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STATE COASTAL CONSERVANCY
GRANT APPLICATION

Please read the Grant Application Guide, found at this link: https://scc.ca.gov/webmaster/ftp/pdf/forms/SCC_Application-Guide.docx , to help you fill out this application.

Submit your application to grants@scc.ca.gov

SUMMARY INFORMATION

CONTACT INFORMATION

Organization:	San Francisco Recreation and Park Department (SFRPD)
Contact Person:	Brian Stokle
Email:	brian.stokle@sfgov.org
Phone:	628-652-6611
Webpage (if applicable):	https://sfrecpark.org/

PROJECT INFORMATION

Project Name	Great Highway Pilot Project
Project Summary (1 sentence)	This project will study ecological, recreational, transportation, and sea level rise factors, on the 50-acre Upper Great Highway area – gathering critical data and public input to develop a report outlining recommendations for a resilient Great Highway.
Amount Requested	$1,000,000
Total Project Cost	$1,240,000
Estimated Start Date	June 2024
Estimated End Date	February 2026
Project Type:	☒Planning ☐Acquisition ☐Implementation

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(check all that apply)	
Total Acres (if applicable)	50-acres
Total Trail Miles (if applicable)	2-miles
Assessor Parcel Numbers (Acquisition projects only)	N/A

LOCATION INFORMATION

County(ies)	San Francisco
Specific Locations	Great Hwy and Ocean Beach
Latitude, Longitude (e.g., 37.80630, -122.2735)	37°45'10.1"N 122°30'32.1"W
What point is represented by the lat/long (e.g. parking lot, center of site, etc.)	Approximate center of site
Is project in, or within 0.5 miles of, a Disadvantaged Community? (mapping tool: https://www.parksforcalifornia.org/communities/?overlays=parks)	☐Yes ☒No ☐Partially

LEGISLATIVE DISTRICTS

District	**Number, Name of Representative**
State Assembly	District 19, Philip Ting
State Senate	District 11, Senator Scott Wiener
Congress	Congressional District 11, Representative Nancy Pelosi United States Senator Laphonza Butler

PROJECT DESCRIPTION

Complete each of the elements of the project description below with clear, but detailed answers. Add space to each answer as necessary but stay within the suggested limits. Refer to the Grant Application Guide for specific assistance on each question.

1. **Site Description** (1-2 paragraphs)

The Upper Great Highway study area is 2 miles in length, approximately 50-acres in size, and is comprised of a flat four-lane park roadway bordered by recreational trails and the Ocean Beach recreation area to the west, which is under the jurisdiction of the National Park Service. The study area is under the jurisdiction of the San Francisco Recreation and Park Department (SFRPD).

The Upper Great Highway, designated in the 1870s, and primarily constructed in the 1920s, provides a valuable scenic public space that can accommodate various kinds of uses in concert with adjacent

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pathways and the beach itself. The study area offers recreational access to the coast to people who cannot easily use the beach itself, including people with disabilities. The study area is adjacent to primarily residential land uses and is accessed by public transport and pathways and trails from the east; and roadways to the north and south. Vehicular parking is available to the north and south as well as street parking along adjacent/parallel roadways. [See study area map in Figure 1, page 14]

In 2020 the Upper Great Highway was closed for vehicular access to support improving recreational access during the COVID-19 pandemic by people walking, rolling and biking. In 2022, the study area was approved by the San Francisco Board of Supervisors for a three-year pilot (a pilot is a time-limited change to roadways uses for planners and engineers to observe, collect data and perform outreach while the roadway changes are in place to inform a final proposal for roadway changes to decisionmakers) where the Upper Great Highway is a pedestrian and bicycle promenade closed to vehicle traffic on the weekends and holidays. The remainder of the week, Mondays to Fridays at noon, the roadway is utilized by vehicles and bicycles operating in the roadway, and not accessible to people walking, except for the adjacent multi-use path.

