

BOARD OF APPEALS, CITY & COUNTY OF SAN FRANCISCO

Appeal of
SUNSET PARKSIDE EDUCATION AND
ACTION COMMITTEE (SPEAK),
Appellant(s)
vs.
PLANNING COMMISSION,
Respondent

Appeal No. **23-062**

NOTICE OF APPEAL

NOTICE IS HEREBY GIVEN THAT on November 27, 2023, the above named appellant(s) filed an appeal with the Board of Appeals of the City and County of San Francisco from the decision or order of the above named department(s), commission, or officer.

The substance or effect of the decision or order appealed from is the ISSUANCE on November 9, 2023 to San Francisco Recreation and Parks Department, of a Coastal Zone Permit (approval of a Coastal Zone permit pursuant to Planning Code Section 330 to permit temporary restriction of automobile access to the Upper Great Highway for a car-free bicycle and pedestrian promenade on weekends and holidays through December 25, 2025; as well as various traffic calming measures on surrounding streets) at Upper Great Highway between Lincoln Way and Sloat Blvd. plus surrounding streets.

RECORD NO. 2022-007356CTZ (Motion No. 21437)

FOR HEARING ON February 7, 2024

Address of Appellant(s):

Address of Other Parties:

<p>Sunset Parkside Education and Action Committee (SPEAK), Appellant(s) c/o Eileen Boken, Agent for Appellant(s)</p>	<p>San Francisco Recreation and Parks Department, Determination Holder(s) c/o Brian Stokle, Agent for Determination Holder(s) SF Recreation and Parks Department 49 South Van Ness Avenue, Suite 1200 San Francisco, CA 94103</p>
--	---

BOARD OF APPEALS, CITY & COUNTY OF SAN FRANCISCO

Appeal of
GEOFFREY MOORE,)
Appellant(s))
vs.)
PLANNING COMMISSION,)
Respondent)

Appeal No. **23-064**

NOTICE OF APPEAL

NOTICE IS HEREBY GIVEN THAT on November 27, 2023, the above named appellant(s) filed an appeal with the Board of Appeals of the City and County of San Francisco from the decision or order of the above named department(s), commission, or officer.

The substance or effect of the decision or order appealed from is the ISSUANCE on November 9, 2023 to San Francisco Recreation and Parks Department, of a Coastal Zone Permit (approval of a Coastal Zone permit pursuant to Planning Code Section 330 to permit temporary restriction of automobile access to the Upper Great Highway for a car-free bicycle and pedestrian promenade on weekends and holidays through December 25, 2025; as well as various traffic calming measures on surrounding streets) at Upper Great Highway between Lincoln Way and Sloat Blvd. plus surrounding streets.

RECORD NO. 2022-007356CTZ (Motion No. 21437)

FOR HEARING ON February 7, 2024

Address of Appellant(s):

Address of Other Parties:

Geoffrey Moore, Appellant(s)	San Francisco Recreation and Parks Department, Determination Holder(s) c/o Brian Stokle, Agent for Determination Holder(s) SF Recreation and Parks Department 49 South Van Ness Avenue, Suite 1200 San Francisco, CA 94103
------------------------------	---

BOARD OF APPEALS, CITY & COUNTY OF SAN FRANCISCO

Appeal of
CHARLES PERKINS,)
Appellant(s))
vs.)
PLANNING COMMISSION,)
Respondent)

Appeal No. **23-065**

NOTICE OF APPEAL

NOTICE IS HEREBY GIVEN THAT on November 27, 2023, the above named appellant(s) filed an appeal with the Board of Appeals of the City and County of San Francisco from the decision or order of the above named department(s), commission, or officer.

The substance or effect of the decision or order appealed from is the ISSUANCE on November 9, 2023 to San Francisco Recreation and Parks Department, of a Coastal Zone Permit (approval of a Coastal Zone permit pursuant to Planning Code Section 330 to permit temporary restriction of automobile access to the Upper Great Highway for a car-free bicycle and pedestrian promenade on weekends and holidays through December 25, 2025, as well as various traffic calming measures on surrounding streets) at Upper Great Highway between Lincoln Way and Sloat Blvd. plus surrounding streets.

RECORD NO. 2022-007356CTZ (Motion No. 21437)

FOR HEARING ON February 7, 2024

Address of Appellant(s):

Address of Other Parties:

Charles Perkins, Appellant(s)	San Francisco Recreation and Parks Department, Determination Holder(s) c/o Brian Stokle, Agent for Determination Holder(s) SF Recreation and Parks Department 49 South Van Ness Avenue, Suite 1200 San Francisco, CA 94103
-------------------------------	---



Date Filed: November 27, 2023

**CITY & COUNTY OF SAN FRANCISCO
BOARD OF APPEALS**

PRELIMINARY STATEMENT FOR APPEAL NO. 23-062

I / We, **Sunset Parkside Education and Action Committee (SPEAK)**, hereby appeal the following departmental action: **ISSUANCE of Coastal Zone Permit No. 2022-007356CTZ (Motion No. 21437)** by the **Planning Commission** which was issued or became effective on: **November 9, 2023**, to: **San Francisco Recreation and Parks Department**, for the property located at: **Upper Great Highway between Lincoln Way and Sloat Blvd.**

BRIEFING SCHEDULE:

Appellant's Brief is due on or before: 4:30 p.m. on **January 18, 2024, (no later than three Thursdays prior to the hearing date)**. The brief may be up to 12 pages in length with unlimited exhibits. It shall be double-spaced with a minimum 12-point font. An electronic copy shall be emailed to: boardofappeals@sfgov.org, julie.rosenberg@sfgov.org, corey.teague@sfgov.org, tina.tam@sfgov.org and brian.stokle@sfgov.org.

Respondent's and Other Parties' Briefs are due on or before: 4:30 p.m. on **February 1, 2024, (no later than one Thursday prior to hearing date)**. The brief may be up to 12 pages in length with unlimited exhibits. It shall be doubled-spaced with a minimum 12-point font. An electronic copy shall be emailed to: boardofappeals@sfgov.org, julie.rosenberg@sfgov.org, corey.teague@sfgov.org, tina.tam@sfgov.org and aeboken@gmail.com

Hard copies of the briefs do NOT need to be submitted to the Board Office or to the other parties.

Hearing Date: **Wednesday, February 7, 2024, 5:00 p.m., Room 416 San Francisco City Hall, 1 Dr. Carlton B. Goodlett Place.**

All parties to this appeal must adhere to the briefing schedule above, however if the hearing date is changed, the briefing schedule MAY also be changed. Written notice will be provided of any changes to the briefing schedule.

In order to have their documents sent to the Board members prior to hearing, **members of the public** should email all documents of support/opposition no later than one Thursday prior to hearing date by 4:30 p.m. to boardofappeals@sfgov.org. Please note that names and contact information included in submittals from members of the public will become part of the public record. Submittals from members of the public may be made anonymously.

Please note that in addition to the parties' briefs, any materials that the Board receives relevant to this appeal, including letters of support/opposition from members of the public, are distributed to Board members prior to hearing. All such materials are available for inspection on the Board's website at www.sfgov.org/boa. You may also request a hard copy of the hearing materials that are provided to Board members at a cost of 10 cents per page, per S.F. Admin. Code Ch. 67.28.

The reasons for this appeal are as follows:

Sunset-Parkside Education and Action Committee (SPEAK) is filing a local appeal at the San Francisco Board of Appeals as the Planning Commission erred in approving the Coastal Zone Permit for the Great Highway Pilot Project as the Coastal Zone Permit itself and the application for the Coastal Zone Permit are inconsistent with San Francisco's certified Local Coastal Program (LCP).

Appellant or Agent:

Signature: Via Email

Print Name: Eileen Boken, agent for appellant



PLANNING COMMISSION MOTION NO. 21437

HEARING DATE: NOVEMBER 9, 2023

Record No.: 2022-007356CTZ
Project Address: Upper Great Highway between Lincoln Way & Sloat Boulevard; plus surrounding streets
Zoning: Various
Cultural District: Sunset Chinese Cultural District
Block/Lot: N/A
Project Sponsor: Brian Stokle
San Francisco Recreation and Parks Department
49 South Van Ness Ave., Suite 1200
San Francisco, CA
Property Owner: City and County of San Francisco
Staff Contact: Alex Westhoff – (628) 652-7314
alex.westhoff@sfgov.org

ADOPTING FINDINGS RELATING TO THE APPROVAL OF A COASTAL ZONE PERMIT PURSUANT TO PLANNING CODE SECTION 330 TO PERMIT TEMPORARY RESTRICTION OF AUTOMOBILE ACCESS TO THE UPPER GREAT HIGHWAY BETWEEN LINCOLN WAY AND SLOAT BOULEVARD (APPROX. 2.0 MILES) FOR A CAR-FREE BICYCLE AND PEDESTRIAN PROMENADE ON WEEKENDS AND HOLIDAYS THROUGH DECEMBER 31, 2025; AS WELL AS THE IMPLEMENTATION OF VARIOUS TRAFFIC CALMING MEASURES ON SURROUNDING STREETS; IN DISTRICTS INCLUDING THE PUBLIC (P), NEIGHBORHOOD COMMERCIAL SMALL-SCALE (NC-2), RESIDENTIAL-MIXED LOW DENSITY (RM-1), RESIDENTIAL-HOUSE, ONE FAMILY (RH-1), RESIDENTIAL-HOUSE, TWO FAMILY (RH-2), AND RESIDENTIAL-HOUSE, THREE FAMILY (RH-3) ZONING DISTRICTS AND OS, 40-X, AND 100-A HEIGHT AND BULK DISTRICTS AND AFFIRMING THE PLANNING DEPARTMENT'S EXEMPT DETERMINATION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On January 18, 2023, the San Francisco Recreation and Parks Department (hereinafter "Project Sponsor") filed Application No. 2022-007356CTZ (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Coastal Zone Permit for the Great Highway Pilot Project to allow for weekend and holiday closure of the Upper Great Highway to automobile traffic on a temporary basis, and for surrounding traffic calming measures.

The Great Highway Pilot Project is statutorily exempt from the California Environmental Quality Act (“CEQA”) pursuant to Public Resources Code section 21080.25. The CEQA determination is attached as Exhibit F.

The traffic calming measures are exempt from the California Environmental Quality Act (“CEQA”) as a Class 1 categorical exemption. The CEQA determination is attached as Exhibit G.

On November 9, 2023, the San Francisco Planning Commission (hereinafter “Commission”) conducted a duly noticed public hearing at a regularly scheduled meeting on Coastal Zone Permit Authorization Application No. 2022-007356CTZ.

The Planning Department Commission Secretary is the Custodian of Records; the File for Record No. 2022-007356CTZ is located at 49 South Van Ness Avenue, Suite 1400, San Francisco, California.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

MOVED, that the Commission hereby authorizes the Coastal Zone Permit as requested in Application No. 2022-007356CTZ, subject to the conditions contained in “EXHIBIT A” of this motion, based on the following findings:

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

- 1. The above recitals are accurate and constitute findings of this Commission.**
- 2. Project Description.** The Coastal Zone Permit is required for the Great Highway Pilot Project including related traffic calming measures. In April 2020, the Recreation and Parks Department (RPD) at the recommendation of Supervisor Gordon Mar and in consultation with Mayor London N. Breed, temporarily closed the four-lane Upper Great Highway between Lincoln Way and Sloat Boulevard to automobiles. The closure was a response to the unprecedented COVID-19 pandemic to allow for safe, distanced outdoor recreation. In August 2021, the City modified vehicular restrictions to apply only during weekends, beginning Fridays at noon and ending Monday at 6 a.m., in addition to holidays.

On December 6, 2022, the San Francisco Board of Supervisors (BOS) passed an ordinance (Board File 220875) amending the Park Code to restrict private vehicles on the Upper Great Highway between Lincoln Way and Sloat Boulevard on weekends and holidays until December 31, 2025. The restriction was proposed as a pilot effort, including studies and analysis of the car-free use of the Upper Great Highway to inform a long-term plan for the future of this space. The ordinance specified:

“Upon enactment of this ordinance, the Recreation and Park Department intends to apply to the Planning Department for a permit to ensure compliance with any coastal development requirements. The Planning Commission will review the application at a public hearing to determine whether the permit will be issued, as required by law.”

Few physical changes related to the Upper Great Highway weekend closures are proposed. Currently there are two existing fixed swing gates, one at the northbound entry and one at the southbound entry. The existing gates are closed when excessive amounts of sand or flood water accumulate on the road and make it unsafe for car travel, as well as when the road functions as a promenade. Traffic cones and moveable gates are currently being placed on the northeast and southwest exits to serve as traffic barriers during the weekends and holidays. RPD is proposing installation of new swing gates installed in a chicane layout (i.e., staggered and on opposite sides of the roadway) to allow emergency vehicles to access the westernmost lanes of the roadway without needing to stop and open the gates. This design supports the continued recreational use of the beach while also enhancing the safe recreational use of the roadway by pedestrians and bicyclists during private vehicular closure times for promenade use, or during sand/water accumulation events.

