File No. 231075 **Committee Item No.** 1
Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

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Prepared by: John Carroll **Date:** April 25, 2024
Prepared by: _____ **Date:** _____
Prepared by: _____ **Date:** _____

[Park Code - Great Highway Extension - Road Closure]

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.

NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
Additions to Codes are in *single-underline italics Times New Roman font*.
Deletions to Codes are in ~~*strikethrough italics Times New Roman font*~~.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~strikethrough Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Background and Findings.

(a) In 2012, the Ocean Beach Master Plan was released, calling for six key infrastructure improvements for the City to implement for a sustainable "managed retreat" on the length of Ocean Beach needed as a result of the anticipated impacts of climate change on the western waterfront. As a result, the San Francisco Public Utilities Commission is planning the Ocean Beach Climate Change Adaptation Project ("OBCCAP" or “Project”), to improve the City's stormwater infrastructure near Ocean Beach and make it resilient to climate change and erosion. The Project includes converting the Great Highway Extension roadway between Sloat Boulevard and Skyline Boulevard to a multi-use trail. The Project will improve shoreline

resilience and protect key stormwater infrastructure with a buried seawall, and will enhance recreational access to the corridor with a multi-use trail bridging a link in the Coastal Trail between Fort Funston and Ocean Beach, new beach access points, and a new parking lot.

(b) To enable the OBCCAP, the Board of Supervisors finds that it is appropriate and in the public interest to permanently restrict vehicles from a portion of the Great Highway Extension, beginning at Sloat Boulevard and ending at the northern boundary of the new Great Highway Extension parking lot, approximately 3,317 feet south of Sloat Boulevard along the Great Highway Extension and approximately 728 feet west of Skyline Boulevard, because, consistent with California Vehicle Code Section 21101, the portion of the street to be closed is no longer needed for vehicular traffic, and also for the reasons set out in the Final Environmental Impact Report for the Project and other documents on file with the Clerk of the Board of Supervisors in File No. 231075.

(c) On September 28, 2023, after a duly noticed public hearing, the Planning Commission, by Motion No. 21398, certified the Final Environmental Impact Report ("Final EIR") for the OBCCAP. The Planning Commission motion finds that the Final EIR reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate, and objective, contains no significant revisions to the Draft EIR, and the content of the report and the Planning Department procedures through which the Final EIR was prepared, publicized, and reviewed comply with the provisions of the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.), the CEQA Guidelines (14 Cal. Code Regs. Section 15000 et seq.), and Chapter 31 of the San Francisco Administrative Code. Copies of the Planning Commission Motion and Final EIR are on file with the Clerk of the Board of Supervisors in File No. 231075 and are incorporated herein by reference. The Board affirms this determination.

(d) The Project evaluated in the Final EIR includes the proposed amendments to the Park Code set forth in this ordinance. The proposed Park Code amendments set forth in this ordinance are within the scope of the Project evaluated in the Final EIR.

(e) On October 10, 2023, the San Francisco Public Utilities Commission, in Resolution No. 23-0190, adopted findings under CEQA regarding the OBCCAP's environmental impacts, the disposition of mitigation measures, and project alternatives, as well as a statement of overriding considerations (CEQA Findings), and adopted a mitigation monitoring reporting program (MMRP). A copy of said Resolution is on file with the Clerk of the Board of Supervisors in File No. 231075, and is incorporated herein by reference.

(f) On September 28, 2023, the Planning Commission, in Resolution No. 21399, adopted findings that the actions contemplated in this ordinance are consistent, on balance, with the City's General Plan and eight priority policies of Planning Code Section 101.1. The Board adopts these findings as its own. A copy of said Resolution is on file with the Clerk of the Board of Supervisors in File No. 231075, and is incorporated herein by reference.

(g) The Board of Supervisors has reviewed and considered the Final EIR and the environmental documents on file referred to herein. The Board of Supervisors has reviewed and considered the CEQA Findings, and hereby adopts them as its own and incorporates them by reference as though such findings were fully set forth in this ordinance.

