an accommodation request a minimum of four business hours before the start of the meeting. Allowing a minimum of 48 business hours for all other accommodation requests (for example, all other auxiliary aids and services) helps ensure availability. To request accommodation, please contact the Commission Secretary at [Commission@sfgwater.org](mailto:Commission@sfgwater.org) or 415-554-3165.

**Know Your Rights Under the Sunshine Ordinance:** Government's duty is to serve the public, reaching its decision in full view of the public. Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review. For more information on your rights under the Sunshine Ordinance or to report a violation of the ordinance, contact Administrator, by mail to Sunshine Ordinance Task Force, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102.4689; by phone at 554.7724; by fax at 554.7854; or by email at [sotf@sfgov.org](mailto:sotf@sfgov.org). Copies of the Sunshine Ordinance can be obtained from the Clerk of the Sunshine Task Force, the San Francisco Public Library and on the City's website at <http://www.sfgov.org>.



**311 Free Language Assistance:** 免費語言協助/ Ayuda gratuita con el idioma / Бесплатная помощь переводчиков / Trợ giúp Thông dịch Miễn phí / Assistance linguistique gratuite / 無料の言語支援/ 무료 언어 / 지원 / คว"มขจ" ยเหลอ" ห"งภ"ษ"โดยไม"ด"ส"ยคาไซจ"้าย/ Libreng tulong para sa wikang Tagalog ยเหลอ"

**Lobbyist Registration and Reporting Requirements:** Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code §2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; telephone (415) 252-3100; fax (415) 252-3112; web site at [www.sfgov.org/ethics](http://www.sfgov.org/ethics).

**CEQA Appeal Rights under Chapter 31 of the San Francisco Administrative Code:** If the Commission's action on a project constitutes the Approval Action for that project (as defined in S.F. Administrative Code Chapter 31, as amended, Board of Supervisors Ordinance Number 161-13), then the CEQA determination prepared in support of that Approval Action is thereafter subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16. Typically, an appeal must be filed within 30 calendar days of the Approval Action for a project that has received an exemption or negative declaration pursuant to CEQA. For information on filing an appeal under Chapter 31, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. If the Planning Department's Environmental Review Officer has deemed a project to be exempt from further environmental review, an exemption determination has been prepared and can be obtained on-line at <http://www.sf-planning.org/index.aspx?page=3447>. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or in written correspondence delivered to the Board of Supervisors, Planning Commission, Planning Department or San Francisco Public Utilities Commission at, or prior to, such hearing, or as part of the appeal hearing process on the CEQA decision.

## ORDER OF BUSINESS

1. Call to Order
2. Roll Call
3. **Annual Election of Officers:** Discussion and possible action to elect a President and Vice President of the Commission, each to serve a one-year term, as per the San Francisco Public Utilities Commission Rules of Order, Rule No. 6.
4. Approval of the Minutes of the [September 20, 2023](#) Special Meeting and the [September 26, 2023](#) Regular Meeting
5. General Public Comment  
*Members of the public may address the Commission +on matters that are within the Commission's jurisdiction and are not on today's agenda.*
6. Report of the General Manager (discussion only)
  - a) [FY 2023-24 Capital Financing Plan Update](#)
  - b) Report on Recent San Francisco Public Utilities Commission Activities, Events and Announcements
7. **CONSENT CALENDAR**
  - a) Issue three no-fee, [eight-year revocable licenses](#) to Greenaction for Health and Environmental Justice, a California non-profit public benefit corporation; Manylabs, a California non-profit public benefit corporation; and The Regents of the University of California, a public university, to install three separate air quality monitoring devices on the roof of the Southeast Community Center, located at 1550 Evans Avenue, Building No. 1, in San Francisco, each occupying approximately 4 square feet of the roof. (Flynn)
  - b) Amend [Contract No. 525GG-001](#), Licensed Software Upgrade, and Software and Equipment Maintenance with Alameda Electrical Distributors, Inc. to increase the contract duration by four years and six months for a new total contract duration of 10 years to maintain and support proprietary software at the San Francisco Public Utilities Commission headquarters building. (Robinson)
  - c) Approve Amendment No. 1 to [Contract No. CS-1405](#), United States Geologic Survey Joint Funding Agreement, with the United States Geological Survey (USGS), to increase the contract by \$95,910, for a new total not-to-exceed contract amount of \$2,933,680, with no change to the contract duration, to allow the San Francisco Public Utilities Commission and the USGS to continue a cooperative Water Resource Investigations Program for hydrologic monitoring and stream and reservoir gauge maintenance in the Alameda and Peninsula Watersheds in order to construct and provide monitoring at five new monitoring stations. (Ritchie)
  - d) Award [Contract Nos. PRO.0262 A, B, and C](#), Comprehensive Technical Services for Renewable & Advanced Energy Generation Services, to AECOM Technical Services Inc. (PRO.0262.A), Sage Renewable Energy Consulting Inc. DBA NV5 (PRO.0262.B), and EnerVue LLC (PRO.0262.C) for an amount not to exceed \$12,000,000 (\$4,000,000 each



agreement) and with a duration of five years.

