



London N. Breed, Mayor
Philip A. Ginsburg, General Manager

**Ocean Beach Climate Adaptation Project
Virtual Community Meeting #1 Notes – December 3, 2020 6:00 pm**

Agenda

- Welcome & Project Area and Project Team Introductions
- Ocean Beach Climate Adaptation Project – Anna Roche, SFPUC Project Manager
- South Ocean Beach Multi-Use Trail and Public Access – Monica Scott, SFRPD Project Manager
- Comments/Questions/Next Steps

Please see [Community Meeting #1](#) full text of prepared presentation.

Comments/Questions & Answers

With the virtual meeting format, all questions and comments were submitted via a Q&A chat feature. Live chat was disabled for security reasons and to avoid distractions during the presentation. Staff read questions aloud and responded verbally during the Q&A portion of the presentation. Not all questions were answered during the meeting due to time constraints; all questions and comments are summarized and responded to here. For further details regarding this project, please visit [the RPD Project Webpage](#). More information about the coordinated City effort to address erosion and climate change at Ocean Beach can be found at: sfplanning.org/ocean-beach

Trail	
<i>Can the trail be in the first phase of construction?</i>	The trail will ultimately be built on top of the construction zone of the buried wall and thus cannot be built in advance as the construction of the buried wall would damage any new trail that is constructed.
<i>Will the trail be separated for pedestrians and cyclists?</i>	We are examining the different options for how the multi-use path is organized for directions and types of users. Depending on the width of the trail, it could either be separated by direction, but mixed in each direction (similar to Marina Green), or it could be separated by uses (and possibly by direction & use) like Mason St at Crissy Field.
<i>What is the width and material of the trail?</i>	The narrowest sections will be 15' wide. Other sections will be wider. Asphalt will likely be the primary material since the surface needs to be durable and able to support sand management equipment. Will consider signage/stripping to separate pedestrian and bike zones.

<i>Will the trail be protected from sea level rise and storm waves?</i>	The design takes erosion and sea level rise into consideration and the trail will be placed as far landward as possible accounting for the service road, access to the Oceanside Plant and Westside Pump Station, and fire/emergency vehicle access requirements. These project components are behind the buried wall. See also PUC Section below for more information on how the design will protect the shoreline.
<i>Will there be any hard paths on the beach that could be wheelchair accessible?</i>	The sand ramp at Sloat Blvd. will remain the accessible access point to Ocean Beach and would continue to accommodate beach wheelchairs. There are no current plans for hard paths on the beach due to the dynamic nature of the beach and the sand placement activities.
<i>Why can't the SFPUC service road straddle the Zoo property? More space can then be opened up for a trail to be safely located safely away from the surf.</i>	The property is currently leased to the zoo for their use and not available for this project. The access road is immediately adjacent to the Zoo leased property, including using the driveway entrances and exists to its parking lot for the access road. We have put it as far east as possible without making significant regrading of existing hillsides near the Zoo.
<i>Is the existing trail going to be available to walk on or is it going to demolished?</i>	There is no existing trail between Sloat and Skyline. The new multi-use trail will be built between Sloat and Skyline where the southbound Great Highway lanes currently exist. No trail will be demolished.
<i>Ensure that the new trail does not enable hazardous bike riding, that riders do not fly downhill into an already fraught intersection.</i>	The area where the multi-use trail will be constructed is predominantly flat (2% slope) with the exception between the proposed Skyline parking lot and the proposed Southern Beach Access stairs having a slope range of 7% to 9%; sloping North. The design team will strive to keep grades at 8% or lower which meets the AGODA standards and comparable with other coastal trail environments in the Bay area.
<i>Is there a plan to remove the southbound car lane and create a near-term safe walking/biking/hiking path along this coastline?</i>	Original plans called for an interim trail. However, with construction beginning in 2023, only two years from now, we are focusing limited resources on the larger project. Project construction is anticipated to be complete in early 2027 at which time the trail would be ready for use.
Restroom	
<i>Can a restroom be installed at the Skyline Parking lot in addition to the one planned near Sloat?</i>	RPD has examined installing a restroom at the Skyline Coastal Parking Lot. At present, with the restroom at Sloat and the restroom at Harding Park (which is closer to the Skyline Coastal Parking Lot than the Sloat restroom), we have restroom coverage that balances the public's needs and our operational capacity. We will add signage at the parking lot directing users to the two closest restrooms.
<i>Who currently maintains the restroom at Sloat?</i>	National Park Service
<i>Are the other 2 restrooms @ Taraval & Judah going to be going away?</i>	The restrooms at Taraval and Judah will remain. The restroom at Sloat will be demolished and rebuilt very close to its current location. The buried wall will be built beneath the area where the current Sloat restroom sits.