(h) The Board of Supervisors adopts the MMRP as a condition of approving this ordinance, and endorses those mitigation measures that are under the jurisdiction of other City Departments, and recommends for adoption those mitigation measures that are enforceable by agencies other than City agencies, all as set forth in the CEQA Findings and MMRP.

(i) The Board of Supervisors finds that since the certification of the Final EIR no substantial changes have occurred in the proposed Project that would require revisions in the

Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects, no substantial changes have occurred with respect to the circumstances under which the proposed Project is to be undertaken that would require major revisions to the Final EIR due to the involvement of new environmental effects or a substantial increase in the severity of effects identified in the Final EIR, and no new information of substantial importance to the proposed Project has become available which indicates that (1) the Project will have significant effects not discussed in the Final EIR, (2) significant environmental effects will be substantially more severe, (3) mitigation measures or alternatives found not feasible that would reduce one or more significant effects have become feasible, or (4) mitigation measures or alternatives that are considerably different from those in the Final EIR would substantially reduce one or more significant effects on the environment.

Section 2. Article 6 of the Park Code is hereby amended by adding Section 6.15, to read as follows:

SEC. 6.15. RESTRICTING VEHICLES ON THE GREAT HIGHWAY EXTENSION.

*(a) **Findings.** Consistent with California Vehicle Code Section 21101, the Board of Supervisors finds that it is appropriate to permanently restrict vehicles from a portion of the Great Highway Extension, beginning at Sloat Boulevard and extending south for a distance of approximately 3,317 feet, because that portion of the street is no longer needed for vehicular traffic.*

*(b) **Restrictions on Vehicles.** The Recreation and Park Department shall restrict vehicles from the Great Highway Extension, beginning at Sloat Boulevard and extending south for a distance of approximately 3,317 feet.*

*(c) **Exempt Vehicles.** The following vehicles are exempt from the restriction in subsection (b):*

(1) Emergency vehicles, including but not limited to police and fire vehicles.

(2) Official City, State, or federal vehicles, or any other authorized vehicle, being used to perform official City, State, or federal business pertaining to the closed portion of the Great Highway Extension or any property or facility therein or accessible therefrom.

(3) Vehicles authorized by the Recreation and Park Department in connection with permitted events and activities.

*(d) **Motorized Bicycles, Scooters, or Boards.** The Recreation and Park Department shall have the authority to issue rules related to the use of the closed portion of the street by persons utilizing motorized bicycles, scooters, or boards.*

*(e) **Emergency Authority.** The General Manager of the Recreation and Park Department shall have the authority to allow vehicular traffic on street segments that would otherwise be closed to vehicles under this Section 6.15 in circumstances which in the General Manager's judgment constitute an emergency such that the benefit to the public from the vehicular street closure is outweighed by the traffic burden or public safety hazard created by the emergency circumstances.*

*(f) **Promotion of the General Welfare.** In enacting and implementing this Section 6.15, the City is assuming an undertaking only to promote the general welfare. It is not assuming, nor is it imposing on its officers and employees, an obligation for breach of which it is liable in money damages to any person who claims that such breach proximately caused injury.*

*(g) **Severability.** If any subsection, sentence, clause, phrase, or word of this Section 6.15 or any application thereof to any person or circumstance, is held to be invalid or unconstitutional by a decision of a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions or applications of Section 6.15. The Board of Supervisors hereby declares it would have passed this Section and each and every subsection, sentence, clause, phrase, and word not declared invalid or unconstitutional without regard to whether any other portions of Section 6.15 or application thereof would be subsequently declared invalid or unconstitutional.*

Section 3. Effective Date.

This ordinance shall become effective 30 days after enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board of Supervisors overrides the Mayor's veto of the ordinance.

APPROVED AS TO FORM:
DAVID CHIU, City Attorney

By: /s/
LILLIAN A. LEVY
Deputy City Attorney
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FILE NO. 231075

LEGISLATIVE DIGEST

[Park Code - Great Highway Extension - Road Closure]

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.

Existing Law

The Great Highway Extension is roadway currently open to vehicles running from Sloat Boulevard to Skyline Boulevard, directly east of Ocean Beach.