2. **Project Need** (one paragraph). Describe the specific problem, issue, or unserved need the project will address.

This project evaluates proposals to ensure a sustainable and resilient Upper Great Highway as climate change threatens the coastline and creates new issues for adjacent land uses. The Upper Great Highway has long been impacted by sand accumulation on the roadway from adjacent dunes: up to 37 days per year the Upper Great Highway is closed due to sand intrusion, and the number of days this occurs has been increasing due to a combination of climate change, storms, erosion, and management needs. Over the long term, climate change will exacerbate these challenges: the Ocean Beach Master Plan predicted that the project study area would be impacted by sea level rise and stormwater impacts by 2070. The San Francisco's Sea Level Rise Vulnerability and Consequences Assessment found that a 12-inch sea level rise, plus a 100-year extreme high tide would inundate 100% of the beach and the Coastal Trail, subjecting the area to erosion during large coastal storms with high winds and large waves. It is critical for planners to recognize and plan for potential sea level rise scenario impacts on both the beach and the roadway, and to develop a realistic future for Upper Great Highway that adapts to the known climate change threats while still providing access to the area. Due to current climate conditions and sand, access to the Upper Great Highway corridor including recreational paths, dunes, and beach, are often obstructed during spring months for many weeks of the year, especially to persons with mobility issues and to bikes.

3. **Project Activities** (1-3 paragraphs). Describe specifically how the proposed project will address the project need identified in #2 above.

This project advances findings from two key efforts: San Francisco County Transportation Authority (SFCTA) Great Highway Concepts and the San Francisco Estuary Institute study that examines ways to restore Ocean Beach dunes parallel to the Upper Great Highway. The project will develop and analyze sea level rise effects, and examine ways to improve access and mobility to and along the coast.

The Great Highway Pilot Project will study ecological impacts, transportation data, and recreation and park uses in the neighboring communities to understand the existing conditions and to

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accurately described the needs and opportunities faced by the Upper Great Highway. Findings of this project's studies will be used to engage communities in a transparent public participation process to develop clear project alternatives and staff recommendations.

At the conclusion of the project, a staff-recommended alternative will be presented to relevant decision-makers, including the Recreation and Parks Commission, the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors, and the San Francisco Board of Supervisors, for a final decision on traffic and recreational uses of the roadway after December 2025. All data and community engagement feedback will give decision-makers the information required to make a sustainable, long-term decision about the future of the Upper Great Highway that considers climate, recreation, transportation, and other citywide and local factors.

4. ***Project Outcomes.*** *To* the extent known, provide information on both the quantitative and qualitative project outcomes. See application guide for sample project outcomes.

The Great Highway Pilot Project will include significant project outcomes pertaining to stakeholder engagement, analysis and report deliverables that will be critical to inform long-range physical outcomes in the project study area. Among these outcomes are the following:

- Engage up to 40 community stakeholder groups
- Receive 5000 online surveys
- Host 3 site tours
- Up to four publicly vetted design alternatives for the Great Highway Corridor that address future recreation, transportation, and ecological needs in the form
- Completion of three technical studies that report on 1) ecological impacts related to climate change and mitigation strategies, 2) transportation data collection, analysis and intersection and arterials evaluation and 3) recreational use conditions and opportunities.
- Secure vote of support of Great Highway Pilot Project for 2-mile recreational corridor by RPD Commission
- Secure approval of Great Highway Pilot Project by SF Board of Supervisors for traffic and recreational uses of the roadway after December 2025.
- Public participation plan that includes strategic communication, briefing and in-person meetings, on-line engagement, and in-park (on-site) engagement.
- Greater public understanding of travel and access demand for the Great Highway and adjacent corridors and insights into recreational uses and behaviors
- Ecological Impacts findings (habitat, coastal erosion, SLR impacts, sand and wind impacts) and strategies for implementing and funding improved plant, animal and ecologically sensitive site improvements and management to address impacts and incorporated into alternative plan (50 acres total area of RPD project site)
- Gap analysis and identification of recreation facility types that are lacking across different communities in proximity to the existing Great Highway

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PROJECT SELECTION CRITERIA

The Grant Application Guide contains the complete list of our project eligibility and project selection criteria. This application only includes those criteria for which we need specific input from you. The other criteria will be assessed based the project description. Refer to the Grant Application Guide for specific assistance on each question.