Related improvements include traffic calming measures constructed by the San Francisco Municipal Transit Agency (SFMTA), for the safety of pedestrian and cyclists. The measures aimed to reduce traffic volumes and speeds on local streets which saw an increase in automobile traffic resulting from the Upper Great Highway closure. In spring 2020, eight detour and warning signs, a road closure barricade, five turn restrictions, and five speed tables were constructed at the intersections of Great Highway along Lincoln Way and Sloat Boulevard and in the adjacent neighborhood to support the Upper Great Highway closure to private vehicles. In April 2021, additional tools were added, including 24 speed cushions, one speed table, and 12 stop signs. In August 2021, when the Upper Great Highway was reopened to weekday vehicular use, some of the tools were no longer necessary and thus removed. In November 2021, additional stop signs were added to the Lower Great Highway at Ortega and Ulloa streets. Exhibit G documents SFMTA approvals of the traffic calming measures.

- 3. Site Description and Present Use.** The Project Site includes a roughly 2-mile stretch of the Upper Great Highway within the Public Zoning District in the Western Shoreline Area plan, bound by Lincoln Way to the North, Sloat Boulevard to the South, Ocean Beach/Pacific Ocean to the West and the Lower Great Highway to the East within the Outer Sunset neighborhood. The Upper Great Highway, developed in 1929, is a four-lane straight highway, divided by a narrow median.
- 4. Surrounding Properties and Neighborhood.** Ocean Beach is a popular recreational hub for surfing and other beach-related activities, and is part of the Golden Gate National Recreation Area, which is administered by the National Park Service. The sloped, vegetated median separating the Upper and Lower Great Highways is managed by the RPD and also includes a 10-foot wide asphalt multi-use recreational pathway.

The traffic calming measures implemented by SFMTA are located throughout the adjacent surrounding neighborhood spanning multiple Zoning Districts including NC-2, RM-1, RH-2, and RH-3. The surrounding neighborhood is predominately residential, characterized by one to two story single- or double- family homes with some larger multi-family apartments.

The Project is also located within the boundaries of the Sunset Chinese Cultural District, which was established in July 2021. The District's mission is to recognize the neighborhood's history, preserve the legacy and traditions uniquely born in the Sunset, recognize and memorialize the Chinese American experience, and preserve and increase the depth and impact of the Chinese American legacy in San

Francisco. Currently, this Cultural District does not include any land use regulations that apply to the Project.

- 5. Planning Code Compliance.** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

The Project falls within the Coastal Zone Permit Area and is subject to Coastal Zone Permit Review pursuant to Planning Code Section 330. Pursuant to Planning Code Section 330.2, the Local Coastal Program shall be the San Francisco Western Shoreline Plan, a part of the City's General Plan. The project is consistent with objectives and policies of the Western Shoreline Plan as outlined in this motion.

- 6. General Plan Compliance.** The Project is, on balance, consistent with the following Objectives and Policies of the General Plan:

ENVIRONMENTAL PROTECTION ELEMENT

Objectives and Policies

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.

OBJECTIVE 7

ASSURE THAT THE LAND RESOURCES IN SAN FRANCISCO ARE USED IN WAYS THAT BOTH RESPECT AND PRESERVE THE NATURAL VALUES OF THE LAND AND SERVE THE BEST INTERESTS OF ALL THE CITY'S CITIZENS.

Policy 7.1

Preserve and add to public open space in accordance with the objectives and policies of the Recreation and Open Space Element.

OBJECTIVE 9

REDUCE TRANSPORTATION-RELATED NOISE.

Policy 9.2

Impose traffic restrictions to reduce transportation noise.

OBJECTIVE 15

INCREASE THE ENERGY EFFICIENCY OF TRANSPORTATION AND ENCOURAGE LAND USE PATTERNS AND METHODS OF TRANSPORTATION WHICH USE LESS ENERGY.

Policy 15.1
Increase the use of transportation alternatives to the automobile.

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 1

ENSURE A WELL-MAINTAINED, HIGHLY UTILIZED, AND INTEGRATED OPEN SPACE SYSTEM.

Policy 1.1
Encourage the dynamic and flexible use of existing open spaces and promote a variety of recreation and open space uses, where appropriate.

Policy 1.4
Prioritize the better utilization of McLaren Park, Ocean Beach, the Southeastern Waterfront and other underutilized significant open spaces.

OBJECTIVE 2

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

Policy 2.2
Provide and promote a balanced recreation system which offers a variety of high quality recreational opportunities for all San Franciscans.

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

Policy 2.7
Expand partnerships among open space agencies, transit agencies, private sector and nonprofit institutions to acquire, develop and/or manage existing open spaces.

OBJECTIVE 3

IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE.

Policy 3.1
Creatively develop existing publicly owned right-of-ways and streets into open space.

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 3.4

Encourage non-auto modes of transportation—transit, bicycle and pedestrian access—to and from open spaces while reducing automobile traffic and parking in public open spaces.

Policy 3.5

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

SAFETY AND RESILIENCY ELEMENT

Objectives and Policies

OBJECTIVE 2.1

CLIMATE RESILIENCE. PURSUE SYNERGISTIC EFFORTS THAT BOTH ELIMINATE GREENHOUSE GASES (CLIMATE MITIGATION) AND PROTECT PEOPLE, THE BUILT ENVIRONMENT, AND NATURE FROM THE UNAVOIDABLE IMPACTS OF THE CLIMATE CRISIS (CLIMATE ADAPTATION).

Policy 2.1.2

Direct City actions to reduce local contributions towards the climate crisis by mitigating greenhouse gasses and by increasing carbon sequestration.

Policy 2.1.4

Ensure that City projects and private developments provide multi-benefit solutions that mitigate hazard risk and contribute to a zero-emission future.

TRANSPORTATION ELEMENT

Objectives and Policies

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 1.3

Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.

OBJECTIVE 2

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

Policy 2.2
Reduce pollution, noise and energy consumption.

Policy 2.3
Design and locate facilities to preserve the historic city fabric and the natural landscape, and to protect views.

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.

OBJECTIVE 19

ESTABLISH A STREET HIERARCHY SYSTEM IN WHICH THE FUNCTION AND DESIGN OF EACH STREET ARE CONSISTENT WITH THE CHARACTER AND USE OF ADJACENT LAND.

Policy 19.4
Discourage high-speed through traffic on local streets in residential areas through traffic "calming" measures that are designed not to disrupt transit service or bicycle movement.

Policy 19.5
Mitigate and reduce the impacts of automobile traffic in and around parks and along shoreline recreation areas.

OBJECTIVE 27

EMPLOY A MULTI-DISCIPLINARY APPROACH TO IMPROVING PEDESTRIAN SAFETY

Policy 27.4
Apply best practices in street design and transportation engineering to improve pedestrian safety across the City.

OBJECTIVE 29

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

Policy 29.1
Expand and improve access for bicycles on city streets and develop a well-marked, comprehensive system of bike routes in San Francisco.

Policy 29.8
Encourage biking as a mode of travel through the design of safer streets, education programs and targeted enforcement.

Policy 29.9
Identify and expand recreational bicycling opportunities.

OBJECTIVE 31

CITY GOVERNMENT SHOULD PLAY A LEADERSHIP ROLE IN INCREASING BICYCLE USE.

Policy 31.1
Consider the needs of bicycling and the improvement of bicycle accommodations in all city decisions.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 4

IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY.

Policy 4.1
Protect residential areas from the noise, pollution and physical danger of excessive traffic.

Policy 4.8
Provide convenient access to a variety of recreation opportunities.

Policy 4.9
Maximize the use of recreation areas for recreational purposes.

WESTERN SHORELINE AREA PLAN

Land Use
Objectives and Policies

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.

OBJECTIVE 3

ENHANCE THE RECREATIONAL CONNECTION BETWEEN GOLDEN GATE PARK AND THE BEACH FRONTAGE.

Policy 3.1

Strengthen the visual and physical connection between the park and beach. Emphasize the naturalistic landscape qualities of the western end of the park for visitor use. When possible eliminate the Richmond-Sunset sewer treatment facilities.

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.

OBJECTIVE 11

PRESERVE THE SCALE OF RESIDENTIAL AND COMMERCIAL DEVELOPMENT ALONG THE COASTAL ZONE AREA.

Policy 11.6

Protect the neighborhood environment of the Richmond and Sunset residential areas from the traffic and visitor impacts from the public using adjacent recreation and open space areas.

The Project offers a myriad of public benefits aligned with various policies of the General Plan and Western Shoreline Area Plan. It improves public access to and along Ocean Beach, opening a new paved path as a safe outdoor recreational corridor for persons of all socioeconomic circumstances and varying physical abilities. The Project helps achieve one of the California Coastal Commission's basic goals and associated policies of public coastal access and recreation as mandated by the California Coastal Act of 1976. Moreover, the Upper Great Highway runs adjacent to the Great Highway Dune Trail, a segment of the California Coastal Trail which is an integrated trail network being developed for over 1,230 miles of California's coastline. Ultimately the Great Highway Pilot Project bolsters the capacity of the area for cyclists and pedestrians; enhancing Ocean Beach's existing recreational qualities as a destination that can be appreciated by both local residents and international tourists alike. The Project encourages non-motorized vehicle traffic, which ultimately results in less carbon emissions than private automobiles, helping to reduce San Francisco's contributions to the climate crisis and thus aligning with the City's Climate Action Plan. The City's Transit-First policy prioritizes safe and accessible biking and walking over private automobiles, which this Project also supports. Given the pilot is only temporary, the Upper Great Highway will ultimately remain a four-lane highway, thus consistent with the Western Shoreline Area Plan which states that the Upper Great Highway should be developed as a four-lane highway. Furthermore, even during the pilot period, the Upper Great Highway will remain a four-lane highway during nearly all weekdays. On balance, the Project is consistent with the Objectives and Policies of the General Plan.

7. Planning Code Section 101.1(b) establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the Project complies with said policies in that:

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

The Project site does not possess any neighborhood-serving retail uses. However, increased visitors to Ocean Beach resulting from the Project can bolster patronage to nearby businesses including cafes, restaurants, food trucks, shops, and more.

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

The Project includes few physical improvements, thus having virtually no impact on the neighborhood's built form. Reduced automobile usage can help improve the neighborhood's physical and visual connection to Ocean Beach and the Pacific Ocean.

- C. That the City's supply of affordable housing be preserved and enhanced.

The Project does not affect affordable housing.

- D. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

The Project Site is served by nearby public transportation options including the N-Judah, L-Taraval, and 7, 48, and 23 bus lines. To support the pilot Project, RPD and SFMTA are collecting and analyzing data such as visitor usage and traffic conditions. No new parking is provided by the Project. Currently Ocean Beach visitors can park their vehicles in the vicinity and walk to the beach using Upper Great Highway crosswalks.

- E. 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 does not include commercial office development and does not eliminate any industrial or service uses.

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

The Project does not include any structural or seismic improvements.

- G. That landmarks and historic buildings be preserved.

The Project Site does not contain or impact any City Landmarks or historic buildings.

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

The Project fundamentally enhances the City's open space amenities. It does not propose any development that would inhibit the access to sunlight and vistas for existing parks and open space. Reduced automobile usage on the Upper Great Highway can improve visual access to Ocean Beach.

8. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
9. The Commission hereby finds that approval of the Coastal Zone Permit would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Coastal Zone Permit Application No. 2022-007356CTZ** subject to the following conditions attached hereto as “EXHIBIT A” in general conformance with plans on file, dated December 9, 2022, and stamped “EXHIBIT B”, which is incorporated herein by reference as though fully set forth.

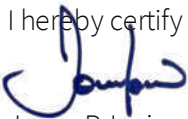
APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Coastal Zone Permit to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at (628) 652-1150, 49 South Van Ness Ave., Suite 1475, San Francisco, CA 94103.

Additionally, any aggrieved person may appeal this Coastal Zone Permit to the California Coastal Commission within ten (10) working days after the California Coastal Commission receives notice of final action from the Planning Department pursuant to the provisions of Section 330.9. Appeals to the California Coastal Commission are subject to the aggrieved party provisions in Section 330.2(a). An applicant is required to exhaust local appeals before appealing to the California Coastal Commission. For further information about appeals to the California Coastal Commission, including current fees, contact the North Central Coast District Office at (415) 904 - 5260.