(Spaulding)

- e) Approve an increase of 800 consecutive calendar days (approximately two years and three months) to the contract duration contingency for [Contract No. WD-2776](#), San Francisco Westside Recycled Water Treatment Facility at Oceanside Plant, with S.J. Amoroso Construction Co., Inc., resulting in a new contract duration limit of up to 2,980 consecutive calendar days (approximately eight years and two months), to allow for the replacement of critical equipment for the facility, with no change to the contract amount. (Robinson)
- f) Accept work performed by Precision Engineering, Inc. under [Contract No. WW-677](#), Various Locations Sewer Replacement No. 6, for a total contract amount of \$4,401,284 and a total contract duration of 564 consecutive calendar days (approximately one year and seven months); and authorize final payment to the contractor. (Robinson)

## REGULAR CALENDAR

- 8. Approve the [Ocean Beach Climate Change Adaptation Project](#), Long-Term Improvements, a multi-city-department project led by the San Francisco Public Utilities Commission; authorize staff to proceed with actions necessary to implement the Project; approve a letter of agreement describing the terms of an anticipated Memorandum of Understanding with the San Francisco Recreation and Parks Department regarding construction and operation of the Project improvements and authorize the General Manager to negotiate and execute the same; urge the San Francisco Recreation and Parks Commission and the Board of Supervisors to restrict vehicular traffic on the Great Highway Extension and take any other actions necessary to facilitate the Project; and adopt findings and a Mitigation Monitoring and Reporting Program pursuant to the California Environmental Quality Act. (Prather)
- 9. Approve the expansion of California Water Service Company's (Cal Water) Bear Gulch District service area due to the acquisition of Skylonda Mutual Water Company; and approve the [Second Amendment of the Individual Water Sales Contract](#) between the City and County of San Francisco and Cal Water, in accordance with section 3.03.B of the 2021 Amended and Restated Water Supply Agreement. (Ritchie)
- 10. Communications (information only)
  - a) [Advance Calendar](#)
  - b) [Contract Advertisement Report](#)
  - c) [Correspondence Log](#)
  - d) [Water Supply Conditions Update](#)
- 11. Items initiated by Commissioners (discussion only)
- 12. Public Comment on the matters to be addressed during Closed Session
- 13. Motion on whether to assert the attorney-client privilege regarding the matters listed below as Conference with Legal Counsel.

*The Commission will go into Closed Session to discuss the following items:*



## **CLOSED SESSION**

14. CONFERENCE WITH LEGAL COUNSEL regarding anticipated litigation (Government Code §54956.9, San Francisco Administrative Code §67.10(d)(1)):

*Deven Gadula v. City and County of San Francisco*

Unlitigated Claim File No.: 23-01038

Date Filed: January 9, 2023

Proposed settlement of unlitigated claim for damage to property resulting from a ruptured water main with the City and County of San Francisco to pay Deven Gadula \$175,000.00 in exchange for a full and final release, subject to final approval by the Board of Supervisors. (action item)  
(Bregman)

15. CONFERENCE WITH LEGAL COUNSEL regarding anticipated litigation (Government Code §54956.9, San Francisco Administrative Code §67.10(d)(1)):

*Joan Assereto v. City and County of San Francisco*

Unlitigated File No.: 23-01644

Date Filed: March 10, 2023

Proposed settlement of unlitigated claim for damage to property resulting from a ruptured water main with the City and County of San Francisco to pay Joan Assereto \$44,000.00 in exchange for a full and final release subject to final approval by the Board of Supervisors. (action item)  
(Bregman)

*Following Closed Session, the Commission will reconvene in Open Session*

16. Announcement following Closed Session
17. Motion regarding whether to disclose the discussions during Closed Session pursuant to San Francisco Administrative Code Section 67.12(a).
18. Adjournment

San Francisco Public Utilities Commission  
525 Golden Gate Avenue, 13<sup>TH</sup> Floor  
San Francisco, CA 94102



# City and County of San Francisco

## Meeting Agenda

### Land Use and Transportation Committee

*Members: Myrna Melgar, Dean Preston, Aaron Peskin*

*Clerk: John Carroll*

*(415) 554-4445 ~ [john.carroll@sfgov.org](mailto:john.carroll@sfgov.org)*

City Hall  
1 Dr. Carlton B. Goodlett Place  
San Francisco, CA 94102-4689

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Monday, April 29, 2024

1:30 PM

City Hall, Legislative Chamber, Room 250

### Regular Meeting

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## ROLL CALL AND ANNOUNCEMENTS

## COMMUNICATIONS

## AGENDA CHANGES

## REGULAR AGENDA

1. [231075](#) **[Park Code - Great Highway Extension - Road Closure]**  
**Sponsor: Mayor**  
Ordinance amending the Park Code to close the Great Highway Extension, beginning at Sloat Boulevard and extending south for a distance of approximately 3,317 feet, to vehicles to allow for a multi-use trail and to improve shoreline resilience as part of the Ocean Beach Climate Change Adaptation Project; making an associated finding under the California Vehicle Code; making environmental findings, including adopting a statement of overriding considerations under the California Environmental Quality Act; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.  
  
10/17/23; ASSIGNED UNDER 30 DAY RULE to the Land Use and Transportation Committee.  
  