Project Eligibility

5. **California Environmental Quality Act (CEQA) Compliance** – Implementation Projects Only:
   - Specify the current status of CEQA review:

     ☒ Not Started ☐ In Progress ☐ Complete

     Estimated completion date:
   - What document is the CEQA review expected to result in:

     ☒ Exemption

     ☐ Negative Declaration (ND)

     ☐ Mitigated Negative Declaration (MND)

     ☐ Environmental Review Document (EIR)

     ☐ Addendum
   - If an ND, MND, or EIR is required, specify the CEQA Lead Agency:
   - If an ND, MND, or EIR has already been completed, provide a link to the document:
6. **Grantee capacity (1 paragraph)**

   San Francisco Recreation and Parks has been the successful receipt of numerous Federal, State, and local grants, and have managed three planning grants in the past five years. Grant application coordination and administration is provided by an analyst on staff in coordination with Finance staff who manage grant billings. The Capital and Planning Division that will implement the project, is comprised of over 28 staff with roles in project management, planning, finance, public outreach and various support functions. The project planners assigned have a background in park planning, transportation analysis and are knowledgeable of the coastal erosion conditions of the Great Highway. SFRPD is supported by the SFMTA that specializes in transportation planning, engineering, traffic modeling, and street design. In addition, SFRPD has an established relationship with the National Park Service (NPS) with respect to dunes, the roadway, and parking lots where the agency boundary exists. The agency also has professional service agreements with various consultants to assure biological, historical, and cultural resources are protected. In 2021, the same project team successfully delivered a planning project for JFK Drive, a roadway in Golden Gate Park, engaging over 10,000 San Franciscans in a robust community process that led to 3 miles of roadway converted to bicycle and pedestrian-only streets (promenade).

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7. **Site ownership or control** – Check the applicable box. For ACQUISITION projects, the "written agreement" refers to a Purchase and Sale Agreement.

   ☒ Applicant owns the site(s) where the project will occur.

   ☐ Applicant has a written agreement with the property owner(s) to conduct the project on their property(ies). If checked, please provide a copy as an attachment to your application.

   ☐ Applicant does not yet have a written agreement with the property owner(s) to conduct the project on their property. If this answer is checked, specify how and when the property owner agreement will be reached.

8. **Long-term management and maintenance** (1 paragraph) – Summarize the plan for the long-term management, maintenance, and monitoring of the project.

The Great Highway Pilot Project will result in thoughtful analysis and specific recommendations for long-term permanent solutions to improve sustainability and resilience in the project area, including best practices for long-term management and maintenance. The study will develop design criteria for the recommended alternative and provide a basis for scoping and estimating of future capital improvements and operating requirements. Any improvements informed by this planning study will be managed co-managed by SFRPD and the city's Department of Public Works. SFRPD property will be overseen by Park Service Area Gardening staff and Structural Maintenance Division; funded by the SFRPD's Annual Operations Budget. RPD Natural Resource Division will be responsible for aspects of restoration maintenance. Public Works will be responsible for maintenance of any transportation improvements on the public right -of-way.

Project Selection (refer to the Application Guide for more information)

9. **Project includes a serious effort to engage tribes.** (1-2 paragraphs)**.** Describe how you have engaged tribes in the development of this project.

