



PLANNING COMMISSION RESOLUTION NO. 21399

HEARING DATE: SEPTEMBER 28, 2023

Case Number: 2019-020115GPR
Project Title: Ocean Beach Climate Change Adaptation Project
Zoning: P (Public) and RH-1D (Residential House, One Family Detached) Zoning Districts
OS (Open Space) Height and Bulk District
Western Shoreline Area Plan
Block/Lot No.: 7281/006, 007, 009, 010
7282/008, 009
Project Sponsor: San Francisco Public Utilities Commission
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ADOPTING FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND WITH THE EIGHT PRIORITY POLICIES OF PLANNING CODE, SECTION 101.1 FOR THE PROPOSED OCEAN BEACH CLIMATE CHANGE ADAPTATION PROJECT.

WHEREAS, Section 4.105 of the City Charter and Section 2A.53 of the Administrative Code require General Plan referrals for certain matters for determination as to whether they would be in conformity with the General Plan, prior to consideration by the Board of Supervisors. Matters requiring referral to the Planning Commission (hereinafter “Commission”) include but are not limited to complex proposals involving change in the use of any public way, transportation route, ground, open space, building, or structure owned by the City and County; the construction or improvement of public buildings or structures within the City and County; and programs and schedules which link the General Plan to the allocation of local, State and federal resources; and

WHEREAS, the Planning Department has received from the San Francisco Public Utilities Commission (hereinafter “SFPUC”) a General Plan Referral Application for the Ocean Beach Climate Change Adaptation Project (hereinafter “Project”), a coastal adaptation and sea level rise resilience project along South Ocean Beach. The Project addresses shoreline erosion, severe coastal storm and wave hazards, and sea level rise, which threaten City infrastructure, coastal access and recreation facilities, and public safety; and

WHEREAS, while the Project's planning and design is led by the SFPUC, the Project is a collaborative, multiagency initiative. Partner agencies include San Francisco Recreation and Parks (RPD), San Francisco Public Works (Public Works), San Francisco Municipal Transportation Agency (SFMTA), and the National Park Service (NPS). The SFPUC is also coordinating with the U.S. Army Corps of Engineers;

WHEREAS, the project area is primarily located along a portion of the City's western shoreline from Sloat Boulevard to Skyline Boulevard at Fort Funston, known as South Ocean Beach. The project area includes many property owners: NPS (Ocean Beach), RPD (Great Highway and San Francisco Zoo entrance), SFPUC (portion of Great Highway and Sloat intersection), Caltrans (Skyline Blvd), and Public Works (Sloat Blvd). This area is part of the Western Shoreline Area Plan. Currently, the project area includes open space, public access, and wastewater infrastructure, and the proposed project will add a multi-use trail, parking lot, service road, and more open space and wastewater infrastructure. Components of the Project include the following:

Roadway and Intersection Modifications

- The City would close the Great Highway between Sloat and Skyline Boulevards to most vehicular traffic.
- The City would reconfigure the Sloat Boulevard/Great Highway intersection, and reconfigure the Sloat Boulevard entrance to the San Francisco Zoo.
- The Great Highway's existing eastern northbound travel lane would be converted to a service road. Alternatively, a service road may be constructed east of the current road alignment to allow for more open space.

Buried Wall

- The City would construct a below-grade wall adjacent to and seaward of the Lake Merced Tunnel.
- The City would reshape the remaining bluff face and install a gently sloping layer of cementitious material to minimize erosion and provide a broad, publicly accessible open space area extending from the proposed service road and multi-use trail toward the beach.

Debris and Revetment Removal, and Sand Placement and Revegetation

- The City would remove the existing shoreline protection structures and debris from the beach and bluff.
- The City would place sand over the stabilized slope, plant native vegetation, and would implement wind-erosion control measures to help keep the placed sand on the beach and bluff.