Protest of Fee or Exaction: You may protest any fee or exaction subject to Government Code Section 66000 that is imposed as a condition of approval by following the procedures set forth in Government Code Section 66020. The protest must satisfy the requirements of Government Code Section 66020(a) and must be filed within 90 days of the date of the first approval or conditional approval of the development referencing the challenged fee or exaction. For purposes of Government Code Section 66020, the date of imposition of the fee shall be the date of the earliest discretionary approval by the City of the subject development.

If the City has not previously given Notice of an earlier discretionary approval of the Project, the Planning Commission’s adoption of this Motion, Resolution, Discretionary Review Action or the Zoning Administrator’s Variance Decision Letter constitutes the approval or conditional approval of the development and the City hereby gives **NOTICE** that the 90-day protest period under Government Code Section 66020 has begun. If the City has already given Notice that the 90-day approval period has begun for the subject development, then this document does not re-commence the 90-day approval period.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on November 9, 2023.



Jonas P. Ionin
Commission Secretary

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

NAYS: None

ABSENT: None

ADOPTED: November 9, 2023

EXHIBIT A

Authorization

This authorization is for a Coastal Zone Permit to allow the temporary restriction of automobile access on weekends and holidays to the Upper Great Highway between Lincoln Way and Sloat Boulevard (approximately 2.0 miles) for a car-free bicycle and pedestrian promenade on weekends and holidays through December 31, 2025 and installation of new swing gates at the north and south ends of the Upper Great Highway; as well as the implementation of various traffic calming measures on surrounding streets subject to conditions of approval reviewed and approved by the Commission on **November 9, 2023** under Motion No. **21437**. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

Recordation of Conditions Of Approval

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the Project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on **November 9, 2023** under Motion No. **21437**.

Printing of Conditions of Approval on Plans

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. **21437** shall be reproduced on the Index Sheet of construction plans submitted with the permit application for the Project. The Index Sheet of the construction plans shall reference the Coastal Zone Permit authorization and any subsequent amendments or modifications.

Severability

The Project shall comply with all applicable City codes and requirements. If any clause, sentence, section or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other remaining clauses, sentences, or sections of these conditions. This decision conveys no right to construct, or to receive a building permit. "Project Sponsor" shall include any subsequent responsible party.

Changes and Modifications

Changes to the approved plans may be approved administratively by the Zoning Administrator. Significant changes and modifications of conditions shall require Planning Commission approval of a new Conditional Use authorization.

CONDITIONS OF APPROVAL, COMPLIANCE, MONITORING, AND REPORTING

Performance

- 1. Expiration and Renewal.** This Coastal Zone Permit shall expire on December 31, 2025. Pursuant to Planning Code Section 330.13(a) a final decision on an application for an appealable Project shall become effective after a 10 working day appeal period to the California Coastal Commission has expired, unless either of the following occur: (1) a valid appeal is filed in accordance with City and State regulations, or (2) local government requirements are not met per Section 330.6(b). When either of the above occur, the California Coastal Commission shall, within five calendar days of receiving notice of that circumstance, notify the local government and the applicant that the local government action has been suspended. The applicant shall cease construction immediately if that occurs.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

- 2. Extension.** The Zoning Administrator may extend a Coastal Zone Permit prior to its expiration for up to 12 months from its original date of expiration. Coastal Zone Permit extensions may be granted upon findings that the Project continues to be in conformance with the Local Coastal program.

All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the Project is delayed by a public agency, an appeal, or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

Monitoring - After Entitlement

- 3. Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.

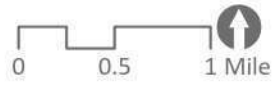
For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

- 4. Revocation due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.

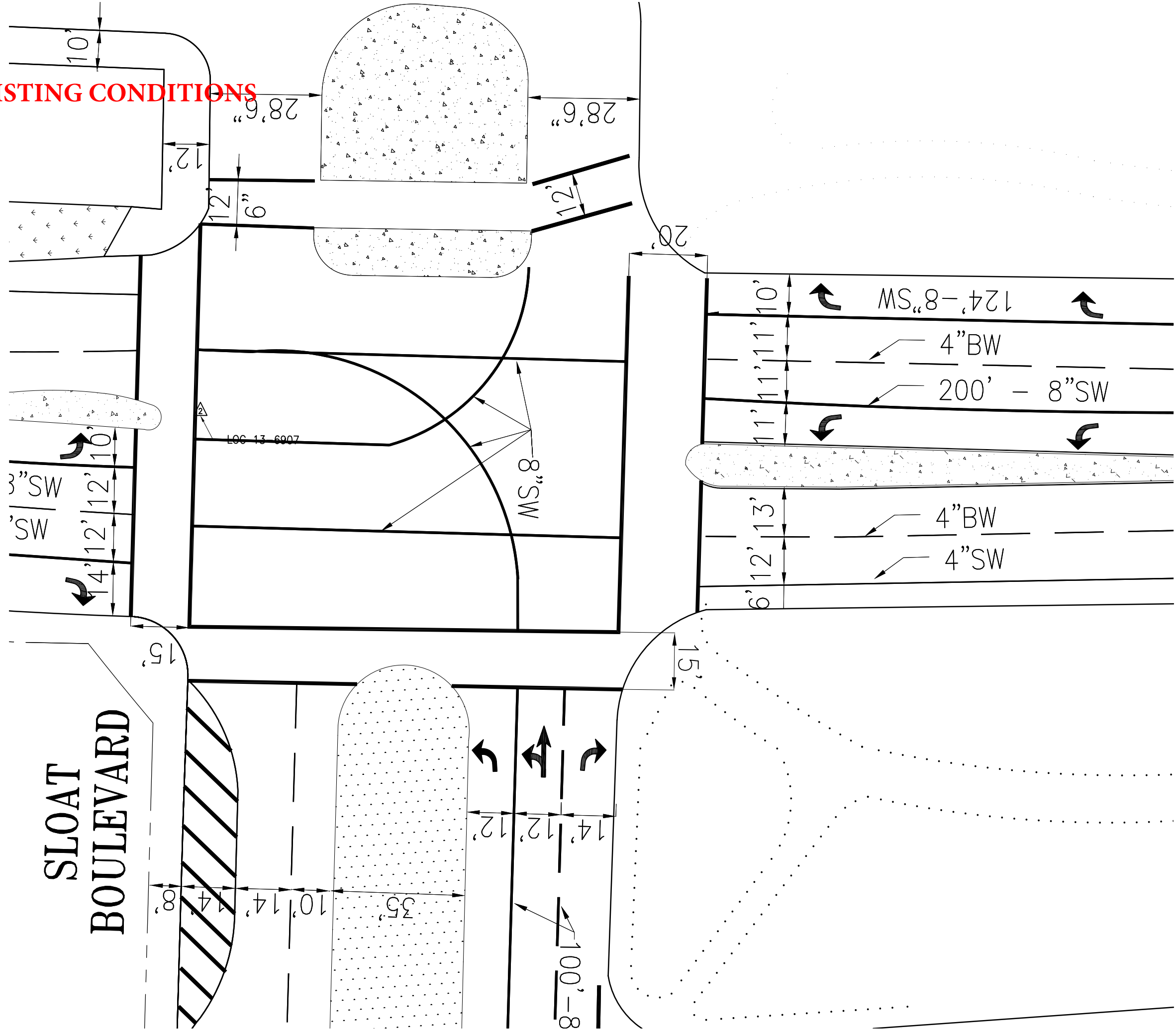
For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org



- RPD Parks
- Non-RPD Parks
- Great Highway Pilot
- Turn Restriction
- Stop Sign
- Speed Table
- Speed Hump
- Speed Cushion
- Signage/Detour
- Detour Warning
- Barricade
- Coastal Zone
- One Way
- Bike Lane
- Car Free Street
- Partially Car Free Street
- Additional Car Free Streets (pre 2022)