SFRPD has been a longtime collaborator with Indigenous groups in San Francisco and that bond has been enhanced in recent years through two main projects on and near the Great Highway. Beginning in 2022, RPD, the Association of Ramaytush Ohlone, the Native Plant Society among others have been key stakeholders in the San Francisco Estuary Institute's Sunset Natural Resilience Project. The project team is developing and implementing innovative coastal and urban adaptation strategies in Western San Francisco. Of special interest is the development of ecological design strategies of the Ocean Beach Dunes and redesign opportunities for the Great Highway. Separately but related, RPD is working with Association of Ramaytush Ohlone, Friendship House, and the Cultural Conservancy – all native-led organizations – on an Ohlone Garden, located in the western end of Golden Gate Park. The garden, which aims to be in harmony with the work on the Great Highway, will feature and incorporate a native ecological restoration, serve as an Indigenous ceremony site, and offer programmatic opportunities for the community. Tribal leadership has played a critical role in both projects.

10. **Project benefits will be sustainable or resilient over the project lifespan** (1-2 paragraphs)**.** Describe how the benefits of your project will be sustainable or resilient over the project

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lifespan. If you already addressed this in other parts of the application, please indicate where.

The Great Highway Pilot Project will evaluate capital improvement alternatives that will address sea level rise while improving public access and supporting shoreline ecology. All proposed alternatives consider these factors, will be developed with community input and secure the approval of the property owners and governing bodies. The purpose of this project is to deliver a sustainable and resilient coastline for San Francisco.

11. **Project delivers multiple benefits and significant positive impact.** (1-2 paragraphs)**.** List the specific project benefits and describe any additional significant positive impact. If you already addressed this in other parts of the application (for example, project outcomes), please indicate where. You do not need to repeat the information if it is already provided elsewhere.

In addition to the project need and goals to improve resiliency and sustainable outcomes for the project area, this project will improve outcomes for local recreational access, safer bicycling and walking networks and beach erosion control/ dune management. With City goals for increasing housing and population on the west side of the city, this project actively examines how Upper Great Highway can support additional recreational space and active transportation for a growing Sunset District.

As project deliverables, the project team will identify types of recreation facilities that are lacking at directly neighboring communities to the existing Great Highway and identify what context sensitive recreation solutions would be supported in the existing roadway space and adjacent park land uses. Recommendations from this project will also be incorporated in the SFMTA Active Communities Plan, incorporating the project area into a broader systems of safe walking and rolling streets, and will identify methods and features that will improve public access to the coast by all transportation modes. Lastly, the study will consider other long-term strategies for climate sustainability, including erosion from wave run- up impacts on existing dunes/earth berm and potential sustainable mitigation strategies and a broader road map for dune improvements described in the San Francisco Estuary Institute (SFEI) report, “Growing Resilience: Recommendations for Dune Management at North Ocean Beach” (December 2023), which is part of the Sunset Natural Resilience Project.

12. **Project was (or will be) planned with meaningful community engagement and broad community support** (1-3 paragraphs)**.** Please summarize how you have (or will) engage relevant communities in all phases of the project and describe the community support for the project.

The Project builds upon public engagement generated through the existing pilot and will create a community dialogue about what it would take to develop a resilient space that prioritizes people walking, biking, and recreating while recognizing the current uses and needs for the Great Highway. The project team will work with key stakeholders and the media to ensure the project is being effectively communicated with messages being shared to the stakeholder groups at the right time. Tactics may include using the SFMTA and RPD social media to inform public of events and updates, leverage partners’ and Supervisors’ social media and newsletters, use earned media to provide coverage and reach members of public and coordinate with National Park Service and Coastal Commission. Community stakeholders and accessibility groups includes: Veterans Administration,

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Great Highway Park, SF Zoo, Sunset Asian-American Cultural District, Senior Disability Action and Surfrider Foundation.