Public Access, Parking, and Restroom Improvements

- The City would construct a multi-use trail including beach access stairs and turnouts.
- The existing multi-use trail between Sloat Boulevard and Taraval Street would be improved to provide Americans with Disabilities Act (ADA) compliant facilities.
- Existing parking facilities would be removed and replaced with a new parking lot within the closed Great Highway southbound lanes and median.
- Existing restroom facilities would be removed and replaced with a new restroom near the Sloat

Boulevard/Great Highway intersection.

- Muni bus line 23 would end service at the existing last bus stop along Sloat Boulevard at Lower Great Highway, and the City would modify the turnaround route accordingly.

Beach Nourishment

- The City would implement a shoreline monitoring program and place sand as deemed needed to cover the buried wall.

WHEREAS, on September 28, 2023 the Planning Commission certified the Environmental Impact Report (EIR) for the Project pursuant to California Environmental Quality Act (CEQA) under Resolution No. 21399. Said resolution and the EIR are incorporated herein by reference; and

WHEREAS, the Project addresses the following relevant objectives and policies of the General Plan:

Note: General Plan Objectives are shown in **BOLD UPPER CASE** font; Policies are in **Bold** font; and staff comments are in *italic* font.

WESTERN SHORELINE AREA PLAN

OBJECTIVE 2 REDESIGN THE GREAT HIGHWAY TO ENHANCE ITS SCENIC QUALITIES AND RECREATIONAL USE.

POLICY 2.1 Develop the Great Highway right-of-way as a four-lane straight highway with recreational trails for bicycle, pedestrian, landscaping, and parking. Emphasize slow pleasure traffic and safe pedestrian access to beach.

POLICY 2.5 Locate parking for users of Ocean Beach and other coastal recreational areas so that the Great Highway need not be crossed. Provide limited parking east of the highway for park use. Design parking to afford maximum protection to the dune ecosystem.

POLICY 2.7 Improve pedestrian safety by providing clearly marked crossings and installing signalization.

POLICY 2.8 Enhance personal safety by lighting parking areas and pedestrian crossings.

The Project would alter the current configuration of the southernmost portion of the Great Highway, a span of approximately 0.8 miles, to enhance its scenic qualities and recreational use. The remainder of the Great Highway, a span of approximately 2.7 miles, would retain the four-lane configuration.

The Project would include a multi-use trail for cyclists and pedestrians with viewpoints, access points to the beach, and landscaping. The Project would include a lighted parking lot connecting to the multi-use trail and located so that users of Ocean Beach would not need to cross the Great Highway. The project would enhance pedestrian and personal safety by providing clearly marked crossings, signals, and lighting at the intersections of Sloat and Skyline Boulevards with the Great Highway.

OBJECTIVE 6 MAINTAIN AND ENHANCE THE RECREATIONAL USE OF SAN FRANCISCO'S OCEAN BEACH SHORELINE.

POLICY 6.1 Continue Ocean Beach as a natural beach area for public recreation.

POLICY 6.2 Improve and stabilize the sand dunes where necessary with natural materials to control erosion.

The Project would maintain and enhance South Ocean Beach as a natural beach area for public recreation. The Project would improve and stabilize the sand dunes where necessary with natural materials including native plants and would address shoreline erosion, severe coastal storm and wave hazards, and sea level rise. The Project would thus preserve opportunities for public recreation and further enhance them by adding a multi-use path, beach access points, modern restrooms, and open space amenities.

OBJECTIVE 12 PRESERVE, ENHANCE, AND RESTORE THE OCEAN BEACH SHORELINE WHILE PROTECTING PUBLIC ACCESS, SCENIC QUALITY, NATURAL RESOURCES, CRITICAL PUBLIC INFRASTRUCTURE, AND EXISTING DEVELOPMENT FROM COASTAL HAZARDS.

POLICY 12.1 Adopt Managed Retreat Adaptation Measures Between Sloat Boulevard and Skyline Drive.