Traffic / Parking	
<i>What is the traffic plan to traveling north and south on the Great Highway? Where will cars be diverted and how will that affect alternate routes?</i>	Most traffic is anticipated to divert to Sloat and Skyline but some traffic will likely divert off the Great Highway further north. The EIR will evaluate the potential impacts of traffic that will re-route once the Great Highway between Sloat and Skyline is closed.
<i>Can housing be built on top of the parking lot?</i>	No, there are no plans to have housing on this site. Housing was not an objective of the Ocean Beach Master Plan and is also not consistent with RPD's mission. It would require amendments to the General Plan, the Local Coastal Plan, and the Planning Code.
<i>What part of this plan covers the necessary changes to Sloat and its connection to Skyline?</i>	The proposed project does not include any changes at the Sloat/Skyline intersection. MTA does have a separate project for improvements at the Sloat/Skyline intersection which will be designed based on the design of the Great Highway that is selected for its stretch from Lincoln to Sloat. For information on Sloat/Skyline please visit the project webpage: https://www.sfmta.com/projects/sloat-skyline-intersection-alternatives-analysis
<i>What is the parking lot capacity?</i>	The existing 35-space NPS parking lot near Sloat would be replaced with a larger ~55 spaces lot near Skyline.
<i>What happened to the Ocean Beach Master Plan's parking lot that was slated to be located at the end of Zoo road?</i>	The land south of the current Zoo parking lot is within the Zoo lease area. The Ocean Beach Master Plan developed conceptual ideas and not all concepts are included in the same location. The parking lot is proposed near Skyline.
<i>Will there be signal lights at the Skyline/Great Highway intersection? The current stop sign causes traffic to back up.</i>	Caltrans is developing a project to install signal lights at the Skyline/Great Highway intersection. This project is expected to be completed in 2022.
<i>When will you close the Great Highway extension (south of Sloat) to through-car and bicycle traffic?</i>	The roadway will be closed in mid-2023 for this project.
<i>Will access to 47th Ave from Sloat Blvd. change?</i>	There are no proposed changes at 47th Avenue as part of the project.
Plantings and Natural Elements	
<i>One of the beauties of this area is the very limited artificial lighting, which is important for Dark Skies and for habitat. What are the plans for limiting lighting in this area?</i>	Lighting along the trail will be placed as conservatively as possible to minimize artificial lighting. The service road will need some lighting for safety reasons but the design team will look to minimize lighting as possible, and in consideration of the American Association of State Highway and Transportation Officials' (AASHTO) guidance and National Park Service Dark Skies Guidelines. Lighting design will consider options such as having flat lenses on downward-facing lights.
<i>Where and when will your plant list be shared, please? Please use only local native plants on this project. Who will maintain these plants?</i>	The design team is exploring a partnership with the Coastal Conservancy to source/grow native plants for the project. Once a plant list is developed, it will be shared. The trail, restroom and parking lot will be maintained by RPD. The service road will be maintained by PUC. An Operations and Maintenance plan will be developed.