The team will attend standing community meetings with interested stakeholders and community-based organizations, with an emphasis on park-adjacent neighbors, and high-priority stakeholders (such as seniors and people with disabilities) to provide direct opportunities for stakeholder engagement with project staff. The team will create and share a presentation that can be adapted as needed for stakeholder briefings. SFRPD staff will also organize and conduct group tours on Upper Great Highway weekend closure days. These curated tours will focus on specific challenges to access and usage while soliciting input from participants about potential future visions for the street.

Online outreach in the form of a Storymap will serve as the backbone of the project's engagement strategy. The Storymap will provide information on the project and host a public survey; offering an interactive way for the public to provide feedback. Signage will be posted within the project area about the public outreach process with QR codes to the Storymap and survey to provide feedback.

PHOTOS AND RECORDS SUBMITTED WITH APPLICATION

Please specify whether you are submitting any photos, maps, or other materials with this application by checking the box below:

☒ I AM SUBMITTING PHOTOS, MAPS OR OTHER MATERIALS WITH THIS APPLICATION

☐ I AM NOT SUBMITTING PHOTOS, MAPS, OR OTHER MATERIALS WITH THIS APPLICATION

If you are submitting photos, maps, or other materials with this application, please confirm the following statement:

☒ I HEREBY CONFIRM THAT I OWN THE COPYRIGHT, TRADEMARK, OR HAVE SOME OTHER OWNERSHIP RIGHTS IN THE MATERIALS OR OTHERWISE HAVE PERMISSION TO USE AND HAVE AUTHORITY TO GRANT THE CONSERVANCY PERMISSION TO USE SUCH MATERIALS, AND I HEREBY GRANT TO THE CONSERVANCY THE UNLIMITED RIGHT TO USE SUCH MATERIALS FOR NON-COMMERCIAL PURPOSES.

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TASKS AND SCHEDULE

Fill in the appropriate task and schedule table for your project type. Look at the Grant Application Guide for example tasks and deliverables by different project types (e.g. acquisition, planning, and implementation). If you are not doing one of the tasks in the table, insert "N/A". You may add tasks as needed and delete tables for the project categories that are not relevant for your project.

	Project Tasks	Description	Deliverables (Documents and Files)	Start Date – End Date
1	Project Initiation	*Task 1 will kick-off the project, develop a public participation plan, execute consultant contracts, identify and oversee project team roles and responsibilities, and convene on project values and goals. The outcomes of this task will ensure that the project has a solid foundation and understanding of the scope of work, and the available resources to perform the work.*	A. Project kickoff notes B. Public Participation plan C. Consultant contract D. Values and Goals memo	June 2024 – September 2024
2	Needs and Opportunities Analysis	*Task 2 will provide data and analysis on topics including ecology, transportation and recreation and park use to inform the public engagement and staff recommendations.*	A. Ecological Impacts report on sea-level rise impacts for roadway, and mitigation strategies for local habitat and ecology B. Transportation Data Collection and Data Analysis including completed traffic counts, intercept survey, and arterial and intersections study C. Recreation and Park Use report	August 2024 – March 2025
3	Public Participation	*To improve outcomes for public space and quality of life, the Great Highway Alternatives Project will engage the residents in a community design process that describes the tradeoffs analyzed in the Needs and Opportunities task. The project is intensely focused on creating a community dialogue about what it would take to prioritizing people walking, biking, and recreating while recognizing the current uses and needs for the Great Highway.*	A. Final record of social media engagement and press reporting on the project B. Summary of community workshops and outcomes C. On-line survey results summary D. Summary notes from on-site events	January 2024-September 2025