The Project will adopt managed retreat strategies in the Project area, between Sloat Boulevard and Skyline Boulevard, in combination with beach nourishment and shoreline protection strategies to adapt to the climate crisis. The Project defines managed retreat as the planned movement of development and infrastructure away from areas of potential hazard. The Project would implement all Implementation Measures specified in this Policy:

- a) The Project would remove existing shoreline protection structures, rubble and debris, and construct a buried wall along an alignment that is inland of the existing backshore location. Through these actions, the Project would widen the beach along the entire Project shoreline—in some areas by more than 100 feet. These managed retreat strategies would substantially reduce or avoid wave hazards, particularly to the Lake Merced Tunnel, an essential wastewater system facility.*
- b) The Project would remove the existing parking lot at the Sloat Boulevard/Great Highway intersection and add a new, larger parking lot at the Skyline Boulevard/Great Highway intersection—this location is further inland and elevated from the shoreline, less likely to be affected by shoreline erosion or sea level rise.*
- c) The Project would permanently close the Great Highway between Sloat and Skyline Boulevards to most vehicular traffic, convert the eastern northbound travel lane in place (or reconstructed east of the current road alignment to allow for more open space) as a service road to the Oceanside Treatment Plant and Westside Pump Station, and install a multi-use trail west of the service road.*
- d) While the Project would allow erosion and retreat of the bluff facing seaward of the buried wall, the Project would implement a shoreline monitoring program and place sand, as deemed needed based on the results of annual monitoring, onto the beach and reshaped bluff.*
- e) The Project would install a new multi-use trail west of the new service road, and connect to the existing multi-use trail along Middle Ocean Beach.*
- f) The Project would construct a below-grade/buried wall adjacent to and seaward of the Lake Merced Tunnel, an essential wastewater system facility at risk of exposure to coastal hazards. As described in the*

Project's Draft Environmental Impact Report (Table 6-3: Summary of Ability of Alternatives to Meet Project Objectives), the less environmentally damaging alternatives to the buried wall would only partially protect the Lake Merced Tunnel and related wastewater system infrastructure from coastal hazards.

- g) The Project would convert the eastern northbound travel lane in place (or reconstructed east of the current road alignment to allow for more open space) as a service road to the Oceanside Treatment Plant and Westside Pump Station for SFPUC operations, as well as for emergency and maintenance vehicles.*

POLICY 12.2 Develop and Implement Sea Level Rise Adaptation Plans for the Western Shoreline.

The Project was designed in conformance with the Guidance for Incorporating Sea Level Rise into Capital Planning in San Francisco Sea Level Rise Checklist (Version 3.0 Nov 2020). The design represents the City's long-term strategy for addressing current and future erosion challenges at South Ocean Beach, drawing upon ideas and information obtained through many years of community engagement, technical investigation, and interim management efforts. The Project would comply with the Western Shoreline Area Plan for long-term management of South Ocean Beach, including managed retreat, beach nourishment, and sea level rise adaptation measures.

POLICY 12.3 Develop and Implement a Beach Nourishment Program to Sustain Ocean Beach.

The Project would implement a shoreline monitoring program and place sand as deemed needed based on the results of annual monitoring, in alignment with other managed retreat strategies. There are two primary sand sources and placement methods. The first is the San Francisco Harbor – Main Ship Channel, which is regularly dredged by the U.S. Army Corps of Engineers as part of their ongoing federal navigation channels maintenance program. Under this option, the U.S. Army Corps of Engineers would pump sand onto the beach, rather than disposing of it offshore. The second source of sand would be North Ocean Beach, and the City would continue its practice of excavating and trucking excess sand to South Ocean Beach.

POLICY 12.4 Develop the Shoreline in a Responsible Manner.

The Project's recreational facilities and public infrastructure would be sited and designed to limit potential impacts of coastal hazards over the structures' lifetime and would meet all criteria specified in this Policy.