Amendments to Current Law

The ordinance would approve a permanent closure to vehicles of a portion of the Great Highway Extension, beginning at Sloat Boulevard and extending approximately 3,317 feet south of Sloat Boulevard along the Great Highway Extension, to a point approximately 728 feet west of Skyline Boulevard to enable the Ocean Beach Climate Change Adaptation Project ("OBCCAP" or "Project").

Background Information

In 2012, the Ocean Beach Master Plan was released, calling for infrastructure improvements for the City to implement for a sustainable "managed retreat" on the length of Ocean Beach needed as a result of the anticipated impacts of climate change on the western waterfront. As a result, the San Francisco Public Utilities Commission is planning the OBCCAP, to improve the City's stormwater infrastructure near Ocean Beach and make it resilient to climate change and erosion. The Project includes converting the Great Highway Extension roadway between Sloat Boulevard and Skyline Boulevard to a multi-use trail. The Project will include enhanced recreational access to the corridor with a multi-use trail bridging a link in the Coastal Trail between Fort Funston and Ocean Beach, new beach access points, and a new parking lot. This ordinance would close the Great Highway Extension to vehicles beginning at Sloat Boulevard and ending at the northern boundary of the new Great Highway Extension parking lot, approximately 3,317 feet south of Sloat Boulevard along the Great Highway Extension and approximately 728 feet west of Skyline Boulevard.

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San Francisco Planning

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PLANNING COMMISSION MOTION NO. 21398

HEARING DATE: SEPTEMBER 28, 2023

Record No.:	**2019-020115ENV**
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:	7281/006, 007, 009, 010 7282/008, 009
Project Sponsors:	San Francisco Public Utilities Commission Karen Frye – (415) 554-1652 KFrye@sfwater.org San Francisco Recreation and Parks Department Brian Stokle – (415) 575-5606 Brian.Stokle@sfgov.org
Staff Contact:	Julie Moore – (628) 652-7566 Julie.Moore@sfgov.org

ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR THE OCEAN BEACH CLIMATE CHANGE ADAPTATION PROJECT AT OCEAN BEACH AND THE GREAT HIGHWAY, BETWEEN SLOAT AND SKYLINE BOULEVARDS, AND OCEAN BEACH NORTH OF LINCOLN BOULEVARD IN SAN FRANCISCO.

MOVED, that the San Francisco Planning Commission (hereinafter "Commission") hereby CERTIFIES the Final Environmental Impact Report identified as Case No. 2019-020115ENV, for the Ocean Beach Climate Change Adaptation Project (hereinafter "Project"), based on the following findings:

1. The City and County of San Francisco, acting through the Planning Department (hereinafter "Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 et seq., hereinafter "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 et seq., hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31").

   A. The Department determined that an Environmental Impact Report (hereinafter "EIR") was required and provided public notice of that determination by publication in a newspaper of general circulation on September 9, 2020. This notice was mailed to the Department's list of organizations and individuals requesting such notice, posted at the San Francisco County Clerk's office, posted in the offices of the Department and on the Department website, mailed to the applicant(s), board(s), commission(s) and

department(s) that will carry out or approve the project, and mailed to property owners and occupants within 300-foot of the project site. Copies of the NOP were mailed or otherwise delivered to government agencies through the State Clearinghouse.

B. On September 30, 2020, the Department held a virtual public scoping meeting to describe the project and receive oral comments on the scope of the EIR. The scoping meeting presentation was also posted on the Department website.

C. On December 8, 2021, the Department published the Draft Environmental Impact Report (hereinafter "DEIR") and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR. The notice of availability of the DEIR and notice of public hearing was posted in the offices of the Planning Department and on the Planning Department website; filed with the San Francisco County Clerk; mailed to the Department's list of organizations and individuals requesting such notice; mailed to interested parties; mailed to the applicant(s), board(s), commission(s) and department(s) that will carry out or approve the project; and mailed to property owners and occupants within 300-foot of the project site.

D. The notice of availability of the DEIR and of the date and time of the public hearing were posted at the site on December 8, 2021.

E. On December 8, 2021, copies of the DEIR were mailed or otherwise delivered to government agencies through the State Clearinghouse.

F. A notice of completion was filed with the State Secretary of Resources via the State Clearinghouse on December 8, 2021.