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	Project Tasks	Description	Deliverables (Documents and Files)	Start Date – End Date
4	Design Alternatives and Legislation	*The work of Task 4 will iteratively develop as feedback is received through ongoing public participation efforts in Task 3. Conceptual ideas will be advanced through department level review; viable alternatives will be presented to the public. A final staff recommended alternative, including supportive projects, programs and policies that facilitate the project, will be environmentally assessed under CEQA and will be presented informationally to the SFMTA Board and RPD Commission, and be legislated by the San Francisco Board of Supervisors.*	A. Preliminary Design Options B. Final Design Options for Public Engagement C. Environmental Assessment and Review D. Western Shoreline Plan Review and Amendment, if needed E. Final Staff Report and Presentations F. Board of Supervisors Legislation	April 2025 - December 2025
5	Administration and Coordination	*Administration and coordination ensure that the project is moving on schedule, on budget and in compliance with all Coastal Conservancy invoicing and reporting requests. This is performed in concert with agreement to team roles and responsibilities. Administration costs will be covered through local funding and through RPD's approved indirect cost rate, which is included within the project budget through other tasks.*	A. Bi-Weekly RPD and SFMTA Meetings notes B. Invoices and Quarterly Reports Progress Reports	June 2024 – February 2026

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Permits

PLANNING and IMPLEMENTATION projects only. Check the permits needed to undertake the project. Refer to the Grant Application Guide to access informational links on each permit and how to obtain them for your project.

Name of permit	Secured	Pending	Included in Scope of Application
☐ Coastal or Shoreline Development Permit	☐	☐	☐
☐ Local Grading, Vegetation, or Other permit	☐	☐	☐
☐ CDFW Lake/Streambed Alteration Permit (1600)	☐	☐	☐
☐ CDFW California Endangered Species Act Take Authorization	☐	☐	☐
☐ Regional Water Quality Control Board Certification (401)	☐	☐	☐
☐ U.S. Army Corps 404 or 408 Permit	☐	☐	☐
☐ U.S. Fish and Wildlife Service Biological Opinion	☐	☐	☐
☐ National Marine Fisheries Service Biological Opinion	☐	☐	☐
☐ Other – Please specify	☐	☐	☐

PROJECT COST ESTIMATE

Fill in the Project Cost Estimate table below. The tasks in the Project Cost Estimate table should match the tasks in the Task and Schedule table above. Refer to the Grant Application Guide for examples and specific assistance on each project type and the associated Budget Justification.

Please round all budget numbers up to the nearest $100.

Estimated Project Cost:

	Project Tasks	Conservancy Grant	Other Funding	Total
1	Project Initiation		$60,000	$60,000

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	Project Tasks	Conservancy Grant	Other Funding	Total
2	Needs and Opportunities Analysis	$460,000	$120,000	$580,000
3	Public Participation	$300,000		$300,000
4	Design Alternatives and Legislation	$240,000		$240,000
5	Administration and Coordination		$60,000	$60,000
	Indirect Costs			
	TOTAL	$1,000,000	$240,000	$1,240,000

Other Funding

For the Other Funding included in the Project Cost Estimate above, please list the source, the amount, and status (secured, pending, applied for) for each of the other funding sources.

- Funder, Amount, Status

San Francisco General Fund Set-Aside for Transportation (2014 Prop B), $120,000

San Francisco Recreation and Parks General Fund, $120,000

Budget Justification

Provide an explanation of the costs for each of the project tasks that will be charged to the Conservancy grant. See Grant Application Guide for assistance.

Budget Justification (Only required for costs listed under Conservancy Grant)

1. Community Engagement – Provide approximate number of hours of your staff's time that will be charged to the Conservancy for Community Engagement, and separately provide the approximate number of hours of consultant time. You can include stipends for community participation or hours for community partners that will be compensated as well.

In past transportation and recreation projects of this scale (significant neighborhood engagement with some citywide outreach), approximately $150,000 is used for communications contracts, that include graphic design, public meeting set-up and participation, note-taking and follow-ups such as RPD Golden Gate Park Access and Safety. Approximately 1000 hours of total staff time are anticipated for the public participation task, 2 quarter time FTE at RPD and MTA.

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2. Technical Studies – List the technical studies that will be undertaken and the approximately cost of each. Specify the basis of this estimate (consultant proposal, estimate based on past experience, etc.).