10/25/23; REFERRED TO DEPARTMENT.

**2.     [230465](#)     **[Hearing - Tenant Right to Counsel Program]******Sponsor: Preston**

Hearing to discuss the status of the San Francisco Tenant Right to Counsel Program, which guarantees that any renter facing eviction has access to free legal representation; and requesting the Mayor's Office of Housing and Community Development to report.

4/18/23; RECEIVED AND ASSIGNED to the Land Use and Transportation Committee.

4/26/23; REFERRED TO DEPARTMENT.

4/19/24; REMAIN ACTIVE.

## **ADJOURNMENT**

*NOTE: Pursuant to Government Code Section 65009, the following notice is hereby given: if you challenge, in court, the general plan amendments or planning code and zoning map amendments described above, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Board of Supervisors at, or prior to, the public hearing.*

## LEGISLATION UNDER THE 30-DAY RULE

*NOTE: The following legislation will not be considered at this meeting. Board Rule 3.22 provides that when an Ordinance or Resolution is introduced which would CREATE OR REVISE MAJOR CITY POLICY, the Committee to which the legislation is assigned shall not consider the legislation until at least thirty days after the date of introduction. The provisions of this rule shall not apply to the routine operations of the departments of the City or when a legal time limit controls the hearing timing. In general, the rule shall not apply to hearings to consider subject matter when no legislation has been presented, nor shall the rule apply to resolutions which simply URGE action to be taken.*

### **240353**

#### **[Planning Code - Landmark Designation - The Gregangelo Museum]**

Ordinance amending the Planning Code to designate The Gregangelo Museum, located at 225 San Leandro Way, Assessor's Parcel Block No. 3253, Lot No. 015, as a Landmark consistent with the standards set forth in Article 10 of the Planning Code; affirming the Planning Department's determination under the California Environmental Quality Act; and making public necessity, convenience, and welfare findings under Planning Code, Section 302, and findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1. (Historic Preservation Commission)

4/4/24; RECEIVED FROM DEPARTMENT.

4/16/24; ASSIGNED UNDER 30 DAY RULE to the Land Use and Transportation Committee.

**The Levine Act**

Pursuant to California Government Code, Section 84308, Members of the Board who have received campaign contributions totaling more than \$250 may be required to disclose that fact on the record of the proceeding. Parties and their paid agents may also be required to disclose on the record any campaign contributions made to a Member of the Board that meets the following qualifications for disclosure. A Member of the Board of Supervisors is disqualified and must recuse themselves on any agenda item involving business, professional, trade, and land use licenses or permits and all other entitlements for use, if they received more than \$250 in campaign contributions from the applicant or contractor, an agent of the applicant or contractor, or any financially interested participant within the 12 months prior to the final decision; and for 12 months following the date of the final decision, a Member of the Board shall not accept, solicit, or direct a campaign contribution of \$250 or more from the applicant or contractor, an agent of the applicant or contractor, or any financially interested participant. The foregoing statements do not constitute legal advice. Parties, participants, and their agents are urged to consult their own legal counsel regarding the requirements of the law. For more information about these disclosures, visit [www.sfethics.org](http://www.sfethics.org).

**Agenda Item Information**

Each item on the Consent or Regular agenda may include the following 1) Legislation; 2) Budget and Legislative Analyst report; 3) Department or Agency cover letter and/or report; 4) Public correspondence. These items are available for review at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244 or at [www.sfbos.org/legislative-research-center-lrc](http://www.sfbos.org/legislative-research-center-lrc).

**Meeting Procedures**

The Board of Supervisors is the legislative body of the City and County of San Francisco. The Board has several standing committees where legislation is the subject of hearings at which members of the public are urged to testify. The full Board does not hold a second public hearing on measures which have been heard in committee.

Board procedures do not permit: 1) vocal or audible support or opposition to statements by Supervisors or by other persons testifying; 2) ringing and use of cell phones or electronic devices; 3) bringing in or displaying signs in the meeting room; or 4) standing in the meeting room. Each member of the public will be allotted the same maximum number of minutes to speak as set by the President or Chair at the beginning of each item or public comment, excluding City representatives; except that public speakers using interpretation assistance will be allowed to testify for twice the amount of time. Members of the public who want to display a document should place it on the overhead during their public comment and remove the document when they want the screen to return to live coverage of the meeting.

**IMPORTANT INFORMATION:** The public is encouraged to testify at Board and Committee meetings. Persons unable to attend the meeting may submit to the City, by the time the proceedings begin, written comments regarding agenda items for the official public record. Written communications should be submitted to the Clerk of the Board or the Clerk of the Committee: 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102. Communications not received prior to the hearing may be delivered to the Clerk of the Board or the Clerk of the Committee and will be shared with the Members.

**COPYRIGHT:** All system content that is broadcasted live during public proceedings is secured by High-bandwidth Digital Content Protection (HDCP), which prevents copyrighted or encrypted content from being displayed or transmitted through unauthorized devices. Members of the public who wish to utilize chamber digital, audio and visual technology may not display copyrighted or encrypted content during public proceedings.