2. The Commission held a duly advertised public hearing on said DEIR on January 6, 2022, at which opportunity for public comment was given and public comment was received on the DEIR. The period for acceptance of written comments ended on January 24, 2022.

3. The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 45-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a Responses to Comments document, published on September 14, 2023, distributed to the Commission and all parties who commented on the DEIR, and made available to others upon request at the Department.

4. A Final Environmental Impact Report (hereinafter "FEIR") has been prepared by the Department, consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, and the Responses to Comments document, all as required by law.

5. Project EIR files have been made available for review by the Commission and the public. These files are available for public review at the Department at 49 South Van Ness Avenue, Suite 1400, and are part of the record before the Commission. The Project EIR files have also been made available for public review online at https://tinyurl.com/OceanBeachEIR.

6. The Commission, in certifying the completion of said FEIR, hereby does find that that none of the factors that would necessitate recirculation of the FEIR under CEQA Guidelines Section 15088.5 are present. The FEIR contains no information revealing (1) any new significant environmental impact that would result from the Project or from a new mitigation measure proposed to be implemented, (2) any substantial increase in the severity of a previously identified environmental impact, (3) any feasible Project alternative or mitigation measure considerably different from others previously analyzed that would clearly lessen the environmental impacts of the Project, but that was rejected by the Project's proponents, or (4) that the DEIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

7. On September 28, 2023, the Commission reviewed and considered the information contained in the FEIR and hereby does find that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.

8. The Commission hereby does find that the FEIR concerning File No. 2019-020115ENV reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the Responses to Comments document contains no significant revisions to the DEIR, and hereby does CERTIFY THE COMPLETION of said FEIR in compliance with CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.

9. The Commission, in certifying the completion of said FEIR, hereby does find that the Project described in the EIR:

    A. Would have a significant unavoidable project-specific impact on biological resources.
    B. Would have a significant unavoidable project-specific impact and a considerable contribution to a significant cumulative impact on transportation and circulation.
    C. Would have a significant and unavoidable project-specific impact on noise and a considerable contribution to a significant cumulative impact on noise.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on September 28, 2023.

Jonas P. Ionin
Commission Secretary

AYES:	Braun, Ruiz, Diamond, Imperial, Koppel, Moore, Tanner
NAYS:	None
ABSENT:	None
ADOPTED:	September 28, 2023

San Francisco Planning

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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 Karen Frye – (415) 554-1652 KFrye@sfwater.org San Francisco Recreation and Parks Department Brian Stokle – (415) 575-5606 Brian.Stokle@sfgov.org
Staff Contact:	Danielle Ngo – (628) 652-7591 danielle.ngo@sfgov.org

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 Plan 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 Plan 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 -07'00'

Jonas P. Ionin
Commission Secretary

AYES:	Braun, Ruiz, Diamond, Imperial, Koppel, Moore, Tanner
NOES:	None
ABSENT:	None
ADOPTED:	September 28, 2023

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. **23-0190**

WHEREAS, The San Francisco Public Utilities Commission (SFPUC), on behalf of the City and County of San Francisco (City), is leading efforts to implement one of the City's first climate change adaptation initiatives, the Ocean Beach Climate Change Adaptation Project (Project) located at Ocean Beach, south of Sloat Boulevard to address the long-term physical changes needed to combat climate induced sea level rise in the City, specifically at Ocean Beach; and

WHEREAS, The SFPUC, in collaboration with San Francisco Recreation and Park Department, San Francisco Municipal Transportation Authority, and San Francisco Public Works has developed the cross-agency Project, otherwise known as Project No. CWWFAC01; and

WHEREAS, The Project focuses on implementing two of six key moves of the 2012 Ocean Beach Master Plan at South Ocean Beach and includes (1) closure of the Great Highway Extension to most vehicular traffic and (2) the introduction of a multipurpose coastal protection/restoration/access system; and

WHEREAS, The Project was developed in order to meet the terms of a 2014 legal settlement agreement and a 2015 California Coastal Commission permit, which has received subsequent time extensions of a total of 2.5 years with a current expiration date of June 30, 2024, both of which establish timelines for developing and implementing a long-term strategy for shoreline management at South Ocean Beach; and