Three technical studies that will be performed under the Needs and Opportunities Task have costed on average between $100,000 and $300,000.

- Ecological impact reports completed in the past by SF Estuary Institute on projects such as the Sunset Natural Resilience Project on the coastal dunes is estimated at $100,000 to $150,000.
- Transportation studies for RPD Golden Gate Park Access and Safety and SFMTA Embarcadero Enhancement, including data collection, longitudinal data analysis and arterial/intersection evaluation have costed $200,000 to $300,000.
- Recreation deficiency analysis typically requires 800-1000 hours of RPD staff time, a half-time FTE for projects such as McLaren Park.

3. Design Drawings and Specifications – If more than one level of design (for example, 30% and 60%) will be prepared, provide the cost estimate for preparing each level. Specify the basis of this estimate (consultant proposal, estimate based on past experience, etc.).

Design drawings, specifications and alternatives will be developed up to 10% in Task 4. These alternatives are estimated for $100,000 based on SF Port Waterfront Resiliency project. Additional staff time costs for approximately 750 hours are needed for coastal commission coordination and local legislation at the Board of Supervisors including a staff report summarizing all work completed in Tasks 1, 2, 3 and 4.

4. Environmental Review – Specify the basis of this estimate (consultant proposal, estimate based on past experience, etc.)/

In Task 4, an assumed environmental assessment will be a Statutory Exemption (SB 922) for projects that implement sustainable transportation outcomes, including bicycle and pedestrian facilities. Less than 80 hours are assumed for this work based on 10 past Statutory Exemptions issued for this type of project in the past 3 years.

PROJECT MAPS AND DESIGN PLANS

Project Location Map

Include a map that clearly shows the project location(s) within the context of the surrounding area. Be sure map shows nearest road access to site. If site can only be accessed via water, show the location of the nearest water access launch point.

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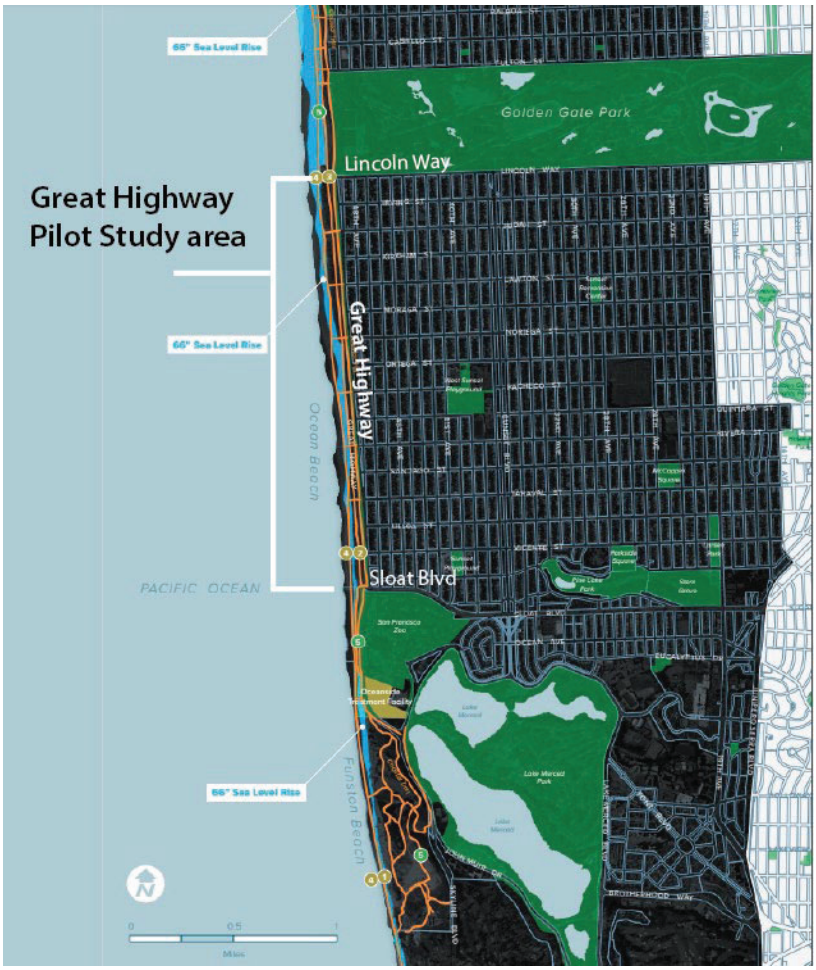