**LANGUAGE INTERPRETERS:** Language services are available in Spanish, Chinese and Filipino for requests made at least 48 hours in advance of the meeting, to help ensure availability. For more information or to request services: Contact (415) 554-5184.

**LANGUAGE INTERPRETERS:** Language services are available in Spanish, Chinese and Filipino if requests are made at least 48 hours in advance of the meeting, to help ensure availability. For more information or to request services: Contact Wilson Ng at (415) 554-5184.

傳譯服務: 所有常規及特別市參事會會議和常務委員會會議將提供西班牙文, 中文以及菲律賓文的傳譯服務, 但必須在會議前最少48小時作出請求, 以確保能獲取到傳譯服務。將因應請求提供交替傳譯服務, 以便公眾向有關政府機構發表意見。如需更多資訊或請求有關服務, 請致電 (415) 554-5184聯絡我們。

**AVISO EN ESPAÑOL:** Los servicios de idiomas están disponibles en español, chino, y filipino en todas las reuniones regulares y reuniones especiales de la Junta, de los Comités, si se solicita por lo menos 48 horas antes de la reunión para ayudar a garantizar su disponibilidad. Para más información o solicitar servicios, por favor contactar a (415) 554-5184.

**PAUNAWA:** Mayroong serbisyon pang-wika sa Espanyol, Tsino at Pilipino para sa lahat ng mga regular at espesyal na pagpupulong ng Board, at Komite ng Board. Sa kasalukuyan, mayroong serbisyo sa wikang Pilipino na maaaring hilingin, 48 oras (o mas maaga) bago ng pagpupulong upang matiyak na matutugunan ang inyong kahilingan. Para sa karagdagang impormasyon o para humiling ng serbisyo pang-wika, tawagan lamang ang (415) 554-5184.

#### **Americans with Disabilities Act (ADA) and Reasonable Accommodations**

Title II of the ADA requires that all programs offered through the state and local government such as the City and County of San Francisco be accessible and usable to people with disabilities. The ADA and City policy require that people with disabilities have equal access to all City services, activities, and benefits. If you believe your rights under the ADA are violated, contact the ADA Coordinator. Ordinance No. 90-10 added Section 2A.22.3 to the Administrative Code, which adopted a Citywide Americans with Disabilities Act Reasonable Modification Policy.

Meetings are real-time captioned and cablecast open-captioned on SFGovTV ([www.sfgovtv.org](http://www.sfgovtv.org)) or Cable Channels 26, 28, 78 or 99 (depending on your provider). Board and Committee meeting agendas and minutes are available on the Board's website [www.sfbos.org](http://www.sfbos.org) and adhere to web development Federal Access Board's Section 508 Guidelines. For reasonable accommodations, please contact (415) 554-5184 or (415) 554-5227 (TTY). Board of Supervisors' Rules of Order 1.3.3 does not permit remote public comment by members of the public at meetings of the Board and its committees, except as legally required to enable people with disabilities to participate in such meetings. If you require remote access as a means of reasonable accommodation under ADA, please contact the Clerk's Office to request remote access, including a description of the functional limitation(s) that precludes your ability to attend in person. Requests made at least 48 hours in advance of the meeting will help to ensure availability. For further assistance, please call (415) 554-5184.

#### **Know Your Rights Under The Sunshine Ordinance**

Commissions, boards, councils, and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review. For information on your rights under the Sunshine Ordinance (San Francisco Administrative Code, Chapter 67) or to report a violation of the ordinance, contact by mail Sunshine Ordinance Task Force, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco CA 94102; phone at (415) 554-7724; fax at (415) 554-5163; or by email at [sotf@sfgov.org](mailto:sotf@sfgov.org). Citizens may obtain a free copy of the Sunshine Ordinance by printing the San Francisco Administrative Code, Chapter 67, on the Internet at [www.sfbos.org/sunshine](http://www.sfbos.org/sunshine).

#### **Ethics Requirements**

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance (Campaign & Governmental Conduct Code, Section 2.100) to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; (415) 252-3100; fax (415) 252-3112; website [www.sfgov.org/ethics](http://www.sfgov.org/ethics).

Under Campaign and Governmental Conduct Code, Section 1.127, no person or entity with a financial interest in a land use matter pending before the Board of Appeals, Board of Supervisors, Building Inspection Commission, Commission on Community Investment and Infrastructure, Historic Preservation Commission, Planning Commission, Port Commission, or the Treasure Island Development Authority Board of Directors, may make a campaign contribution to a member of the Board of Supervisors, the Mayor, the City Attorney, or a candidate for any of those offices, from the date the land use matter commenced until 12 months after the board or commission has made a final decision, or any appeal to another City agency from that decision has been resolved. For more information about this restriction, visit [www.sfethics.org](http://www.sfethics.org).

**From:** [Rexing, Stephanie@Coastal](mailto:Rexing.Stephanie@Coastal)  
**To:** [Benham, Peter@Coastal](mailto:Benham.Peter@Coastal)  
**Cc:** [KoppmanNorton, Julia@Coastal](mailto:KoppmanNorton.Julia@Coastal)  
**Subject:** FW: Request for process and substance review  
**Date:** Monday, February 7, 2022 11:01:44 AM  
**Attachments:** [Draft EIR comment from Ocean Beach resident.pdf](#)

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For Correspondence file for the OB long-term project.