POLICY 12.5 Limit Shoreline Protection Devices

The Project would limit shoreline protection devices through managed retreat approaches, removing rubble, debris, and revetments. Additionally, the Project would place sand on the beach and stabilize the slope, effectively widening the beach.

POLICY 12.6 Minimize Impacts of Shoreline Protection Devices.

The Project would construct a buried wall to protect existing wastewater infrastructure from shoreline erosion. The wall would be below-grade and adjacent to and seaward of the Lake Merced Tunnel, an essential facility that is at risk of exposure to coastal hazards. The wall would be set back as far from the shoreline as feasible and buried under the sand. The remaining bluff face would be re-shaped and slope-stabilized, with provision of accessible open space area extending from the proposed service road and multi-use trail toward the beach.

ENVIRONMENTAL PROTECTION ELEMENT

OBJECTIVE 1 **ACHIEVE A PROPER BALANCE AMONG THE CONSERVATION, UTILIZATION, AND DEVELOPMENT OF SAN FRANCISCO'S NATURAL RESOURCES.**

POLICY 1.3 **Restore and replenish the supply of natural resources.**

The Project would alter South Ocean Beach from a steep bluff to a gradual slope that would be revegetated with native dune grasses, creating foredunes and backdunes to trap windblown sand and provide wildlife habitat for species such as bank swallow, western snowy plover, western burrowing owl, brown pelican, California gull, and benthic invertebrates. The Project would increase the total area of restored habitat to 10 acres, including sacrificial zone, vegetation stabilization zone, and infiltration basins.

OBJECTIVE 3 **MAINTAIN AND IMPROVE THE QUALITY OF THE BAY, OCEAN, AND SHORELINE AREAS.**

POLICY 3.1 **Cooperate with and otherwise support regulatory programs of existing regional, State, and Federal agencies dealing with the Bay, Ocean, and Shorelines.**

POLICY 3.2 **Promote the use and development of shoreline areas consistent with the General Plan and the best interest of San Francisco.**

The Project would comply with and support the Western Shoreline Area Plan, which is the land use portion of the City's certified local coastal program, which was developed in cooperation with the appropriate agencies.

The Project would promote use of the South Ocean Beach shoreline consistent with the General Plan as described in this resolution. The Project's design reflects the City's long-term strategy for addressing current and future erosion challenges at South Ocean Beach, drawing upon ideas and information obtained through community engagement, technical investigation, and interim management efforts. The Project would implement policies from the Western Shoreline Area Plan and the Environmental Protection, Recreation and Open Space, Safety and Resilience, Transportation, and Urban Design Elements of the San Francisco General Plan.

RECREATION AND OPEN SPACE ELEMENT

OBJECTIVE 1 **ENSURE A WELL-MAINTAINED, HIGHLY UTILIZED, AND INTEGRATED OPEN SPACE SYSTEM**

POLICY 1.5 **Maintain and repair recreational facilities and open spaces to modern maintenance standards.**

The Project would repair open space at South Ocean Beach and facilitate their upgrade to modern standards.

OBJECTIVE 2 **INCREASE RECREATION AND OPEN SPACE TO MEET THE LONG-TERM NEEDS OF THE CITY AND BAY REGION**

POLICY 2.4 **Support the development of signature public open spaces along the shoreline.**

The Project would expand public open space along the South Ocean Beach shoreline, including a multi-use path, several potential plazas with seating, modernized accessible restrooms, beach access, and upgraded landscaping.

OBJECTIVE 3 IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE

POLICY 3.2 Establish and Implement a network of Green Connections that increases access to parks, open spaces, and the waterfront.

POLICY 3.3 Develop and enhance the City’s recreational trail system, linking to the regional hiking and biking trail system and considering restoring historic water courses to improve stormwater management.

POLICY 3.5 Ensure that, where feasible, recreational facilities and open spaces are physically accessible, especially for those with limited mobility.