WHEREAS, In 2018, the City amended its Local Coastal Plan, the Western Shoreline Area Plan, to adopt policies that advance the Plan's general vision for South Ocean Beach, including the closure of the Great Highway between Sloat and Skyline Boulevards; and

WHEREAS, The Project is necessary to protect the integrity of the SFPUC's wastewater assets built to protect public health and the environment, including the Lake Merced Tunnel, the Westside Pump Station, and the Oceanside Treatment Plant; and

WHEREAS, This project will implement a comprehensive shoreline management and protection plan in partnership with relevant stakeholders and regulatory agencies to provide a long-term solution to the erosion issue along South Ocean Beach, and to mitigate potential impacts to the Lake Merced Tunnel and other critical wastewater assets at this location; and

WHEREAS, The objectives of the Project are to (1) implement the city's local coastal program policies for the long-term management of South Ocean Beach, including managed retreat, beach nourishment, and sea level rise adaptation in compliance with Coastal Commission permit requirements, (2) preserve and enhance coastal public access and recreation, habitat, and scenic quality at South Ocean Beach, (3) protect the Lake Merced Tunnel and related wastewater system infrastructure from damage due to shoreline erosion, storm and wave hazards, and sea level rise in order to maintain current operational capacity and meet regulatory permit requirements, and (4) maintain vehicle access for: SFPUC wastewater facility operations, San Francisco Zoo visitor parking lot via Sloat, Emergency response personnel, maintenance of public access trail, and long-term beach nourishment, and the SFPUC's wastewater assets built to protect public health and the environment,; and

WHEREAS, SFPUC and San Francisco Recreation and Parks Department staff negotiated a letter of agreement containing the basic terms of an anticipated Memorandum of Understanding to (1) memorialize ownership and maintenance obligations for Project improvements, (2) set forth the terms and conditions under which the SFPUC will construct and install the Project improvements, (3) memorialize the process and respective responsibilities for obtaining permanent easement rights from the National Park Service for certain Project improvements, (4) provide the terms and conditions for SFPUC's use of San Francisco Recreation and Parks Department property for installation or construction of Project improvements, and (5) provide the terms and conditions for each department to use the lands of the other department for ongoing operation, maintenance, and repair of its respective Project improvements; and

WHEREAS, On September 28, 2023, the Planning Commission certified the Final Environmental Impact Report for the Ocean Beach Climate Change Adaptation Project (Case No. 2019-020115ENV) prepared pursuant to the CEQA by Motion No. 21398; and

WHEREAS, The San Francisco Zoological Society and the San Francisco Recreation and Park Department, have raised concerns about the sufficiency of vehicle access to the Zoo's patron parking lot under the Project, which would remove the southern entrance and exit to the Zoo lot and require vehicles entering the Zoo lot to perform a U-turn at the end of Sloat Boulevard; and

WHEREAS, The Environmental Impact Report considered access to the San Francisco Zoo under the Project, and concluded that such access would not result in significant impacts related to hazardous conditions or inadequate emergency access; and

WHEREAS, The Planning Department is the custodian of records, located in File No. 2019-020115ENV at 49 South Van Ness Avenue, Suite 1400, San Francisco, California; and

WHEREAS, The Project files, including the Final Environmental Impact Report, CEQA Findings and the Mitigation Monitoring and Reporting Program have been made available for review by this Commission and the public, and those files are part of the record before this Commission; and

WHEREAS, This Commission has reviewed and considered the information contained in the Final Environmental Impact Report, the CEQA Findings, and all written and oral information provided by the Planning Department, the public, relevant public agencies, SFPUC staff and other experts and the administrative files for the Ocean Beach Climate Change Adaptation Project; now, therefore, be it

RESOLVED, That this Commission, having reviewed and considered the Final Environmental Impact Report and the record as a whole for the Ocean Beach Climate Change Adaptation Project, finds that the Final Environmental Impact Report is adequate for its use as the decision–making body to approve the Project, and hereby adopt the CEQA Findings and Mitigation Monitoring and Reporting Program; and be it