You can inform Mr. Moore that his correspondence will be put in the file, as well as posted online for when we take the permit recommendation for this to the CCC. Thanks!

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**From:** ExecutiveStaff@Coastal <ExecutiveStaff@coastal.ca.gov>  
**Sent:** Monday, February 7, 2022 9:39 AM  
**To:** Rexing, Stephanie@Coastal <Stephanie.Rexing@coastal.ca.gov>  
**Subject:** FW: Request for process and substance review

Fyi

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**From:** geoffrey moore <[moore\\_geoffrey@yahoo.com](mailto:moore_geoffrey@yahoo.com)>  
**Sent:** Saturday, February 5, 2022 8:08 AM  
**To:** ExecutiveStaff@Coastal <[ExecutiveStaff@coastal.ca.gov](mailto:ExecutiveStaff@coastal.ca.gov)>  
**Subject:** Request for process and substance review

Hello. I am hoping to have some assistance please in ensuring that there is an appropriate independent review by the California Coastal Commission of a matter affecting our local coastal area. I don't typically deal with environmental issues, nor have I contacted the CCC in the past, and so I don't know how the ex parte communication and review process works. So, I would like to make sure I am following the correct process - could you please direct me to the correct staff member(s) who might help further, or forward this email along to them?

There are 2 issues - one procedural, one substantive. Procedurally, our local municipality (the city and county of San Francisco) is attempting to move forward with development plans that raise "managed retreat" issues along the coast, and my understanding is that they seem to have been delegated approval authority by the CCC to do so unilaterally without CCC approval. I'm not sure how that works, nor why the city would have authority to do so - but I have observed possible issues of malfeasance in the municipality, and I would like to ensure that the CCC is at minimum aware, and ideally is stepping in to provide direct oversight and review of the issues by renewing its direct jurisdiction over decisions by the municipality.

Substantively, the municipality has in my personal opinion possibly engaged in deceptive management of an area with a long history of environmental, erosion, and litigation history. Specifically, the southwestern corner and western edge of the municipality consists of a sensitive ecological area which includes not only the Ocean Beach dunes and beach, but also a large sewage treatment center and underground sewage wastewater infrastructure for the city which is threatened not only by coastal erosion but also potentially by the city's own mismanagement.



The city has recently been proposing new development of the area, which includes not only the repurposing of roadways and beach areas, but also the construction of a vertical wall to protect the sewage infrastructure. As mentioned above, I am certainly not an expert in "managed retreat" issues or CCC processes and rules, but my understanding is that vertical walls are not consistent with managed retreat principles because such a device can enhance rather than minimize erosion. I really don't know the science - but the point is, I would like an independent agency with unbiased experts in that science rather than the municipality to oversee any new construction or land use in the area along the Great Highway and the Skyline road extension next to the wastewater facility. These beach and roadway areas are directly above and next to the sewage treatment tunnels for a large portion of the city's waste, and I am concerned about significant ecological disaster if sewage and erosion issues are not managed properly. I am also concerned that the city is unable or unwilling to properly coordinate with other agencies. I think frankly that the city is simply looking to build nice new facilities while failing to address a long-term and significant issue - the sewage plant is at risk, and it needs to be moved.

I have included a letter that I submitted recently in response to an environmental impact report draft for the new development. Going back to process, I am unclear if this letter can please be included into any public record(s) which may now, or in the future, be needed for the CCC to oversee the area - but perhaps in the meantime someone could please consider the issues, and advise on next steps? I am happy to discuss or otherwise follow the correct process to ensure proper submission and review of concerns - really, that's all any of us in our local community want, which is to make sure that the city is following the rules. Many of us in the local beach community believe that they are not - please help if possible.

Thanks kindly,  
Geoffrey Moore

**From:** [Alfredo Vergara-Lobo](#)  
**To:** [NorthCentralCoast@Coastal](#)  
**Subject:** Great Highway request  
**Date:** Friday, February 2, 2024 11:42:57 AM

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My name is Alfredo Vergara-Lobo and I am a resident of Sunnyside in D7.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

I ride my bicycle on the Great Highway as often as I can and whenever cars are not present. As an exercise stretch of road, it is nearly impossible to find other stretches like it in our City, therefore, access to this area has a needed, positive impact on my health. I value my health and that of my fellow San Franciscans more than the convenience of greenhouse gas emitting drivers who can easily take multiple other routes to get to their destination.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's Local Coastal Plan, the Ocean Beach Master Plan, Vision Zero plan and the Climate Action Plan.

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you

Sent from my iPhone

**From:** [Susan St. Martin](#)  
**To:** [brian.stokle@sfgov.org](mailto:brian.stokle@sfgov.org); [boardofappeals@sfgov.org](mailto:boardofappeals@sfgov.org); [engardiostaff@sfgov.org](mailto:engardiostaff@sfgov.org); [rclyde@sfbike.org](mailto:rclyde@sfbike.org); [melgarstaff@sfgov.org](mailto:melgarstaff@sfgov.org); [NorthCentralCoast@Coastal](mailto:NorthCentralCoast@Coastal); [chanstaff@sfgov.org](mailto:chanstaff@sfgov.org)  
**Subject:** Issue the Coastal Zone Permit for the Upper Great Highway pilot project  
**Date:** Thursday, February 1, 2024 3:36:58 PM

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Dear Commissioners,

My name is Susan St. Martin, and I am a resident of Glen Park.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project, and please reject the appeals against it.