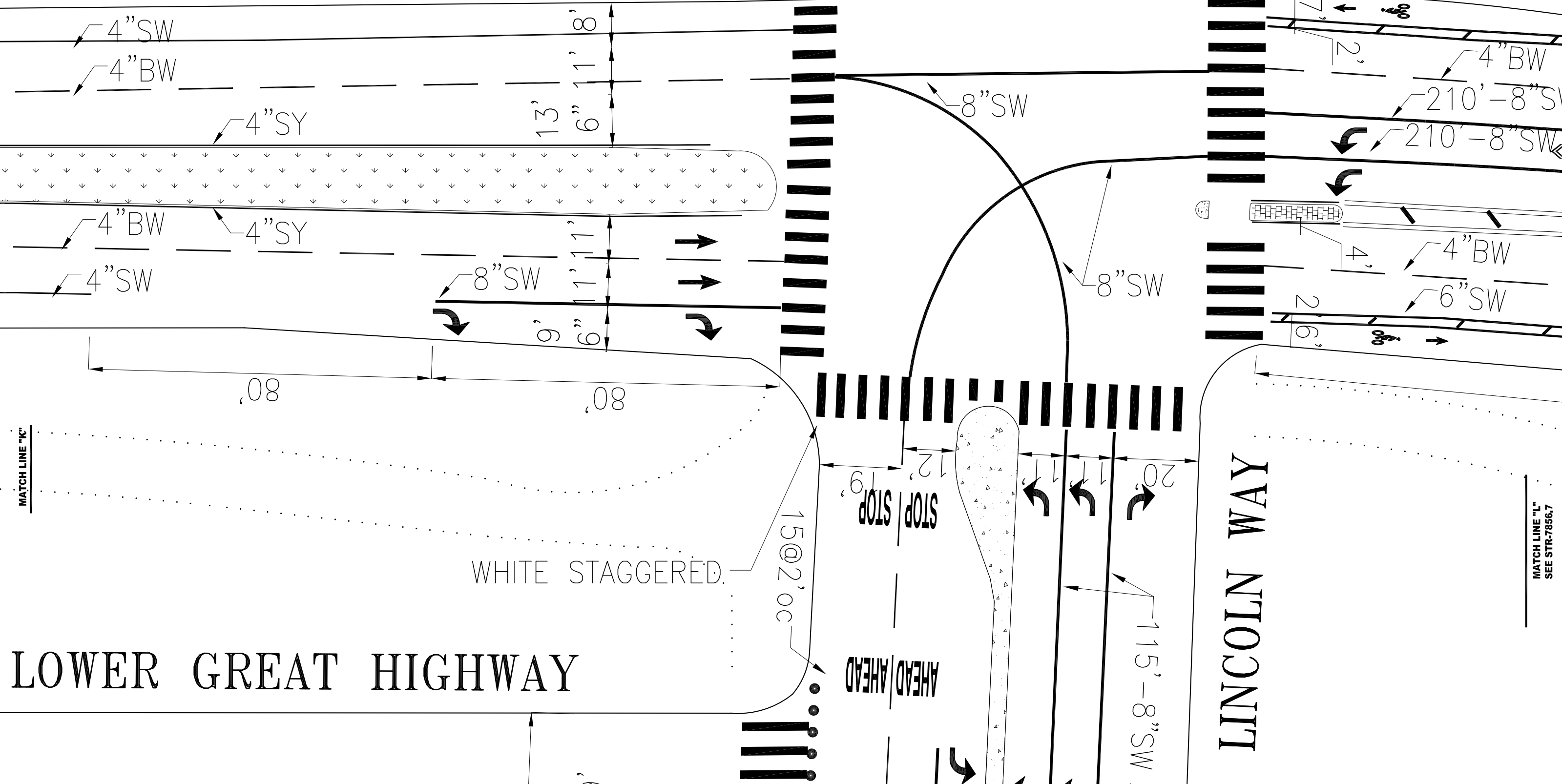
EXISTING CONDITIONS



EXISTING CONDITIONS

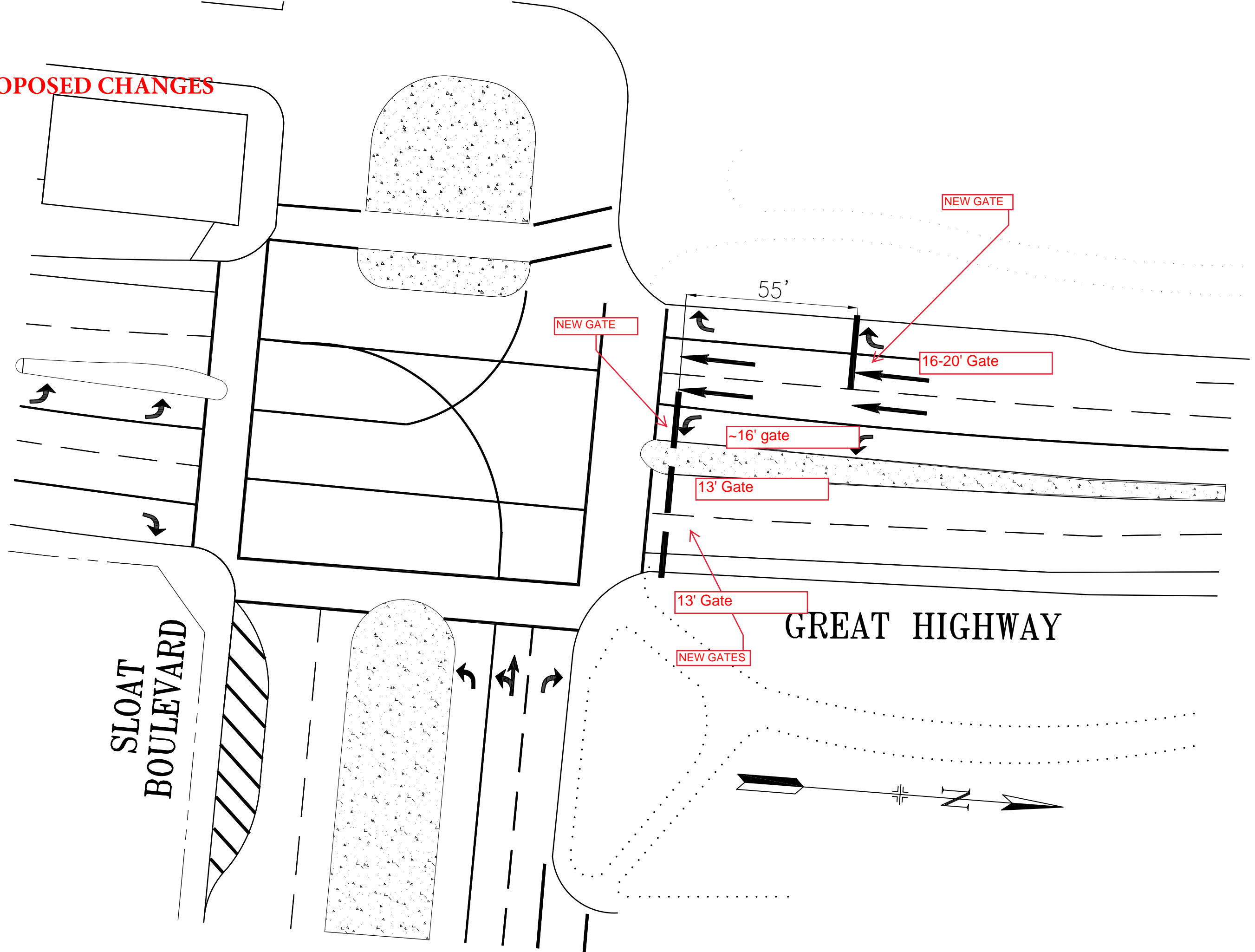
GREAT HIGHWAY

WHITE STAGGERED
CONTINENTAL



LOWER GREAT HIGHWAY

PROPOSED CHANGES



PROPOSED CHANGES

GREAT HIGHWAY

NEW GATES
14'-16'

NEW GATE
14'-16'

NEW GATE
16'-18'

55'

RECTANGULAR
PAVEMENT
MARKERS

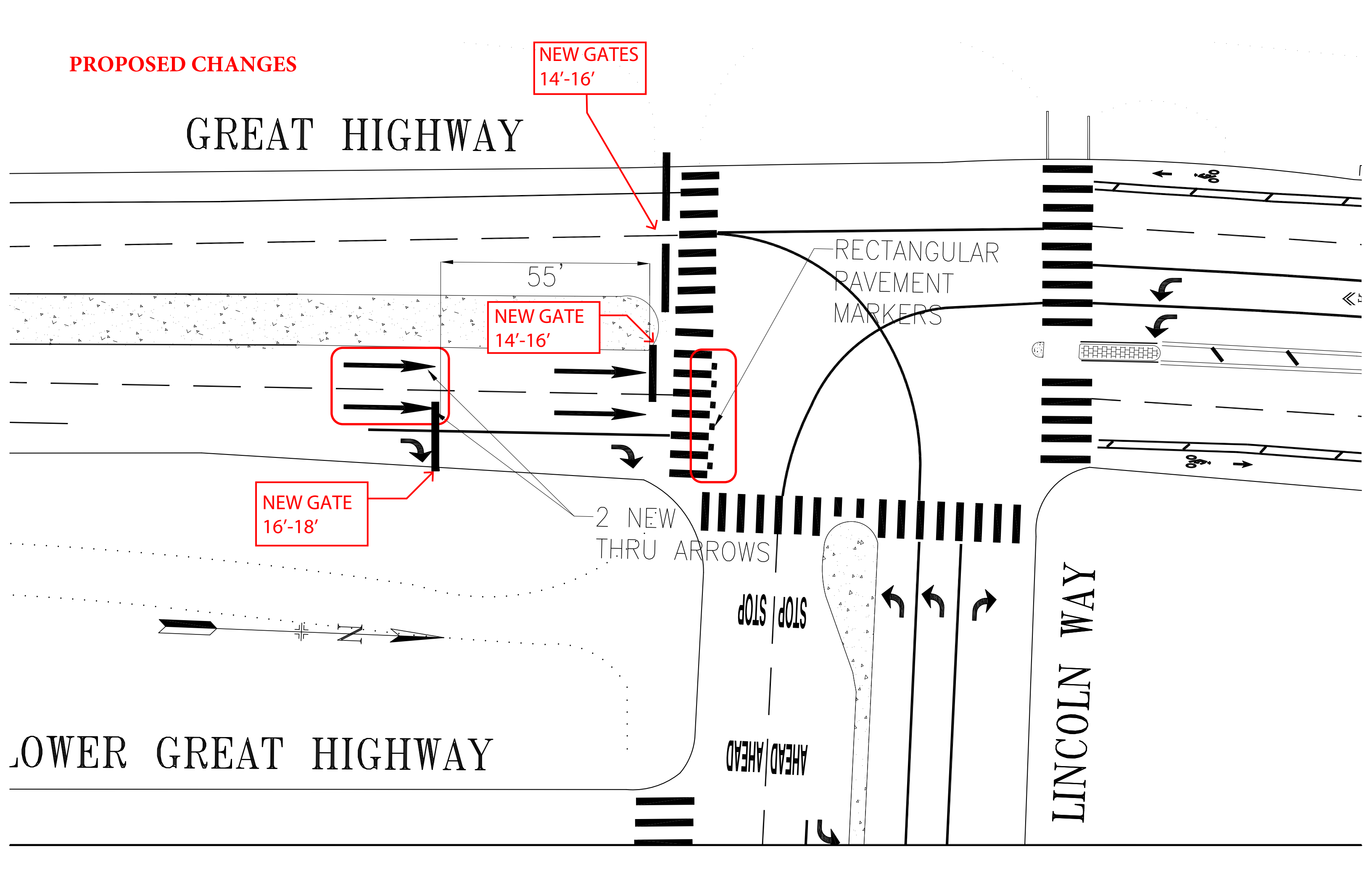
2 NEW
THRU ARROWS

STOP / STOP

AHEAD / AHEAD

LINCOLN WAY

LOWER GREAT HIGHWAY





Date Filed: November 27, 2023

**CITY & COUNTY OF SAN FRANCISCO
BOARD OF APPEALS**

PRELIMINARY STATEMENT FOR APPEAL NO. 23-064

I / We, **Geoffrey Moore**, hereby appeal the following departmental action: **ISSUANCE of Coastal Zone Permit No. 2022-007356CTZ (Motion No. 21437)** by the **Planning Commission** which was issued or became effective on: **November 9, 2023**, to: **San Francisco Recreation and Parks Department**, for the property located at: **Upper Great Highway between Lincoln Way and Sloat Blvd.**

BRIEFING SCHEDULE:

Appellant's Brief is due on or before: 4:30 p.m. on **January 18, 2024, (no later than three Thursdays prior to the hearing date)**. The brief may be up to 12 pages in length with unlimited exhibits. It shall be double-spaced with a minimum 12-point font. An electronic copy shall be emailed to: boardofappeals@sfgov.org, julie.rosenberg@sfgov.org, corey.teague@sfgov.org, tina.tam@sfgov.org and brian.stokle@sfgov.org.

Respondent's and Other Parties' Briefs are due on or before: 4:30 p.m. on **February 1, 2024, (no later than one Thursday prior to hearing date)**. The brief may be up to 12 pages in length with unlimited exhibits. It shall be double-spaced with a minimum 12-point font. An electronic copy shall be emailed to: boardofappeals@sfgov.org, julie.rosenberg@sfgov.org, corey.teague@sfgov.org, tina.tam@sfgov.org and moore_geoffrey@yahoo.com.

Hard copies of the briefs do NOT need to be submitted to the Board Office or to the other parties.

Hearing Date: **Wednesday, February 7, 2024, 5:00 p.m., Room 416 San Francisco City Hall, 1 Dr. Carlton B. Goodlett Place.**

All parties to this appeal must adhere to the briefing schedule above, however if the hearing date is changed, the briefing schedule MAY also be changed. Written notice will be provided of any changes to the briefing schedule.

In order to have their documents sent to the Board members prior to hearing, **members of the public** should email all documents of support/opposition no later than one Thursday prior to hearing date by 4:30 p.m. to boardofappeals@sfgov.org. Please note that names and contact information included in submittals from members of the public will become part of the public record. Submittals from members of the public may be made anonymously.

Please note that in addition to the parties' briefs, any materials that the Board receives relevant to this appeal, including letters of support/opposition from members of the public, are distributed to Board members prior to hearing. All such materials are available for inspection on the Board's website at www.sfgov.org/boa. You may also request a hard copy of the hearing materials that are provided to Board members at a cost of 10 cents per page, per S.F. Admin. Code Ch. 67.28.

The reasons for this appeal are as follows:

See attached.

Appellant or Agent:

Signature: Via Email

Print Name: Geoffrey Moore, appellant

I am a resident of the community in the affected permit area at Ocean Beach, and I believe that my individual person as well as my local community may be negatively affected if the permitted coastal zone area is not managed in accordance with applicable laws. So, I am appealing the attached permit from two separate perspectives - one procedural in nature and one in terms of substance (which I believe was not fully considered due to the procedural defect).

My procedural concern is that the requested permit appears to be seeking to approve a development of coastal zone land that has already taken place in the past, and prior to the permit issuance date on November 9, 2023 (see the description of “retroactivity” on page 1 of the attached permit, although the attached public notices seem to make no mention of a retroactive application, and the Exhibit A conditions which form the basis for the permit record omit the request for retroactive application). My rudimentary understanding is that coastal permits must be secured under California law for development of properties in the coastal zone, and so I am unclear how a permit could be secured after development has already taken place. This appears to be chronologically backwards, and is seemingly a fundamental defect in the permit. So, I am respectfully asking the Board of Appeals to validate 1) whether or not the permit, permit conditions, and public notice is properly written to apply retroactively, 2) whether a retroactive permit for previously developed land is permissible under California Coastal Act provisions, 3) whether the Planning Commission and its acting board members has the full and lawful authority under the California Coastal Act to issue such retroactive permits (and properly exercised that authority), and 4) whether a lawfully effective permit pursuant to the California Coastal Act was actually in effect at the time that the San Francisco Board of Supervisors voted on a fully informed basis to adopt Ordinance 258-22 (Exhibit C in the permit) or, if it was not in effect and the Board of Supervisors was not fully informed of this matter, whether the permit can now retroactively cure that procedural defect after the fact. In summary, it appears that an ordinance was unlawfully passed without a permit in effect – was it?