Figure 1- San Francisco Sea Level Rise Vulnerability and Consequences Assessment Study map of the Ocean Beach area (2020)

Concept Level Site Plan

For IMPLEMENTATION and PLANNING projects where conceptual design work has been completed, you should include a conceptual level site plan showing the key project components. For IMPLEMENTATION projects, more detailed design documents can also be provided as an attachment.

Site Photos

Provide one or more clear photos of the project site that clearly show the character of the site.

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Figure 2: People walking and biking on Great Highway as a promenade. (Image: Brian Stokle)

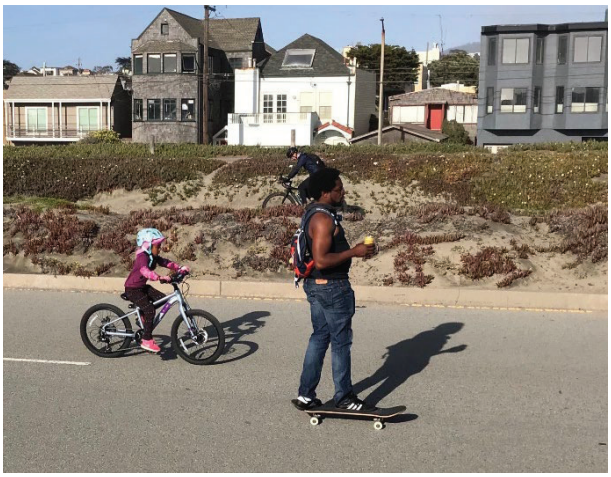

Figure 5: Family on bike and skateboarder on weekend promenade. (Image: Brian Stokle)

Figure 3: Sand accumulating on Upper Great Highway (Image: Brian Stokle)

Figure 6: Great Highway with cars and pedestrians. (Image: Brian Stokle)

Figure 4: People walking and biking on weekend promenade. (Image: Brian Stokle)

Figure 7: Aerial view of Upper Great Highway during a half marathon event. (Image: Kaiser Permanente Half Marathon)

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Figure 8: People with disabilities rolling on Great Highway as a promenade. (Image: Brian Stokle)

Additional Documents

If there are any additional documents that are critical for understanding the project, please attach or provide a link(s) for up to two additional documents. Examples of attachments could include feasibility studies, CEQA documents, appraisals, or other documents that are directly related to the proposed project.

- **San Francisco County Transportation Authority Great Highway Concepts** (2021) https://www.sfcta.org/sites/default/files/2022-09/SFCTA_Great-Highway-Evaluation-Report_2021-07-13_FINAL_a.pdf
- **SFEI Sunset Resilience Study** (2023) https://www.sfei.org/documents/north-ocean-beach

NON-PROFIT APPLICANT REQUIREMENTS

Non-profit applicants should include the following with the applications:

1. Letter of Determination from the Internal Revenue Service indicating current 501(c)(3) status.
2. Completed Nonprofit Organization Pre-Award Questionnaire.

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GRANT APPLICATION SURVEY

The Conservancy seeks to continuously improve our grant application process. Please take some time after completing this grant application to provide feedback on your experience as an applicant. The survey link can be accessed here. Your response will be anonymous, and we will greatly appreciate your constructive criticism.