During the worst of the pandemic, the Great Highway provided a safe, car-free environment for my then 7-year-old son to learn how to ride a bicycle. One of our regular joys was to go for a bike ride on the Great Highway, without worry of dangerous collisions with motor vehicles. I loved seeing the roadway full of people getting fresh air and exercise. Car-free Great Highway extends the city's beloved recreational space that is Golden Gate Park. This is a much better use of the Great Highway than cars. A much higher density of people can use the Great Highway when it is a car-free space than when it is simply a road for cars. For cars, the Great Highway only has a north outlet and a south outlet and no access to any other cross street in between. Sand regularly blows onto the roadway and makes it inaccessible to cars, which is only a mild inconvenience to drivers who have literally any other numbered avenue in the Sunset they can use. More people can get to where they're going when we have more and safer (i.e., closed to cars) corridors for bicycles and pedestrians.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's Local Coastal Plan, The Ocean Beach Master Plan, Vision Zero plan, and the Climate Action Plan.

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals against it. Thank you.

Susan St. Martin

02/06/2024

Dear Commissioners,

**RE: Board of Appeals Meeting. Wednesday, February 7, 2024 5pm**

My name is Jennifer Weiser and I am a resident of the Haight-Ashbury neighborhood.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

I am a cyclist and urban hiker, and I love this city. The way I see it, the Great Highway Weekend Promenade is something this city can be so proud of, and this innovative approach to increasing, embracing, and fostering multi-recreational spaces can be a role model for other large urban centers. When I am out riding and walking in this fantastic car-free space, I am connecting with the historical sand dunes of pre-San Francisco and the iconic coastline of my city – for miles! Miles of coastline recreation space that I can safely ride my bike and hear the natural sound of this landscape without the rush of cars. And, from my experience, I can assure you that I am not the only one who finds the weekend promenade special and fantastic.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's [Local Coastal Plan](#), the [Ocean Beach Master Plan](#), [Vision Zero plan](#) and the [Climate Action Plan](#).

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals.

Thank you.

Warmly,

Jennifer Weiser  
Haight-Ashbury  
[jen.w.librarian@gmail.com](mailto:jen.w.librarian@gmail.com)  
650-942-7713

**From:** [Evan Minamoto](#)  
**To:** [brian.stokle@sfgov.org](mailto:brian.stokle@sfgov.org); [boardofappeals@sfgov.org](mailto:boardofappeals@sfgov.org); [engardiostaff@sfgov.org](mailto:engardiostaff@sfgov.org); [rclyde@sfbike.org](mailto:rclyde@sfbike.org); [MelgarStaff@sfgov.org](mailto:MelgarStaff@sfgov.org); [NorthCentralCoast@Coastal](mailto:NorthCentralCoast@Coastal); [chanstaff@sfgov.org](mailto:chanstaff@sfgov.org)  
**Subject:** Maintain the Coastal Zone Permit  
**Date:** Tuesday, February 6, 2024 2:24:04 PM

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Hello Commissioners,

My name is Evan Minamoto and I live in Soma. I was the first designer of Palantir Technologies, a startup founder and born, raised and worked in the Bay Area.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

San Francisco is not a very nice place right now and removing one of the few nice things to come out of the pandemic era would be a shame. I use that stretch of highway when I do my loops around the city by bicycle and it's nice to not have to worry about the sand that inevitably encroaches on the shoulder, making the narrow shoulder hazardous to road bikes and their thin tires.

The perimeter of the city is one of the few areas where you're (mostly) safe from the careless, self righteous, rude, dangerous drivers that can increasingly be found in the city as well as the significant number of unpredictable, mentally ill people who inhabit increasingly larger areas of the city.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's Local Coastal Plan, the Ocean Beach Master Plan, Vision Zero plan and the Climate Action Plan.

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Evan

## Fw: Great Highway Park followup

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

Sat 5/18/2024 1:57 AM

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

**From:** Lucas Lux <lucas@greathighwaypark.com>

**Sent:** Thursday, May 9, 2024 8:22 PM

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

**Cc:** Zach Lipton <zach@zachlipton.com>; Parker Day <parker@greathighwaypark.com>

**Subject:** Re: Great Highway Park followup

Hi Luke,

Would Thursday at 9:30 work? Let me know if you'd like me to send an invite; on our side Zach and I will join.

Thanks,  
Lucas

On Thu, May 9, 2024, 5:11 PM Henningsen, Luke@Coastal <[luke.henningsen@coastal.ca.gov](mailto:luke.henningsen@coastal.ca.gov)> wrote:

Hi Lucas,

Thank you very much - we appreciate your support of our recommendation. I'm adding Dan and Stephanie to bcc for now. As for the other project, it's very complicated, so probably best if we hop on a quick call sometime next week. I could do Thursday (5/16) between 8-10 am or anytime Friday 8 to noon. Any of those work?