FURTHER RESOLVED, That this Commission hereby approves the Ocean Beach Climate Change Adaptation Project and authorizes staff to proceed with actions necessary to implement the Project, including obtaining a Coastal Development Permit from the California Coastal Commission and any other required permits, provided that subsequent Commission action will be required to award the contracts for construction of the Project; and be it

FURTHER RESOLVED, That this Commission hereby approves the letter of agreement describing the anticipated Memorandum of Understanding between the SFPUC and the San Francisco Recreation and Park Department regarding construction and operation of the Project; and authorizes the General Manager of the SFPUC to negotiate and execute said Memorandum of Understanding with San Francisco Recreation and Park Department; and be it

FURTHER RESOLVED, The SFPUC, in coordination with the San Francisco Municipal Transportation Agency, San Francisco Recreation and Park Department, Planning Department, and Public Works, will evaluate vehicle access to the Zoo parking lot, and will consider whether any subsequent project is necessary to provide enhanced vehicle access, subject to any environmental review necessary at that time; and be it

FURTHER RESOLVED, That this Commission urges the San Francisco Recreation and Park 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.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of October 10, 2023.

Secretary, Public Utilities Commission

LARGE DOCUMENT - Available via link on the Legislative Research Center

Ocean Beach Climate Change Adaptation Project

San Francisco Planning
Case No. **2019-020115ENV**

State Clearinghouse No. 2020090171

Public Draft	*Draft EIR Publication Date:*	December 8, 2021	*Written comments should be sent to:* **Julie Moore** 49 South Van Ness Ave, Suite 1400 San Francisco, CA 94103 or CPC.OceanBeachEIR@sfgov.org
	Draft EIR Public Hearing Date:	January 6, 2022	
	Draft EIR Public Comment Period:	December 9, 2021 to January 24, 2022	

San Francisco Planning

LARGE DOCUMENT - Available via link on the Legislative Research Center

Ocean Beach Climate Change Adaptation Project

San Francisco Planning
Case No. **2019-020115ENV**

State Clearinghouse No. 2020090171

Draft EIR Publication Date:	December 8, 2021
Draft EIR Public Hearing Date:	January 6, 2022
Draft EIR Public Comment Period:	December 8, 2021 to January 24, 2022
Responses to Comments Publication Date:	September 14, 2023
Final EIR Certification Hearing Date:	September 28, 2023

San Francisco Planning

ATTACHMENT A
DRAFT EIR COMMENTS

LARGE DOCUMENT - Available via link on the Legislative Research Center

BOARD of SUPERVISORS

City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. (415) 554-5184
Fax No. (415) 554-5163
TDD/TTY No. (415) 554-5227

MEMORANDUM

Date: October 25, 2023

To: Planning Department/Planning Commission

From: John Carroll, Assistant Clerk, Land Use and Transportation Committee

Subject: Board of Supervisors Legislation Referral - File No. 231075
Park Code - Great Highway Extension - Road Closure

☐ California Environmental Quality Act (CEQA) Determination
(California Public Resources Code, Sections 21000 et seq.)
- ☐ Ordinance / Resolution
- ☐ Ballot Measure

☐ Amendment to the Planning Code, including the following Findings:
(Planning Code, Section 302(b): 90 days for Planning Commission review)
☐ General Plan ☐ Planning Code, Section 101.1 ☐ Planning Code, Section 302

☐ Amendment to the Administrative Code, involving Land Use/Planning
(Board Rule 3.23: 30 days for possible Planning Department review)

☒ General Plan Referral for Non-Planning Code Amendments
(Charter, Section 4.105, and Administrative Code, Section 2A.53)
(Required for legislation concerning the acquisition, vacation, sale, or change in use of City property; subdivision of land; construction, improvement, extension, widening, narrowing, removal, or relocation of public ways, transportation routes, ground, open space, buildings, or structures; plans for public housing and publicly-assisted private housing; redevelopment plans; development agreements; the annual capital expenditure plan and six-year capital improvement program; and any capital improvement project or long-term financing proposal such as general obligation or revenue bonds.)