<i>The riprap and erosion from people and dogs walking along the edge have negatively impacted the Bank Swallow colony. Will all of the riprap be removed? How will the project protect the nesting birds as well as plants like Silky Beach Pea?</i>	Per the Coastal Commission permit requirements, all of the riprap and revetments will be removed. The EIR will evaluate the impacts to the bank swallow colony and other biological resources.
<i>This is the precise spot where the only San Francisco occurrence of native plant silky beach pea, Lathyrus littoralis, occurs. How will this plant be protected?</i>	The EIR will evaluate all protected species and biological resources in the project area.
<i>How did you get around the laws protecting the Snowy Plover and other protected wildlife?</i>	The project is subject to environmental laws including California Environmental Quality Act, National Environmental Policy Act, and the federal and state endangered species acts. The EIR will evaluate impacts of the proposed project on biological resources including special-status species such as the Snowy Plover.
<i>The Ocean Beach Master Plan called for a conservation center as a public amenity - and a key feature of this plan. Why is one not included?</i>	The Ocean Beach Master Plan has multiple components that will be implemented over decades by different groups and agencies. The conservation center was a separate project constructed by the zoo and is located on the hill above the Great Highway and is not within the boundary of the current proposed project.
Budget/Project Team	
<i>What is the total cost of this project? What is the cost of a restroom? Can the Zoo be required to provide free access to restrooms.</i>	Current estimates for the total project cost is ~\$185 million. The total cost for the restroom is estimated to be ~\$3 million. These costs include soft costs and construction costs. The zoo restrooms at the zoo entrance are located outside of the paid areas of the zoo.
<i>What part of this project will be funded by the Park Bond?</i>	Park Bond funds will only be used for the public access components of this project. The other project components will be funded by the PUC.
<i>What consulting firm(s) are working on the next design phase plans?</i>	SF Public Works is designing part of the project and Moffat & Nichol is the prime design consultant with subconsultants including Munden Fry Landscape Associates, and Peter Baye (Botanist/Coastal Ecologist)
Zoo	
<i>Will the Zoo have two parking areas (1 off Sloat in its current location and 1 near the Pomeroy Center?)</i>	The Zoo will have one parking area, the same as today. The entrance from Great Highway will be closed and the entrance on Sloat will become an entrance/exit.
<i>Will the Zoo be able to continue to charge for parking in their lot?</i>	The Zoo has control over its parking lot as part of its lease with RPD, and decides how to manage its parking including whether there is a fee.
<i>Is the Zoo considered a permanent fixture, or is there discussion about possible changes there with respect to this project?</i>	There are no plans to relocate the Zoo at this time.

Middle Reach Great Highway	
<i>Is it possible to keep the Great Highway while expanding bicycle lanes north of the zoo?</i>	The area north of the Zoo and Sloat is not within the project area. The Great Highway will only be removed between Sloat and Skyline to address shoreline erosion and climate-change-related sea-level rise while protecting the wastewater infrastructure and enhancing coastal public access and recreation, habitat, and scenic quality at South Ocean Beach. Due to space limitations, it is not possible to construct the buried wall, include a multi-modal trail and keep the Great Highway open to vehicles.
<i>Does the design effect the Great Highway north of the zoo?</i>	No
PUC / Infrastructure - Climate Change	
<i>When will the focus shift to removal and retreat of the sewer pipe? It seems "saving Ocean Beach" is always secondary to "protecting the sewer pipe." Given that pipe has a finite life, when does the City plan to move it off the beach and behind the sewer plant?</i>	Consistent with the Ocean Beach Master Plan, the overarching purpose of the project is to implement a long-term coastal management strategy for South Ocean Beach that addresses shoreline erosion and climate-change-related sea-level rise. Multiple project objectives include protecting the wastewater infrastructure and enhancing coastal public access and recreation, habitat, and scenic quality at South Ocean Beach. The project will likely include a comprehensive monitoring plan that will inform future decision making.
<i>What were the dates on slide 6 (before and after) showing the erosion?</i>	Early 1990's for the top photo and 2006 for the bottom photo
<i>The project seems intended to eliminate a public road so you can have a private truck road for the zoo and PUC.</i>	The project is located in a very constrained area and seeks to simultaneously address climate change induced sea level rise, improve public access, and protect and maintain access to existing critical wastewater infrastructure. Removal of the Great Highway in this area provides the necessary space to accomplish these multiple goals.
<i>Will there be a bluff? What is your plan to stop bluff erosion?</i>	There will not be a vertical bluff. The design is to lay down the bluff to a more gentle interface with the ocean to help reduce erosion. Sand will also be placed on the beach as part of ongoing maintenance to protect the shore. See also Response #71.
<i>What is the expected lifespan of this repair? Regarding climate change, is the project looking at 50 year projections for sea level rise and storm surge caused erosion?</i>	The wall would be designed with a nominal service life of 50 years (until approximately 2075) but with the proposed beach nourishment and appropriate maintenance is expected to last until 2100. The project is following the City's Sea Level Rise guidance, which uses projections through 2100. Please see the City's Capital Planning website for more information. https://onesanfrancisco.org/node/148
<i>Can the buried wall be extended further south?</i>	The project is designed to address the chronic erosion between Sloat and Skyline as outlined in the Ocean Beach Master Plan.
<i>Are you aware that sea level rise is not the issue with erosion on that part of the beach, but instead erosion is part of the natural scouring process related to the SF Bay?</i>	The project has been designed to account for both erosion from natural scouring processes and sea level rise. Current guidance for California recommends evaluation of SLR impacts using a scenario-based analysis. This method is founded on the approach by the Intergovernmental Panel on Climate Change (IPCC) to understand how SLR and other drivers interact to threaten health, safety, and resources of coastal communities. For more information see the project's Conceptual Engineering Report (CER)