Best,  
Luke

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**From:** Lucas Lux <[lucas@greathighwaypark.com](mailto:lucas@greathighwaypark.com)>

**Sent:** Thursday, May 9, 2024 11:46 AM

**To:** Carl, Dan@Coastal <[Dan.Carl@coastal.ca.gov](mailto:Dan.Carl@coastal.ca.gov)>

**Cc:** Zach Lipton <[zach@zachlipton.com](mailto:zach@zachlipton.com)>; Parker Day <[parker@greathighwaypark.com](mailto:parker@greathighwaypark.com)>; Rexing, Stephanie@Coastal <[Stephanie.Rexing@coastal.ca.gov](mailto:Stephanie.Rexing@coastal.ca.gov)>; Henningsen, Luke@Coastal <[luke.henningsen@coastal.ca.gov](mailto:luke.henningsen@coastal.ca.gov)>

**Subject:** Re: Great Highway Park followup

Hi,

Could we schedule a followup meeting? We have a more time-sensitive topic to add, as we would like to talk with you about the CDP for the Sloat project being heard in June as well, as we are being pulled into discussions with other local groups and government agencies about that project.

Thanks for your help, and good luck with the presentation on the CDP appeal this afternoon. Our entire group was impressed by the clarity and strength of the staff report; we hope the commissioners feel the same.

Best,



**From:** [candice.lin](mailto:candice.lin)  
**To:** [brian.stokle@sfgov.org](mailto:brian.stokle@sfgov.org); [boardofappeals@sfgov.org](mailto:boardofappeals@sfgov.org); [engardiostaff@sfgov.org](mailto:engardiostaff@sfgov.org); [rclyde@sfbike.org](mailto:rclyde@sfbike.org); [MelgarStaff@sfgov.org](mailto:MelgarStaff@sfgov.org); [NorthCentralCoast@Coastal](mailto:NorthCentralCoast@Coastal); [chanstaff@sfgov.org](mailto:chanstaff@sfgov.org)  
**Subject:** Please Keep the Great Highway Open for Walking and Biking!  
**Date:** Tuesday, February 6, 2024 2:18:20 PM

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Hello Commissioners,

My name is Candice Lin and I am a resident of Bernal Heights.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

I love walking on the Great Highway, bringing out of town guests to experience it, and then patronizing restaurants and businesses in the Sunset afterward. The Great Highway is an iconic destination in SF, much the way the Highline is in NYC. I've been a resident of SF for over 20 years and feel safe walking on the Great Highway. I can't say that about every neighborhood in SF.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's Local Coastal Plan, the Ocean Beach Master Plan, Vision Zero plan and the Climate Action Plan.

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals.  
Thank you, Candice Lin



## Re: Ocean Beach Climate Adaptation Project -Recent Beach Access Issues

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

Fri 5/17/2024 9:37 AM

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

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**From:** Bill McLaughlin <local415@gmail.com>

**Sent:** Thursday, May 16, 2024 5:58 PM

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

**Cc:** Carl, Dan@Coastal <Dan.Carl@coastal.ca.gov>

**Subject:** Re: Ocean Beach Climate Adaptation Project -Recent Beach Access Issues

Dear Stephanie Rexing and Dan Carl / North Central Coast Staff,

When the Coastal Commission denied the city a vertical seawall cdp in 2011, the commissioners asked that the city work with stakeholders to come up with a more beach friendly plan to control the erosion. We at the hearing applauded that decision and worked earnestly with the city to fulfill this request thru the Ocean Beach Master Plan.

A quick note: that seawall denial was appropriate as the 1978 Commission had sought to avoid future seawall construction for this infrastructure when its original cdp was granted. The threat of beach loss in front of the infrastructure was on their radar. In fact, in the original wastewater/road cdp, only temporary rock armor was to be allowed for winter erosion emergencies. The rip rap would then need to be immediately replaced by sand dunes when the spring/summer seasons returned.

Thus, the city was indeed in violation of the law when the commission ruled in 2011.

Throughout the 2010s, there was hope for that beach friendly solution with the Ocean Beach Master Plan. As you know, the OBMP design included a real living shoreline with a protective seawall as part of the beach. There was to be ample coastal parking (two parking locations), major beach and dune restoration with the road closure, safe access to the water, and more. Unfortunately, the OBMP was discarded around 2019 as infeasible for protecting the Lake Merced Tunnel by city engineers. SFPUC then went on its own and designed the current plan. Despite appearances, the project on the table is NOT the vision endorsed by the stakeholder group of the OBMP.

The current SFPUC Ocean Beach Master Plan Climate Adaptation Project has *several critical flaws*. These are:

- 1. The seawall is not a living shoreline. It is meant to stop shoreline migration at its toe. That means it is a threat to drown the beach.***
- 2. The wall has a concrete slope crown masquerading as a sand dune. This is not real dune restoration. When storm surf attacks this structure, it is very likely the surf will wash this sand right away - a recipe for disaster for beach access. This liability will only increase with climate change effects and sea level rise.***
- 3. The project will need to rely heavily on beach replenishment to preserve the beach. The city, which has a long negative track record on maintenance at Ocean Beach, will be stuck trying to fill in the ocean as the decades advance.***

4. A concrete staircase is meant to provide shoreline access over the false dune. When exposed to Ocean Beach surf, it will most likely be damaged. We could lose all unsafe access with one major storm and erosion event.