☐ Historic Preservation Commission
- ☐ Landmark *(Planning Code, Section 1004.3)*
- ☐ Cultural Districts *(Charter, Section 4.135 & Board Rule 3.23)*
- ☐ Mills Act Contract *(Government Code, Section 50280)*
- ☐ Designation for Significant/Contributory Buildings *(Planning Code, Article 11)*

Please send the Planning Department/Commission recommendation/determination to John Carroll at john.carroll@sfgov.org.

BOARD of SUPERVISORS

City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102-4689
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M E M O R A N D U M

TO: Phil Ginsburg, General Manager, Recreation and Parks Department
Jeffrey Tumlin, Executive Director, SFMTA
William Scott, Police Chief
Jeanine Nicholson, Fire Chief
Mary Ellen Carroll, Executive Director, Department of Emergency Management

FROM: John Carroll, Assistant Clerk, Land Use and Transportation Committee

DATE: October 25, 2023

SUBJECT: LEGISLATION INTRODUCED

The Board of Supervisors' Land Use and Transportation Committee has received the following proposed legislation, introduced by Mayor Breed on October 17, 2023.

File No. 231075

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.

If you have comments or reports to be included with the file, please forward them to me at the Board of Supervisors, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102 or by email at: john.carroll@sfgov.org.

cc:
Offices of Chair Melgar and Mayor Breed
Sarah Madland, Recreation and Parks Department
Beverly Ng, Recreation and Parks Department
Kate Breen, Municipal Transportation Agency
Janet Martinsen, Municipal Transportation Agency
Joel Ramos, Municipal Transportation Agency
Lisa Ortiz, Police Department
Lili Gamero, Police Department
Rima Malouf, Police Department
Diana Oliva-Aroche, Police Department
Theresa Ludwig, Fire Department
Francis Zamora, Department of Emergency Management
Olivia Scanlon, Department of Emergency Management

From:	Lian Chang
To:	Carroll, John (BOS)
Cc:	Melgar, Myrna (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS)
Subject:	Public comment for File No. 231075, Park Code - Great Highway Extension - Road Closure.
Date:	Thursday, April 25, 2024 6:49:49 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I'm writing to support the ordinance amending the Park Code to close the Great Highway Extension to vehicles to allow for a multi-use trail and to improve shoreline resilience as part of the Ocean Beach Climate Change Adaptation Project; to be heard in the Monday, April 29 Land Use and Transportation Committee meeting.

My family has enjoyed using Great Highway Park for recreation, to travel to the zoo and to restaurants in the Outer Sunset, to access Ocean Beach, and to attend some of the community events that have been held here since the road has been closed to cars. This is exactly the kind of public space and infrastructure that is helping San Franciscans to not only shift more trips away from cars to more sustainable and healthy modes of travel, but also to experience our city as a joyful, vibrant place.

This project to protect SFPUC wastewater infrastructure has been adopted City policy since the robust and lengthy interagency process that led up to the Ocean Beach Master Plan in 2012. With an Environmental Impact Report of over 2,000 pages, this project has been thoroughly analyzed and reviewed—and meanwhile, the relentless forces of climate change and the sea follow no such timetable and continue to erode away at our shoreline, threatening the Lake Merced Tunnel and wastewater treatment plant that hundreds of thousands of San Franciscans rely on daily. It is time to take this action to address the reality that is climate change and protect our City's coast and infrastructure for future generations.

Opponents who seek to fight the sea and permanently preserve a four-lane highway south of Sloat Boulevard ignore that the roadway is already crumbling into the sea and will inevitably not be usable for vehicle traffic throughout the upcoming four years of major construction on the bluffs necessary to protect wastewater infrastructure, requiring the project's planned rerouting of vehicle traffic. Also, the resounding passage of Proposition J and the failure of Proposition I in Fall 2022 demonstrate pronounced public support for portions of this project, with 65% of voters, and majorities in every Supervisorial district, rejecting a measure that sought to block the project's planned vehicle circulation changes.

Many thanks for your consideration.

Lian Chang

Resident of D1, San Francisco --

Let's fund the bus! Join us in bringing the Community Transit Act, a ballot measure to fund public transit, to San Francisco voters in November 2024: sftransitact.com.