PLANNING COMMISSION MOTION NO. 21437

HEARING DATE: NOVEMBER 9, 2023

Record No.: 2022-007356CTZ
Project Address: Upper Great Highway between Lincoln Way & Sloat Boulevard; plus surrounding streets
Zoning: Various
Cultural District: Sunset Chinese Cultural District
Block/Lot: N/A
Project Sponsor: Brian Stokle
San Francisco Recreation and Parks Department
49 South Van Ness Ave., Suite 1200
San Francisco, CA
Property Owner: City and County of San Francisco
Staff Contact: Alex Westhoff – (628) 652-7314
alex.westhoff@sfgov.org

ADOPTING FINDINGS RELATING TO THE APPROVAL OF A COASTAL ZONE PERMIT PURSUANT TO PLANNING CODE SECTION 330 TO PERMIT TEMPORARY RESTRICTION OF AUTOMOBILE ACCESS TO THE UPPER GREAT HIGHWAY BETWEEN LINCOLN WAY AND SLOAT BOULEVARD (APPROX. 2.0 MILES) FOR A CAR-FREE BICYCLE AND PEDESTRIAN PROMENADE ON WEEKENDS AND HOLIDAYS THROUGH DECEMBER 31, 2025; AS WELL AS THE IMPLEMENTATION OF VARIOUS TRAFFIC CALMING MEASURES ON SURROUNDING STREETS; IN DISTRICTS INCLUDING THE PUBLIC (P), NEIGHBORHOOD COMMERCIAL SMALL-SCALE (NC-2), RESIDENTIAL-MIXED LOW DENSITY (RM-1), RESIDENTIAL-HOUSE, ONE FAMILY (RH-1), RESIDENTIAL-HOUSE, TWO FAMILY (RH-2), AND RESIDENTIAL-HOUSE, THREE FAMILY (RH-3) ZONING DISTRICTS AND OS, 40-X, AND 100-A HEIGHT AND BULK DISTRICTS AND AFFIRMING THE PLANNING DEPARTMENT'S EXEMPT DETERMINATION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On January 18, 2023, the San Francisco Recreation and Parks Department (hereinafter "Project Sponsor") filed Application No. 2022-007356CTZ (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Coastal Zone Permit for the Great Highway Pilot Project to allow for weekend and holiday closure of the Upper Great Highway to automobile traffic on a temporary basis, and for surrounding traffic calming measures.

The Great Highway Pilot Project is statutorily exempt from the California Environmental Quality Act (“CEQA”) pursuant to Public Resources Code section 21080.25. The CEQA determination is attached as Exhibit F.

The traffic calming measures are exempt from the California Environmental Quality Act (“CEQA”) as a Class 1 categorical exemption. The CEQA determination is attached as Exhibit G.

On November 9, 2023, the San Francisco Planning Commission (hereinafter “Commission”) conducted a duly noticed public hearing at a regularly scheduled meeting on Coastal Zone Permit Authorization Application No. 2022-007356CTZ.

The Planning Department Commission Secretary is the Custodian of Records; the File for Record No. 2022-007356CTZ is located at 49 South Van Ness Avenue, Suite 1400, San Francisco, California.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

MOVED, that the Commission hereby authorizes the Coastal Zone Permit as requested in Application No. 2022-007356CTZ, subject to the conditions contained in “EXHIBIT A” of this motion, based on the following findings:

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

- 1. The above recitals are accurate and constitute findings of this Commission.**
- 2. Project Description.** The Coastal Zone Permit is required for the Great Highway Pilot Project including related traffic calming measures. In April 2020, the Recreation and Parks Department (RPD) at the recommendation of Supervisor Gordon Mar and in consultation with Mayor London N. Breed, temporarily closed the four-lane Upper Great Highway between Lincoln Way and Sloat Boulevard to automobiles. The closure was a response to the unprecedented COVID-19 pandemic to allow for safe, distanced outdoor recreation. In August 2021, the City modified vehicular restrictions to apply only during weekends, beginning Fridays at noon and ending Monday at 6 a.m., in addition to holidays.

On December 6, 2022, the San Francisco Board of Supervisors (BOS) passed an ordinance (Board File 220875) amending the Park Code to restrict private vehicles on the Upper Great Highway between Lincoln Way and Sloat Boulevard on weekends and holidays until December 31, 2025. The restriction was proposed as a pilot effort, including studies and analysis of the car-free use of the Upper Great Highway to inform a long-term plan for the future of this space. The ordinance specified:

“Upon enactment of this ordinance, the Recreation and Park Department intends to apply to the Planning Department for a permit to ensure compliance with any coastal development requirements. The Planning Commission will review the application at a public hearing to determine whether the permit will be issued, as required by law.”

Few physical changes related to the Upper Great Highway weekend closures are proposed. Currently there are two existing fixed swing gates, one at the northbound entry and one at the southbound entry. The existing gates are closed when excessive amounts of sand or flood water accumulate on the road and make it unsafe for car travel, as well as when the road functions as a promenade. Traffic cones and moveable gates are currently being placed on the northeast and southwest exits to serve as traffic barriers during the weekends and holidays. RPD is proposing installation of new swing gates installed in a chicane layout (i.e., staggered and on opposite sides of the roadway) to allow emergency vehicles to access the westernmost lanes of the roadway without needing to stop and open the gates. This design supports the continued recreational use of the beach while also enhancing the safe recreational use of the roadway by pedestrians and bicyclists during private vehicular closure times for promenade use, or during sand/water accumulation events.

Related improvements include traffic calming measures constructed by the San Francisco Municipal Transit Agency (SFMTA), for the safety of pedestrian and cyclists. The measures aimed to reduce traffic volumes and speeds on local streets which saw an increase in automobile traffic resulting from the Upper Great Highway closure. In spring 2020, eight detour and warning signs, a road closure barricade, five turn restrictions, and five speed tables were constructed at the intersections of Great Highway along Lincoln Way and Sloat Boulevard and in the adjacent neighborhood to support the Upper Great Highway closure to private vehicles. In April 2021, additional tools were added, including 24 speed cushions, one speed table, and 12 stop signs. In August 2021, when the Upper Great Highway was reopened to weekday vehicular use, some of the tools were no longer necessary and thus removed. In November 2021, additional stop signs were added to the Lower Great Highway at Ortega and Ulloa streets. Exhibit G documents SFMTA approvals of the traffic calming measures.

- 3. Site Description and Present Use.** The Project Site includes a roughly 2-mile stretch of the Upper Great Highway within the Public Zoning District in the Western Shoreline Area plan, bound by Lincoln Way to the North, Sloat Boulevard to the South, Ocean Beach/Pacific Ocean to the West and the Lower Great Highway to the East within the Outer Sunset neighborhood. The Upper Great Highway, developed in 1929, is a four-lane straight highway, divided by a narrow median.
- 4. Surrounding Properties and Neighborhood.** Ocean Beach is a popular recreational hub for surfing and other beach-related activities, and is part of the Golden Gate National Recreation Area, which is administered by the National Park Service. The sloped, vegetated median separating the Upper and Lower Great Highways is managed by the RPD and also includes a 10-foot wide asphalt multi-use recreational pathway.

The traffic calming measures implemented by SFMTA are located throughout the adjacent surrounding neighborhood spanning multiple Zoning Districts including NC-2, RM-1, RH-2, and RH-3. The surrounding neighborhood is predominately residential, characterized by one to two story single- or double- family homes with some larger multi-family apartments.

The Project is also located within the boundaries of the Sunset Chinese Cultural District, which was established in July 2021. The District's mission is to recognize the neighborhood's history, preserve the legacy and traditions uniquely born in the Sunset, recognize and memorialize the Chinese American experience, and preserve and increase the depth and impact of the Chinese American legacy in San

Francisco. Currently, this Cultural District does not include any land use regulations that apply to the Project.

- 5. Planning Code Compliance.** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

The Project falls within the Coastal Zone Permit Area and is subject to Coastal Zone Permit Review pursuant to Planning Code Section 330. Pursuant to Planning Code Section 330.2, the Local Coastal Program shall be the San Francisco Western Shoreline Plan, a part of the City's General Plan. The project is consistent with objectives and policies of the Western Shoreline Plan as outlined in this motion.

- 6. General Plan Compliance.** The Project is, on balance, consistent with the following Objectives and Policies of the General Plan:

ENVIRONMENTAL PROTECTION ELEMENT

Objectives and Policies

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.

OBJECTIVE 7

ASSURE THAT THE LAND RESOURCES IN SAN FRANCISCO ARE USED IN WAYS THAT BOTH RESPECT AND PRESERVE THE NATURAL VALUES OF THE LAND AND SERVE THE BEST INTERESTS OF ALL THE CITY'S CITIZENS.

Policy 7.1

Preserve and add to public open space in accordance with the objectives and policies of the Recreation and Open Space Element.

OBJECTIVE 9

REDUCE TRANSPORTATION-RELATED NOISE.

Policy 9.2

Impose traffic restrictions to reduce transportation noise.

OBJECTIVE 15

INCREASE THE ENERGY EFFICIENCY OF TRANSPORTATION AND ENCOURAGE LAND USE PATTERNS AND METHODS OF TRANSPORTATION WHICH USE LESS ENERGY.

Policy 15.1
Increase the use of transportation alternatives to the automobile.

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 1

ENSURE A WELL-MAINTAINED, HIGHLY UTILIZED, AND INTEGRATED OPEN SPACE SYSTEM.

Policy 1.1

Encourage the dynamic and flexible use of existing open spaces and promote a variety of recreation and open space uses, where appropriate.

Policy 1.4

Prioritize the better utilization of McLaren Park, Ocean Beach, the Southeastern Waterfront and other underutilized significant open spaces.

OBJECTIVE 2

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

Policy 2.2

Provide and promote a balanced recreation system which offers a variety of high quality recreational opportunities for all San Franciscans.

Policy 2.4

Support the development of signature public open spaces along the shoreline.

Policy 2.7

Expand partnerships among open space agencies, transit agencies, private sector and nonprofit institutions to acquire, develop and/or manage existing open spaces.

OBJECTIVE 3

IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE.

Policy 3.1

Creatively develop existing publicly owned right-of-ways and streets into open space.

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 3.4

Encourage non-auto modes of transportation—transit, bicycle and pedestrian access—to and from open spaces while reducing automobile traffic and parking in public open spaces.

Policy 3.5

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

SAFETY AND RESILIENCY ELEMENT

Objectives and Policies

OBJECTIVE 2.1

CLIMATE RESILIENCE. PURSUE SYNERGISTIC EFFORTS THAT BOTH ELIMINATE GREENHOUSE GASES (CLIMATE MITIGATION) AND PROTECT PEOPLE, THE BUILT ENVIRONMENT, AND NATURE FROM THE UNAVOIDABLE IMPACTS OF THE CLIMATE CRISIS (CLIMATE ADAPTATION).

Policy 2.1.2

Direct City actions to reduce local contributions towards the climate crisis by mitigating greenhouse gasses and by increasing carbon sequestration.

Policy 2.1.4

Ensure that City projects and private developments provide multi-benefit solutions that mitigate hazard risk and contribute to a zero-emission future.

TRANSPORTATION ELEMENT

Objectives and Policies

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 1.3

Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.

OBJECTIVE 2

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

Policy 2.2
Reduce pollution, noise and energy consumption.

Policy 2.3
Design and locate facilities to preserve the historic city fabric and the natural landscape, and to protect views.

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.

OBJECTIVE 19

ESTABLISH A STREET HIERARCHY SYSTEM IN WHICH THE FUNCTION AND DESIGN OF EACH STREET ARE CONSISTENT WITH THE CHARACTER AND USE OF ADJACENT LAND.

Policy 19.4
Discourage high-speed through traffic on local streets in residential areas through traffic "calming" measures that are designed not to disrupt transit service or bicycle movement.

Policy 19.5
Mitigate and reduce the impacts of automobile traffic in and around parks and along shoreline recreation areas.

OBJECTIVE 27

EMPLOY A MULTI-DISCIPLINARY APPROACH TO IMPROVING PEDESTRIAN SAFETY

Policy 27.4
Apply best practices in street design and transportation engineering to improve pedestrian safety across the City.

OBJECTIVE 29

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

Policy 29.1
Expand and improve access for bicycles on city streets and develop a well-marked, comprehensive system of bike routes in San Francisco.

Policy 29.8
Encourage biking as a mode of travel through the design of safer streets, education programs and targeted enforcement.

Policy 29.9
Identify and expand recreational bicycling opportunities.

OBJECTIVE 31

CITY GOVERNMENT SHOULD PLAY A LEADERSHIP ROLE IN INCREASING BICYCLE USE.

Policy 31.1
Consider the needs of bicycling and the improvement of bicycle accommodations in all city decisions.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 4

IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY.

Policy 4.1
Protect residential areas from the noise, pollution and physical danger of excessive traffic.

Policy 4.8
Provide convenient access to a variety of recreation opportunities.

Policy 4.9
Maximize the use of recreation areas for recreational purposes.

WESTERN SHORELINE AREA PLAN

Land Use
Objectives and Policies

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.

OBJECTIVE 3

ENHANCE THE RECREATIONAL CONNECTION BETWEEN GOLDEN GATE PARK AND THE BEACH FRONTAGE.

Policy 3.1

Strengthen the visual and physical connection between the park and beach. Emphasize the naturalistic landscape qualities of the western end of the park for visitor use. When possible eliminate the Richmond-Sunset sewer treatment facilities.

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.

OBJECTIVE 11

PRESERVE THE SCALE OF RESIDENTIAL AND COMMERCIAL DEVELOPMENT ALONG THE COASTAL ZONE AREA.

Policy 11.6

Protect the neighborhood environment of the Richmond and Sunset residential areas from the traffic and visitor impacts from the public using adjacent recreation and open space areas.