<i>Will the project include rip rap that needs continual maintenance?</i>	The existing rip rap on the beach will be removed. No rip rap will be on the beach when the project is completed. Sand will be placed on the beach as part of future ongoing maintenance.
<i>If the gentle bluff theory gives way to the pipe being exposed, will you move the pipe inland and remove the rocks? If so, when is that projected to occur?</i>	The large rock (revetment) will be removed as part of the project as required by the existing Coastal Commission permit. The wall, which will protect the Lake Merced Tunnel (pipe), could be exposed occasionally, which is why sand placement is part of the project. Sand will be placed on a regular basis (every 2 to 8 years) as needed to ensure the wall remains buried. Since the wall will protect the pipe, there is no plan to move the pipe inland.
<i>Why not use sand sluicing rather than sand trucking? What is Army Corp sand enrichment versus moving sand?</i>	The city has identified 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 (Corps) as part of that agency’s ongoing federal navigation channels maintenance program. Under this option, a Corps dredge would pump sand in a slurry onto the beach. Under the second option, the city would continue its practice of excavating and trucking excess sand from North Ocean Beach to South Ocean Beach and placing coarse sand from other sources as a top layer (referred to as sand backpass).
<i>Won't a more gentle slope contain the ocean less?</i>	The proposed project envisions a very flat shoreface over which waves will dissipate energy, as opposed to a bluff with no beach fronting it where wave action can reach up to an elevation of +25 or more. The sandy beach backed by a low-profile (buried) wall with a sandy dune type ecotone mimics a natural shoreline that is in equilibrium, where wave energy is dissipated on the beach itself.
<i>Will the scenic bluffs toward the south end parking lot, as you approach Fort Funston, also be lowered?</i>	The project extends about 300-ft past the southern end of the revetment fronting the Oceanside Treatment Plant. This portion will be graded to accommodate a sloped and vegetated dune system rather than a vertical eroding bluff
<i>Has any consultation been done with any other part of the country, or even Europe, who have done this type of erosion control and sea wall?</i>	A low-profile (buried) wall with sand nourishment in front of the wall is not new to California or the West Coast in general. The SFPUC hired a design consultant with coastal engineers with experience in this type of work and have also consulted with the California Coastal Commission. Project-specific consultation with other regions for the Ocean Beach project has not been done or deemed necessary
<i>Wouldn't it be better to build high profile wall to thoroughly protect this area.</i>	This project is trying to achieve multiple objectives including improving recreation and habitat on the beach, a vegetated-slope type ecosystem above the beach, and protection in a manner where no armoring is visible. A high-profile wall would not be consistent with these goals