5. Coastal access parking is inadequate - less than 75 spaces. Note: the public originally had about 200 spaces between the north and south parking lots before the erosion destroyed them. The one parking lot in this design does not have a shower/restroom; and is located far to the south of the traditional access site of Sloat Blvd.

I have other criticisms of the proposal, but these are the core ones.

Thank you for taking time to read these comments.

Sincerely,

Bill McLaughlin  
Ocean Beach Surfer, Fisherman, Beach Activist  
Former Stakeholder Rep for Surfrider - Ocean Beach Master Plan  
415-225-4083

Twitter: @local415  
Former Restore Sloat Campaign Blogsite: <http://www.sloaterosionob.blogspot.com>

On Thu, May 16, 2024 at 4:25 PM Rexing, Stephanie@Coastal  
<[Stephanie.Rexing@coastal.ca.gov](mailto:Stephanie.Rexing@coastal.ca.gov)> wrote:

Hi Bill,

We are taking OB Climate Adaptation project to hearing in June, so in other words mailing the reports next week or the week after latest. We also have an otherwise absolutely stacked June hearing agenda and therefore Dan and I are in the throes of writing/editing/negotiating conditions on projects with applicants and we have next to no time to meet with folks on major concerns with a project going to hearing in this short a term. Would you be able to put your major concerns in writing for us so we can assess, and decide if we need a larger discussions? Thanks so much for your interest!

---

Stephanie R. Rexing  
District Manager  
North Central Coast District  
California Coastal Commission  
(415)-904-5260

**From:** Bill McLaughlin <[local415@gmail.com](mailto:local415@gmail.com)>  
**Sent:** Thursday, May 16, 2024 3:05 PM  
**To:** Carl, Dan@Coastal <[Dan.Carl@coastal.ca.gov](mailto:Dan.Carl@coastal.ca.gov)>; Rexing, Stephanie@Coastal <[Stephanie.Rexing@coastal.ca.gov](mailto:Stephanie.Rexing@coastal.ca.gov)>  
**Subject:** Ocean Beach Climate Adaptation Project -Recent Beach Access Issues

Hi Dan and Stephanie,

I was hoping to touch base with you folks about the recent goings on out here at the beach. As you both know, there has been quite a bit of controversy regarding the fate of the Great Highway. However, I was hoping to meet with you to talk about the fate of the beach itself as well as beach access. I have some major concerns with the Ocean Beach Climate Adaptation

Project. Do either or both of you have any time to talk in person either today, tomorrow or later next week?

Bill McLaughlin

Beach Activist

Former Surfrider Stakeholder for the Ocean Beach Master Plan

415-225-4083

Board of Appeals Meeting

Wednesday, February 7, 2024 5pm

<https://www.sf.gov/meeting/february-7-2024/board-appeals-hearing-february-7-2024>

City Hall, 1 Dr. Carlton B. Goodlett Place Room 416

Or call in with Zoom

Public comment script:

Hello Commissioners,

My name is Chris Brophy and I am a resident of the Outer Richmond.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

I routinely ride my bike along the Great Highway, and have also been teaching my 7-year-old son how to ride his bike there as well. We recently rode from our house in the Outer Richmond along the Great Highway to Noreiga – he was so proud of himself, as I was of him. We sat on the seawall and had a snack looking at the ocean, and then rode home northbound on the Great Highway, enjoying the beautiful views and the company of so many other happy pedestrians, bikers and skaters – it was an epic father-son activity, which everyone living in, or visiting, our great city deserves to share in.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's [Local Coastal Plan](#), the [Ocean Beach Master Plan](#), [Vision Zero plan](#) and the [Climate Action Plan](#).

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Sincerely,  
Chris Brophy

**From:** [Justin Fraser](#)  
**To:** [brian.stokle@sfgov.org](mailto:brian.stokle@sfgov.org); [boardofappeals@sfgov.org](mailto:boardofappeals@sfgov.org); [engardiosstaff@sfgov.org](mailto:engardiosstaff@sfgov.org); [rclyde@sfbike.org](mailto:rclyde@sfbike.org); [MelgarStaff@sfgov.org](mailto:MelgarStaff@sfgov.org); [NorthCentralCoast@Coastal](mailto:NorthCentralCoast@Coastal); [chanstaff@sfgov.org](mailto:chanstaff@sfgov.org)  
**Subject:** Support for the Coastal Zone Permit for the Upper Great Highway pilot project  
**Date:** Thursday, February 1, 2024 2:42:20 PM

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Dear Supervisor Melgar and Commissioners,

My name is Justin Fraser and I am a resident of the Sunset.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

My family lives car-free in the Sunset neighborhood. We get around primarily by bike and MUNI and enjoy biking on the car-free stretch of the Great Highway several weekends a month.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's Local Coastal Plan, the Ocean Beach Master Plan, Vision Zero plan and the Climate Action Plan.

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Sincerely

Justin Fraser  
1762 9th Ave  
SF 94122