The Project offers a myriad of public benefits aligned with various policies of the General Plan and Western Shoreline Area Plan. It improves public access to and along Ocean Beach, opening a new paved path as a safe outdoor recreational corridor for persons of all socioeconomic circumstances and varying physical abilities. The Project helps achieve one of the California Coastal Commission's basic goals and associated policies of public coastal access and recreation as mandated by the California Coastal Act of 1976. Moreover, the Upper Great Highway runs adjacent to the Great Highway Dune Trail, a segment of the California Coastal Trail which is an integrated trail network being developed for over 1,230 miles of California's coastline. Ultimately the Great Highway Pilot Project bolsters the capacity of the area for cyclists and pedestrians; enhancing Ocean Beach's existing recreational qualities as a destination that can be appreciated by both local residents and international tourists alike. The Project encourages non-motorized vehicle traffic, which ultimately results in less carbon emissions than private automobiles, helping to reduce San Francisco's contributions to the climate crisis and thus aligning with the City's Climate Action Plan. The City's Transit-First policy prioritizes safe and accessible biking and walking over private automobiles, which this Project also supports. Given the pilot is only temporary, the Upper Great Highway will ultimately remain a four-lane highway, thus consistent with the Western Shoreline Area Plan which states that the Upper Great Highway should be developed as a four-lane highway. Furthermore, even during the pilot period, the Upper Great Highway will remain a four-lane highway during nearly all weekdays. On balance, the Project is consistent with the Objectives and Policies of the General Plan.

7. Planning Code Section 101.1(b) establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the Project complies with said policies in that:

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

The Project site does not possess any neighborhood-serving retail uses. However, increased visitors to Ocean Beach resulting from the Project can bolster patronage to nearby businesses including cafes, restaurants, food trucks, shops, and more.

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

The Project includes few physical improvements, thus having virtually no impact on the neighborhood's built form. Reduced automobile usage can help improve the neighborhood's physical and visual connection to Ocean Beach and the Pacific Ocean.

- C. That the City's supply of affordable housing be preserved and enhanced.

The Project does not affect affordable housing.

- D. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

The Project Site is served by nearby public transportation options including the N-Judah, L-Taraval, and 7, 48, and 23 bus lines. To support the pilot Project, RPD and SFMTA are collecting and analyzing data such as visitor usage and traffic conditions. No new parking is provided by the Project. Currently Ocean Beach visitors can park their vehicles in the vicinity and walk to the beach using Upper Great Highway crosswalks.

- E. 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 does not include commercial office development and does not eliminate any industrial or service uses.

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

The Project does not include any structural or seismic improvements.

- G. That landmarks and historic buildings be preserved.

The Project Site does not contain or impact any City Landmarks or historic buildings.

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

The Project fundamentally enhances the City's open space amenities. It does not propose any development that would inhibit the access to sunlight and vistas for existing parks and open space. Reduced automobile usage on the Upper Great Highway can improve visual access to Ocean Beach.

8. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
9. The Commission hereby finds that approval of the Coastal Zone Permit would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Coastal Zone Permit Application No. 2022-007356CTZ** subject to the following conditions attached hereto as “EXHIBIT A” in general conformance with plans on file, dated December 9, 2022, and stamped “EXHIBIT B”, which is incorporated herein by reference as though fully set forth.

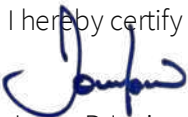
APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Coastal Zone Permit to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at (628) 652-1150, 49 South Van Ness Ave., Suite 1475, San Francisco, CA 94103.

Additionally, any aggrieved person may appeal this Coastal Zone Permit to the California Coastal Commission within ten (10) working days after the California Coastal Commission receives notice of final action from the Planning Department pursuant to the provisions of Section 330.9. Appeals to the California Coastal Commission are subject to the aggrieved party provisions in Section 330.2(a). An applicant is required to exhaust local appeals before appealing to the California Coastal Commission. For further information about appeals to the California Coastal Commission, including current fees, contact the North Central Coast District Office at (415) 904 - 5260.

Protest of Fee or Exaction: You may protest any fee or exaction subject to Government Code Section 66000 that is imposed as a condition of approval by following the procedures set forth in Government Code Section 66020. The protest must satisfy the requirements of Government Code Section 66020(a) and must be filed within 90 days of the date of the first approval or conditional approval of the development referencing the challenged fee or exaction. For purposes of Government Code Section 66020, the date of imposition of the fee shall be the date of the earliest discretionary approval by the City of the subject development.

If the City has not previously given Notice of an earlier discretionary approval of the Project, the Planning Commission’s adoption of this Motion, Resolution, Discretionary Review Action or the Zoning Administrator’s Variance Decision Letter constitutes the approval or conditional approval of the development and the City hereby gives **NOTICE** that the 90-day protest period under Government Code Section 66020 has begun. If the City has already given Notice that the 90-day approval period has begun for the subject development, then this document does not re-commence the 90-day approval period.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on November 9, 2023.



Jonas P. Ionin
Commission Secretary

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

NAYS: None

ABSENT: None

ADOPTED: November 9, 2023

EXHIBIT A

Authorization

This authorization is for a Coastal Zone Permit to allow the temporary restriction of automobile access on weekends and holidays to the Upper Great Highway between Lincoln Way and Sloat Boulevard (approximately 2.0 miles) for a car-free bicycle and pedestrian promenade on weekends and holidays through December 31, 2025 and installation of new swing gates at the north and south ends of the Upper Great Highway; as well as the implementation of various traffic calming measures on surrounding streets subject to conditions of approval reviewed and approved by the Commission on **November 9, 2023** under Motion No. **21437**. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

Recordation of Conditions Of Approval

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the Project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on **November 9, 2023** under Motion No. **21437**.

Printing of Conditions of Approval on Plans

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. **21437** shall be reproduced on the Index Sheet of construction plans submitted with the permit application for the Project. The Index Sheet of the construction plans shall reference the Coastal Zone Permit authorization and any subsequent amendments or modifications.

Severability

The Project shall comply with all applicable City codes and requirements. If any clause, sentence, section or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other remaining clauses, sentences, or sections of these conditions. This decision conveys no right to construct, or to receive a building permit. "Project Sponsor" shall include any subsequent responsible party.

Changes and Modifications

Changes to the approved plans may be approved administratively by the Zoning Administrator. Significant changes and modifications of conditions shall require Planning Commission approval of a new Conditional Use authorization.

CONDITIONS OF APPROVAL, COMPLIANCE, MONITORING, AND REPORTING

Performance

- 1. Expiration and Renewal.** This Coastal Zone Permit shall expire on December 31, 2025. Pursuant to Planning Code Section 330.13(a) a final decision on an application for an appealable Project shall become effective after a 10 working day appeal period to the California Coastal Commission has expired, unless either of the following occur: (1) a valid appeal is filed in accordance with City and State regulations, or (2) local government requirements are not met per Section 330.6(b). When either of the above occur, the California Coastal Commission shall, within five calendar days of receiving notice of that circumstance, notify the local government and the applicant that the local government action has been suspended. The applicant shall cease construction immediately if that occurs.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

- 2. Extension.** The Zoning Administrator may extend a Coastal Zone Permit prior to its expiration for up to 12 months from its original date of expiration. Coastal Zone Permit extensions may be granted upon findings that the Project continues to be in conformance with the Local Coastal program.

All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the Project is delayed by a public agency, an appeal, or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

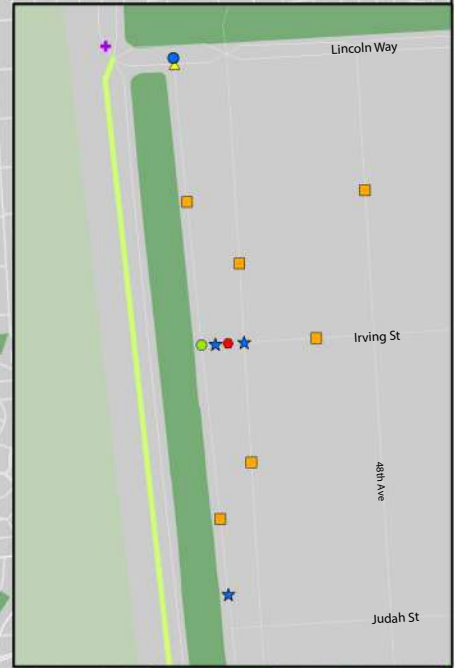
Monitoring - After Entitlement

- 3. Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.

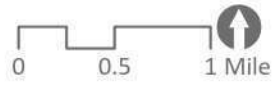
For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

- 4. Revocation due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.

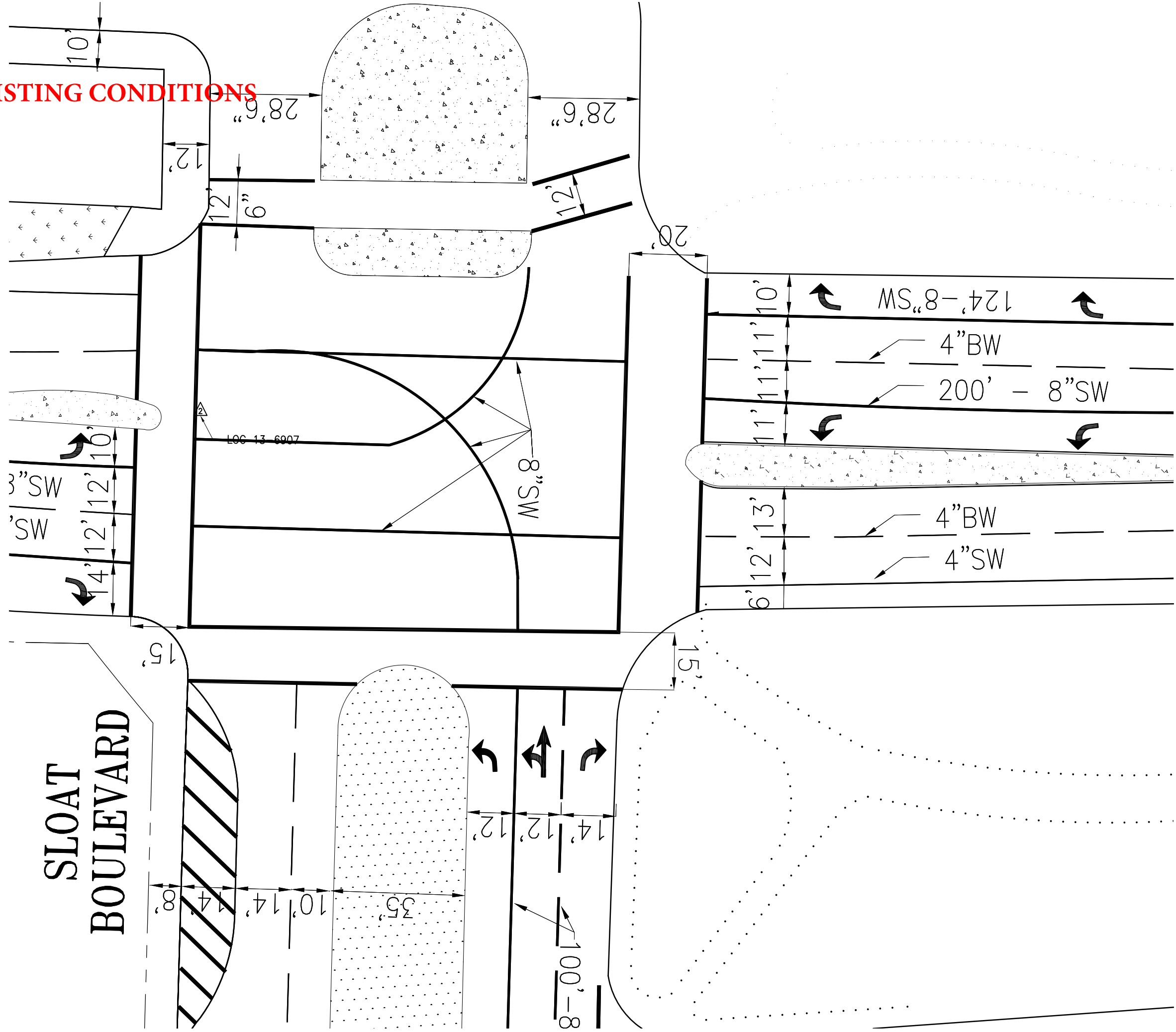
For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org



- RPD Parks
- Non-RPD Parks
- Great Highway Pilot
- Turn Restriction
- Stop Sign
- Speed Table
- Speed Hump
- Speed Cushion
- Signage/Detour
- Detour Warning
- Barricade
- Coastal Zone
- One Way
- Bike Lane
- Car Free Street
- Partially Car Free Street
- Additional Car Free Streets (pre 2022)