The Project site is located along Green Connections Route 24 and would include a new multi-use trail and open space amenities consistent with the Green Connections program. The multi-use trail would close a gap in the California Coastal Trail and connect to the existing paths/trails along the Great Highway north of Sloat Boulevard and around Lake Merced. Pedestrian facilities, such as walkways and plazas, would be designed to meet ADA requirements. The Project would include a new parking lot with ADA-accessible parking spaces and a new ADA-compliant restroom.

OBJECTIVE 5 ENGAGE COMMUNITIES IN THE STEWARDSHIP OF THEIR RECREATION PROGRAMS AND OPEN SPACES

POLICY 5.1 Engage communities in the design, programming and improvement of their local open spaces, and in the development of recreational programs.

The Project engaged communities in the proposed design, programming, and improvement of South Ocean Beach. Stakeholder meetings were held throughout the planning and design process. The Project team shared information and gathered public input at public events in the Project area, and maintained a public Project website with Project information, background documents, fact sheets, and other materials. The environmental review process included all required public outreach, including distributing notices of EIR preparation, holding a scoping meeting, accepting written public scoping comments, and notifying all interested parties of the Draft EIR preparation and release.

SAFETY AND RESILIENCE ELEMENT

OBJECTIVE 2.2 MULTI-HAZARD RESILIENCE AND CO-BENEFITS. IN ADAPTATION AND MITIGATION INVESTMENTS TO MULTIPLE AND SIMULTANEOUS HAZARDS, MAXIMIZE RISK REDUCTION STRATEGIES AND THE RELATED COMMUNITY BENEFITS.

POLICY 2.2.1 Include multi-hazard risk assessments in private development, capital projects, and the City’s climate resilience programs.

POLICY 2.2.4 Adapt the City’s bay and ocean shorelines to current and future climate flood hazards, including coastal flooding, sea level rise, groundwater rise, and extreme storms.

The Project would address multiple hazards in its climate change adaptation efforts including shoreline erosion (wind hazard), severe coastal storm and wave hazards, and sea level rise. The Project would adapt South Ocean Beach to current and future shoreline erosion, severe coastal storm and wave hazards, and sea level rise. The adaptation strategies are designed to protect City infrastructure, expand coastal access and recreation facilities, and enhance public safety. The adaptation strategies are a combination of managed retreat, beach nourishment, and shoreline protection. The Project would confirm with the Guidance for Incorporating Sea Level Rise in Capital Planning in San Francisco Sea Level Rise Checklist.

OBJECTIVE 2.3 NATURE-BASED SOLUTIONS. ENHANCE NATURE, BIODIVERSITY, AND PUBLIC OPEN SPACE THROUGH CLIMATE RESILIENCE STRATEGIES THAT MIMIC OR RESTORE ECOLOGICAL SYSTEMS AND FUNCTION.

POLICY 2.3.3 Prioritize nature-based solutions as flood adaptation strategies, to enhance shoreline biodiversity and ecological function, manage stormwater, and protect against sea level rise and coastal flooding.

The Project would employ a combination of managed retreat, beach nourishment, and shoreline protection strategies to protect South Ocean Beach from coastal hazards. Through managed retreat, the Project would remove pavement, rock and sandbag revetments, rubble, and debris from the beach, and it would reshape the bluff and plant native vegetation to protect against erosion and enhance the shoreline. These activities will widen the beach along the entire Project shoreline—in some areas by more than 100 feet—which support enhanced shoreline biodiversity and ecological function and protect the City from sea level rise and coastal flooding.

OBJECTIVE 3.3 INFRASTRUCTURE AND PUBLIC REALM. ENSURE THE CITY'S LIFELINE SYSTEMS, TRANSPORTATION AND EMERGENCY RESPONSE FACILITIES, UTILITIES, STREETS, PUBLIC SPACES, AND COASTS CAN WITHSTAND AND ADAPT TO ALL HAZARDS.