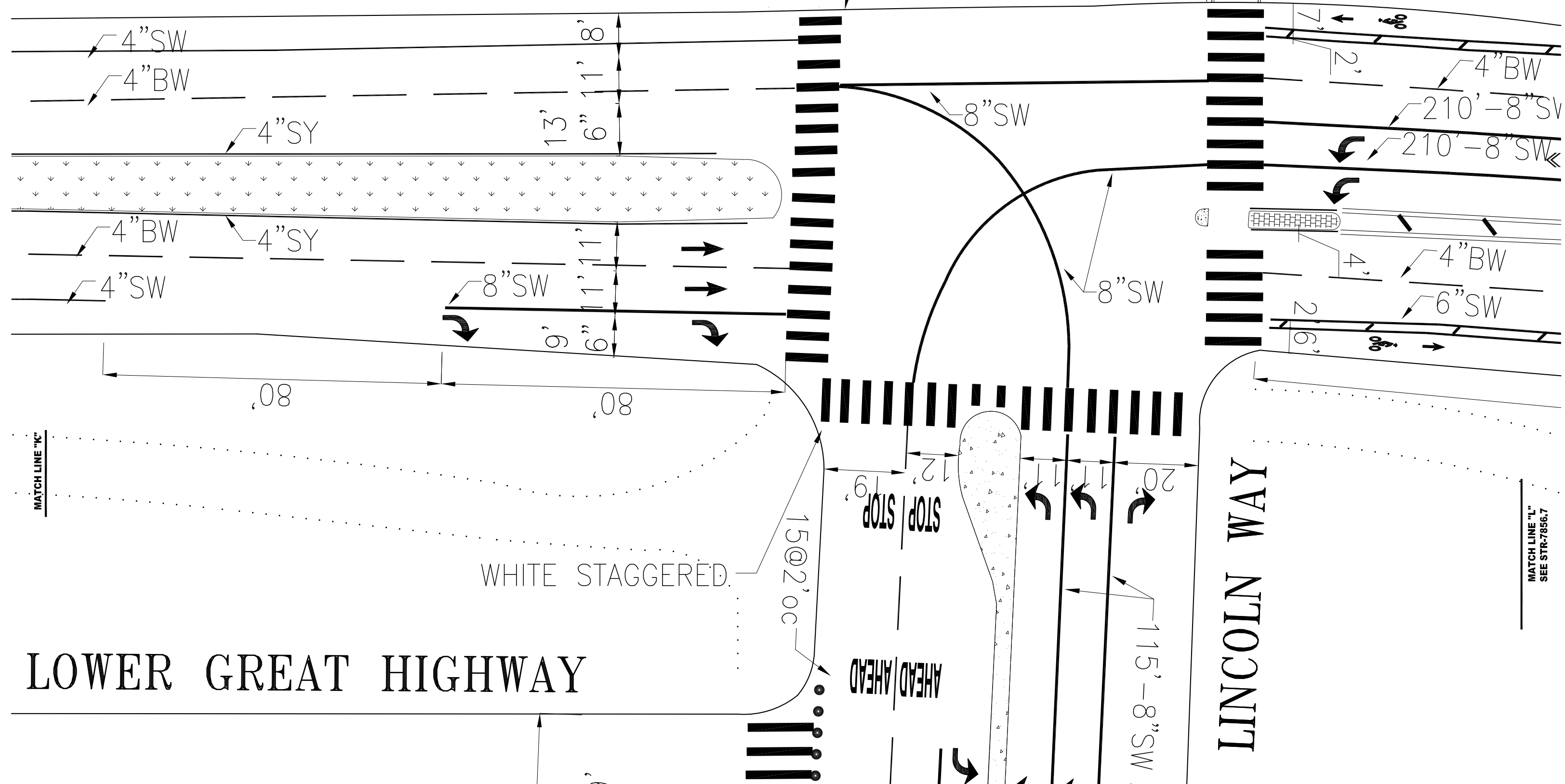
EXISTING CONDITIONS



EXISTING CONDITIONS

GREAT HIGHWAY

WHITE STAGGERED
CONTINENTAL



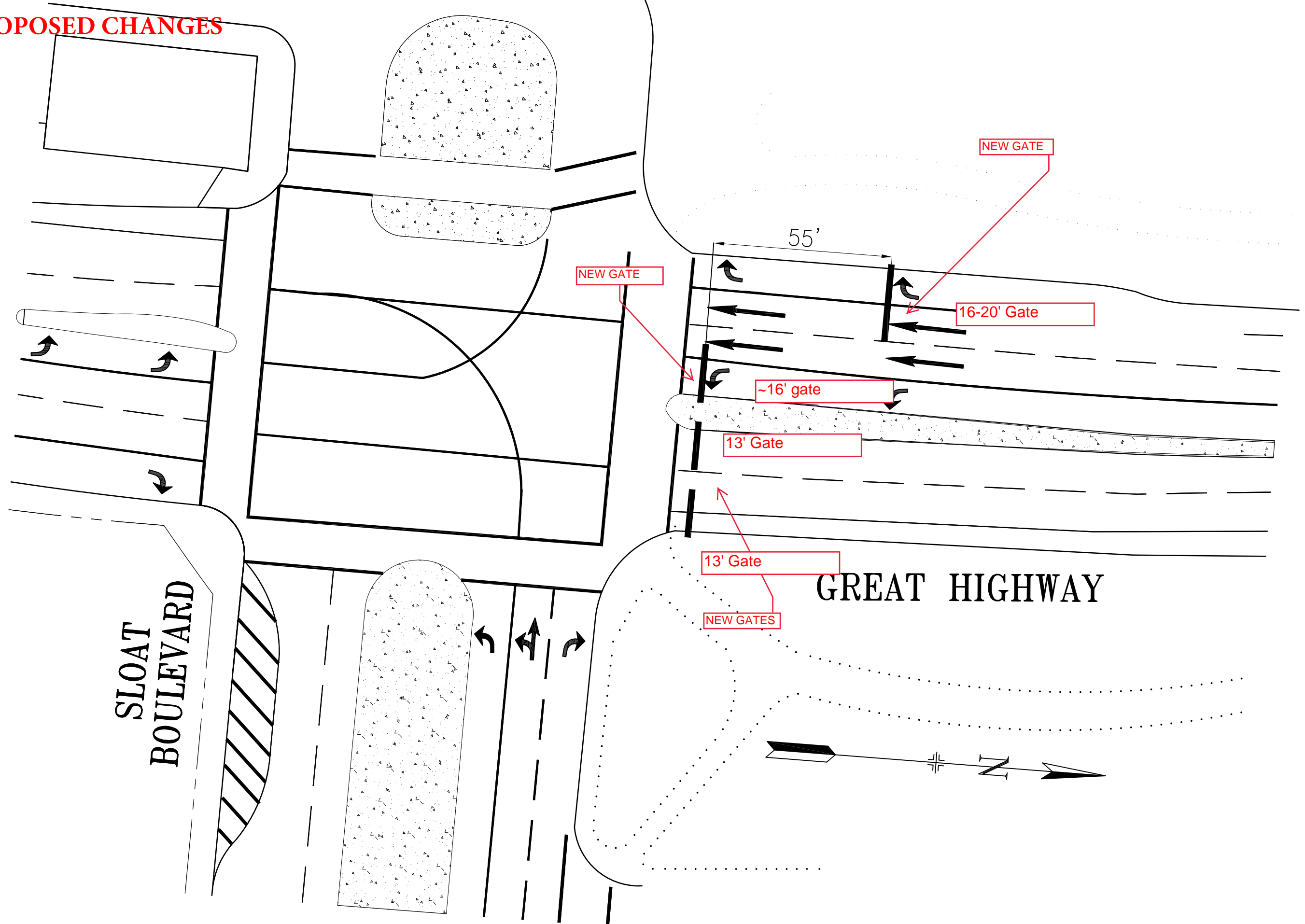
LOWER GREAT HIGHWAY

LINCOLN WAY

MATCH LINE "K"

MATCH LINE "L"
SEE STR-7856.7

PROPOSED CHANGES



PROPOSED CHANGES

GREAT HIGHWAY

NEW GATES
14'-16'

NEW GATE
14'-16'

NEW GATE
16'-18'

55'

RECTANGULAR
PAVEMENT
MARKERS

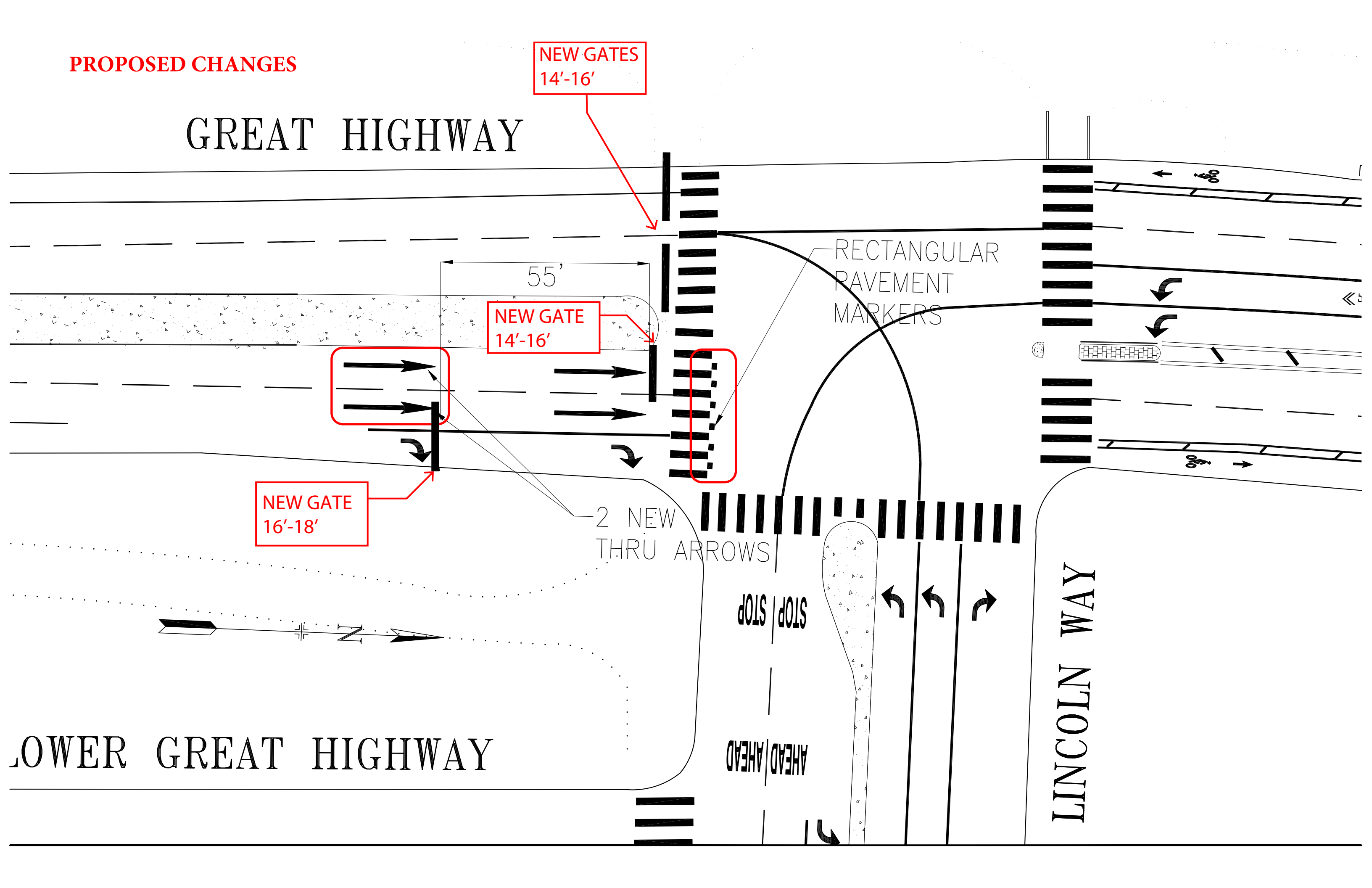
2 NEW
THRU ARROWS

STOP / STOP

AHEAD / AHEAD

LINCOLN WAY

LOWER GREAT HIGHWAY





Date Filed: November 27, 2023

**CITY & COUNTY OF SAN FRANCISCO
BOARD OF APPEALS**

PRELIMINARY STATEMENT FOR APPEAL NO. 23-065

I / We, **Charles Perkins**, hereby appeal the following departmental action: **ISSUANCE of Coastal Zone Permit No. 2022-007356CTZ (Motion No. 21437)** by the **Planning Commission** which was issued or became effective on: **November 9, 2023**, to: **San Francisco Recreation and Parks Department**, for the property located at: **Upper Great Highway between Lincoln Way and Sloat Blvd.**

BRIEFING SCHEDULE:

Appellant's Brief is due on or before: 4:30 p.m. on **January 18, 2024, (no later than three Thursdays prior to the hearing date)**. The brief may be up to 12 pages in length with unlimited exhibits. It shall be double-spaced with a minimum 12-point font. An electronic copy shall be emailed to: boardofappeals@sfgov.org, julie.rosenberg@sfgov.org, corey.teague@sfgov.org, tina.tam@sfgov.org and brian.stokle@sfgov.org.