POLICY 3.3.9 Design and utilize open spaces considering their use as emergency gathering areas, floodable spaces, and ecosystem services, per the Recreation and Open Space Element.

The Project would construct a new coastal parking lot, multi-use trail, and open area near the new restroom to have capacity as emergency gathering areas. As part of the Project's habitat restoration and enhancement plan, stormwater infiltration basins have been designed to accommodate the 100-year storm, and it connects to the existing collection system if this volume capacity is exceeded. Overall, the Project includes a combination of managed retreat, beach nourishment, and shoreline protection services. The Project will reshape the bluffs along South Ocean Beach to create a more gently laidback slope. With this slope, native plants appropriate to coastal dunes will be planted, all of which would provide habitat for coastal wildlife species and improve ecosystem services.

TRANSPORTATION ELEMENT

OBJECTIVE 1 MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

POLICY 1.2 Ensure the safety and comfort of pedestrians throughout the city.

POLICY 1.6 Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate.

The Project would enhance pedestrian safety and comfort along South Ocean Beach by replacing the existing roadway with a multi-use trail and pedestrian amenities. The Project would enhance pedestrian safety and comfort at the Sloat Boulevard/Great Highway and Skyline Boulevard/Great Highway intersections with improvements including sidewalk bulb-outs, new or upgraded crosswalks, traffic signals that encourage pedestrian safety, and ADA-compliant curb ramps.

The Project would accommodate walking, cycling, transit, and automobiles where each mode is most appropriate. Pedestrians and bicycle circulation would be prioritized along South Ocean Beach, while an

enhanced parking lot providing access to recreational opportunities would be provided for those traveling by automobile. Existing transit service would be preserved by modifying the Muni Line 23 turnaround route to utilize the revised street configuration.

OBJECTIVE 8 MAINTAIN AND ENHANCE REGIONAL PEDESTRIAN, HIKING AND BIKING ACCESS TO THE COAST, THE BAY AND RIDGE TRAILS.

POLICY 8.1 Ensure that the Coast Trail, the Bay Trail and the Ridge Trail remain uninterrupted and unobstructed where they pass through San Francisco.

The Project would construct a new multi-use trail along South Ocean Beach for pedestrians and cyclists. This new trail would connect to the existing paths and trails along the Great Highway north of Sloat Boulevard and around Lake Merced, removing an existing gap in the California Coastal Trail.

OBJECTIVE 24 DESIGN EVERY STREET IN SAN FRANCISCO FOR SAFE AND CONVENIENT WALKING

POLICY 24.1 Every surface street in San Francisco should be designed consistent with the Better Streets Plan for safe and convenient walking, including sufficient and continuous sidewalks and safe pedestrian crossings at reasonable distances to encourage access and mobility for seniors, people with disabilities and children.

The Project would be consistent with the Better Streets Plan, which designates the Great Highway, Sloat Boulevard, and Skyline Boulevard as park edge streets. The Better Streets Plans designation for park edge streets include significant recreational uses, landscaping, and ecological functioning for these types of streets, such as high pedestrian volumes, generous landscaping, multi-use trails and other features. The Project's features are consistent with this designation, including new sidewalk bulb-outs, new or upgraded crosswalks, traffic signals that encourage pedestrian safety, and ADA-compliant curb ramps.

OBJECTIVE 28 CONSIDER THE SIDEWALK AREA AS AN IMPORTANT ELEMENT IN THE CITYWIDE OPEN SPACE SYSTEM.

POLICY 28.1 Retain streets and alleys not required for traffic, or portions thereof, for through pedestrian circulation and open space use.

POLICY 28.2 Partially or wholly close certain streets not required as traffic carriers for pedestrian use or open space.

The Project would replace the roadway carrying traffic along the South Ocean Beach shoreline with open space amenities that would provide for or enhance pedestrian and bicycle circulation.

OBJECTIVE 29 ENSURE THAT BICYCLES CAN BE USED SAFELY AND CONVENIENTLY AS A PRIMARY MEANS OF TRANSPORTATION, AS WELL AS FOR RECREATIONAL PURPOSES.

POLICY 29.9 Identify and expand recreational bicycling opportunities.

The Project would expand recreational bicycling opportunities by replacing roadway along the South Ocean Beach shoreline with improvements including a multi-use trail connecting to beach access points, the San Francisco Zoo, and open space amenities.

URBAN DESIGN ELEMENT

OBJECTIVE 1 **EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.**

POLICY 1.1 **Recognize and protect major views in the city, with particular attention to those of open space and water.**

OBJECTIVE 4 **IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY**

POLICY 4.9 **Maximize the use of recreation areas for recreational purposes.**

The Project would maximize recreational uses along the South Ocean Beach shoreline by replacing roadway space with expanded beach and coastal habitat, plazas and gathering areas, seating, a multi-use trail, beach access points, and facilities including parking and new restrooms. In doing so, the Project would enhance open space and water views along the South Ocean Beach shoreline.

WHEREAS,

Planning Code Section 101.1 establishes Eight Priority Policies and requires review of discretionary approvals and permits for consistency with said policies. The Project is found to be consistent with the Eight Priority Policies as set forth in Planning Code Section 101.1 for the following reasons:

1. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced;

The Project would improve South Ocean Beach visitors' access to neighborhood-serving retail establishments on and around Sloat Boulevard, thus potentially increasing these establishments' customer base. During construction, the Project's traffic control plan would ensure access to these establishments.

2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods;

The Project would have no effect on existing housing. It would enhance the character of adjacent neighborhoods by enhancing public access to and recreational opportunities at South Ocean Beach.

3. That the City's supply of affordable housing be preserved and enhanced;

The Project would have no effect on the City's supply of affordable housing.

4. That commuter traffic not impede Muni transit service or overburden our streets or neighborhood parking;

The Project would not result in commuter traffic impeding Muni transit service or overburdening the streets or neighborhood parking. The Project would increase the number of parking spaces at South Ocean Beach and would not generate new commuter traffic. While the Project would reroute vehicles to

Sloat Boulevard and Skyline Boulevard, these streets have capacity to accommodate additional vehicles.

5. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced;

The Project would have no effect on the industrial and service sectors. The Project site is open space and the Project would not include commercial office development.

6. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake;

The Project would enhance preparedness to protect against injury and loss of life in an earthquake. The Project includes improvements that would be designed and constructed according to current engineering standards, including limiting damage because of seismic ground shaking.

7. That the landmarks and historic buildings be preserved;

The Project would not have an adverse effect on the City's Landmarks and historic buildings. Two historic resources are adjacent to but outside of the Project area: the San Francisco Zoo and the O'Shaughnessy Seawall. The Project would enhance public access to both resources.

8. That our parks and open space and their access to sunlight and vistas be protected from development;

The Project would enhance recreational opportunities and vistas at South Ocean Beach. New facilities would replace existing structures of similar height, thus preserving access to sunlight.

WHEREAS, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed findings of General Plan conformity and the request for consolidated permit review by the California Coastal Commission on September 28, 2023; and

NOW THEREFORE BE IT RESOLVED that the Commission hereby finds the proposed Project to be consistent with the General Plan of the City and County of San Francisco, including but not limited to the Western Shoreline Area Plan and the Environmental Protection, Recreation and Open Space, Safety and Resilience, Transportation, and Urban Design Elements, and is consistent with the eight Priority Policies in City Planning Code Section 101.1 for reasons set forth in this resolution.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on September 28, 2023.



Jonas P Ionin Digitally signed by Jonas P Ionin
Date: 2023.10.06 11:01:08 -0700

Jonas P. Ionin
Commission Secretary

AYES: Braun, Ruiz, Diamond, Imperial, Koppel, Moore, Tanner

NOES: None

ABSENT: None

ADOPTED: September 28, 2023