Respondent's and Other Parties' Briefs are due on or before: 4:30 p.m. on **February 1, 2024, (no later than one Thursday prior to hearing date)**. The brief may be up to 12 pages in length with unlimited exhibits. It shall be double-spaced with a minimum 12-point font. An electronic copy shall be emailed to: boardofappeals@sfgov.org, julie.rosenberg@sfgov.org, corey.teague@sfgov.org, tina.tam@sfgov.org and cperkinssf@yahoo.com

Hard copies of the briefs do NOT need to be submitted to the Board Office or to the other parties.

Hearing Date: **Wednesday, February 7, 2024, 5:00 p.m., Room 416 San Francisco City Hall, 1 Dr. Carlton B. Goodlett Place.**

All parties to this appeal must adhere to the briefing schedule above, however if the hearing date is changed, the briefing schedule MAY also be changed. Written notice will be provided of any changes to the briefing schedule.

In order to have their documents sent to the Board members prior to hearing, **members of the public** should email all documents of support/opposition no later than one Thursday prior to hearing date by 4:30 p.m. to boardofappeals@sfgov.org. Please note that names and contact information included in submittals from members of the public will become part of the public record. Submittals from members of the public may be made anonymously.

Please note that in addition to the parties' briefs, any materials that the Board receives relevant to this appeal, including letters of support/opposition from members of the public, are distributed to Board members prior to hearing. All such materials are available for inspection on the Board's website at www.sfgov.org/boa. You may also request a hard copy of the hearing materials that are provided to Board members at a cost of 10 cents per page, per S.F. Admin. Code Ch. 67.28.

The reasons for this appeal are as follows:

See attached.

Appellant or Agent:

Signature: Via Email

Print Name: Charles Perkins, appellant

TO: San Francisco Planning Commission

FROM: Charles Perkins, San Francisco

ISSUE: **Objection to Coastal Permit For Great Highway Closure**

DATE: November 9, 2023

The closure of the Upper Great Highway (UGH) to automobiles is a provable disaster from both an environmental and public safety standpoint. It indisputably has a net-negative environmental impact (which is the reason the closure proponents have done everything possible to avoid an EIR), undermines Vision Zero, and works inequities on more challenged communities, working class people, families, and persons with disabilities, among many others. I urge you to reject the requested coastal permit.

I. Background

The Upper Great Highway (UGH) is a two-mile unbroken stretch of road running north-south between Lincoln Way and Sloat Boulevard along the westernmost edge of San Francisco's Sunset District. It is a four-lane divided highway and, abutting the coastal sand dunes that span the entire UGH, experiences no cross-traffic. The UGH serves as a major commuter route for residents of the city's westside who work on the peninsula and further south, and for Bay Area residents who live to the south and work at places such as the Veteran's Hospital, and is the most efficient route of direct access for people going to or from the zoo, Lakeshore Plaza, the Legion of Honor, the Beach Chalet and the adjacent soccer fields, etc.; parents delivering children to school, youth sporting events, dance classes, and other events taking place on the city's westside; surfers traveling up and down the coast to "check out the waves"; and persons having a need to traverse the two miles between Lincoln and Sloat for an untold myriad of other purposes.

For years, the UGH has been bordered for its entire two-mile stretch on the east side by an adjacent paved multi-use walking/biking path, and on the west side by an adjacent dirt path.



PLANNING COMMISSION MOTION NO. 21437

HEARING DATE: NOVEMBER 9, 2023

Record No.: 2022-007356CTZ
Project Address: Upper Great Highway between Lincoln Way & Sloat Boulevard; plus surrounding streets
Zoning: Various
Cultural District: Sunset Chinese Cultural District
Block/Lot: N/A
Project Sponsor: Brian Stokle
San Francisco Recreation and Parks Department
49 South Van Ness Ave., Suite 1200
San Francisco, CA
Property Owner: City and County of San Francisco
Staff Contact: Alex Westhoff – (628) 652-7314
alex.westhoff@sfgov.org

ADOPTING FINDINGS RELATING TO THE APPROVAL OF A COASTAL ZONE PERMIT PURSUANT TO PLANNING CODE SECTION 330 TO PERMIT TEMPORARY RESTRICTION OF AUTOMOBILE ACCESS TO THE UPPER GREAT HIGHWAY BETWEEN LINCOLN WAY AND SLOAT BOULEVARD (APPROX. 2.0 MILES) FOR A CAR-FREE BICYCLE AND PEDESTRIAN PROMENADE ON WEEKENDS AND HOLIDAYS THROUGH DECEMBER 31, 2025; AS WELL AS THE IMPLEMENTATION OF VARIOUS TRAFFIC CALMING MEASURES ON SURROUNDING STREETS; IN DISTRICTS INCLUDING THE PUBLIC (P), NEIGHBORHOOD COMMERCIAL SMALL-SCALE (NC-2), RESIDENTIAL-MIXED LOW DENSITY (RM-1), RESIDENTIAL-HOUSE, ONE FAMILY (RH-1), RESIDENTIAL-HOUSE, TWO FAMILY (RH-2), AND RESIDENTIAL-HOUSE, THREE FAMILY (RH-3) ZONING DISTRICTS AND OS, 40-X, AND 100-A HEIGHT AND BULK DISTRICTS AND AFFIRMING THE PLANNING DEPARTMENT'S EXEMPT DETERMINATION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On January 18, 2023, the San Francisco Recreation and Parks Department (hereinafter "Project Sponsor") filed Application No. 2022-007356CTZ (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Coastal Zone Permit for the Great Highway Pilot Project to allow for weekend and holiday closure of the Upper Great Highway to automobile traffic on a temporary basis, and for surrounding traffic calming measures.

The Great Highway Pilot Project is statutorily exempt from the California Environmental Quality Act (“CEQA”) pursuant to Public Resources Code section 21080.25. The CEQA determination is attached as Exhibit F.

The traffic calming measures are exempt from the California Environmental Quality Act (“CEQA”) as a Class 1 categorical exemption. The CEQA determination is attached as Exhibit G.

On November 9, 2023, the San Francisco Planning Commission (hereinafter “Commission”) conducted a duly noticed public hearing at a regularly scheduled meeting on Coastal Zone Permit Authorization Application No. 2022-007356CTZ.

The Planning Department Commission Secretary is the Custodian of Records; the File for Record No. 2022-007356CTZ is located at 49 South Van Ness Avenue, Suite 1400, San Francisco, California.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

MOVED, that the Commission hereby authorizes the Coastal Zone Permit as requested in Application No. 2022-007356CTZ, subject to the conditions contained in “EXHIBIT A” of this motion, based on the following findings:

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

- 1. The above recitals are accurate and constitute findings of this Commission.**
- 2. Project Description.** The Coastal Zone Permit is required for the Great Highway Pilot Project including related traffic calming measures. In April 2020, the Recreation and Parks Department (RPD) at the recommendation of Supervisor Gordon Mar and in consultation with Mayor London N. Breed, temporarily closed the four-lane Upper Great Highway between Lincoln Way and Sloat Boulevard to automobiles. The closure was a response to the unprecedented COVID-19 pandemic to allow for safe, distanced outdoor recreation. In August 2021, the City modified vehicular restrictions to apply only during weekends, beginning Fridays at noon and ending Monday at 6 a.m., in addition to holidays.

On December 6, 2022, the San Francisco Board of Supervisors (BOS) passed an ordinance (Board File 220875) amending the Park Code to restrict private vehicles on the Upper Great Highway between Lincoln Way and Sloat Boulevard on weekends and holidays until December 31, 2025. The restriction was proposed as a pilot effort, including studies and analysis of the car-free use of the Upper Great Highway to inform a long-term plan for the future of this space. The ordinance specified:

“Upon enactment of this ordinance, the Recreation and Park Department intends to apply to the Planning Department for a permit to ensure compliance with any coastal development requirements. The Planning Commission will review the application at a public hearing to determine whether the permit will be issued, as required by law.”

Few physical changes related to the Upper Great Highway weekend closures are proposed. Currently there are two existing fixed swing gates, one at the northbound entry and one at the southbound entry. The existing gates are closed when excessive amounts of sand or flood water accumulate on the road and make it unsafe for car travel, as well as when the road functions as a promenade. Traffic cones and moveable gates are currently being placed on the northeast and southwest exits to serve as traffic barriers during the weekends and holidays. RPD is proposing installation of new swing gates installed in a chicane layout (i.e., staggered and on opposite sides of the roadway) to allow emergency vehicles to access the westernmost lanes of the roadway without needing to stop and open the gates. This design supports the continued recreational use of the beach while also enhancing the safe recreational use of the roadway by pedestrians and bicyclists during private vehicular closure times for promenade use, or during sand/water accumulation events.

Related improvements include traffic calming measures constructed by the San Francisco Municipal Transit Agency (SFMTA), for the safety of pedestrian and cyclists. The measures aimed to reduce traffic volumes and speeds on local streets which saw an increase in automobile traffic resulting from the Upper Great Highway closure. In spring 2020, eight detour and warning signs, a road closure barricade, five turn restrictions, and five speed tables were constructed at the intersections of Great Highway along Lincoln Way and Sloat Boulevard and in the adjacent neighborhood to support the Upper Great Highway closure to private vehicles. In April 2021, additional tools were added, including 24 speed cushions, one speed table, and 12 stop signs. In August 2021, when the Upper Great Highway was reopened to weekday vehicular use, some of the tools were no longer necessary and thus removed. In November 2021, additional stop signs were added to the Lower Great Highway at Ortega and Ulloa streets. Exhibit G documents SFMTA approvals of the traffic calming measures.

- 3. Site Description and Present Use.** The Project Site includes a roughly 2-mile stretch of the Upper Great Highway within the Public Zoning District in the Western Shoreline Area plan, bound by Lincoln Way to the North, Sloat Boulevard to the South, Ocean Beach/Pacific Ocean to the West and the Lower Great Highway to the East within the Outer Sunset neighborhood. The Upper Great Highway, developed in 1929, is a four-lane straight highway, divided by a narrow median.
- 4. Surrounding Properties and Neighborhood.** Ocean Beach is a popular recreational hub for surfing and other beach-related activities, and is part of the Golden Gate National Recreation Area, which is administered by the National Park Service. The sloped, vegetated median separating the Upper and Lower Great Highways is managed by the RPD and also includes a 10-foot wide asphalt multi-use recreational pathway.

The traffic calming measures implemented by SFMTA are located throughout the adjacent surrounding neighborhood spanning multiple Zoning Districts including NC-2, RM-1, RH-2, and RH-3. The surrounding neighborhood is predominately residential, characterized by one to two story single- or double- family homes with some larger multi-family apartments.

The Project is also located within the boundaries of the Sunset Chinese Cultural District, which was established in July 2021. The District's mission is to recognize the neighborhood's history, preserve the legacy and traditions uniquely born in the Sunset, recognize and memorialize the Chinese American experience, and preserve and increase the depth and impact of the Chinese American legacy in San

Francisco. Currently, this Cultural District does not include any land use regulations that apply to the Project.

- 5. Planning Code Compliance.** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

The Project falls within the Coastal Zone Permit Area and is subject to Coastal Zone Permit Review pursuant to Planning Code Section 330. Pursuant to Planning Code Section 330.2, the Local Coastal Program shall be the San Francisco Western Shoreline Plan, a part of the City's General Plan. The project is consistent with objectives and policies of the Western Shoreline Plan as outlined in this motion.

- 6. General Plan Compliance.** The Project is, on balance, consistent with the following Objectives and Policies of the General Plan:

ENVIRONMENTAL PROTECTION ELEMENT

Objectives and Policies

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.

OBJECTIVE 7

ASSURE THAT THE LAND RESOURCES IN SAN FRANCISCO ARE USED IN WAYS THAT BOTH RESPECT AND PRESERVE THE NATURAL VALUES OF THE LAND AND SERVE THE BEST INTERESTS OF ALL THE CITY'S CITIZENS.

Policy 7.1

Preserve and add to public open space in accordance with the objectives and policies of the Recreation and Open Space Element.

OBJECTIVE 9

REDUCE TRANSPORTATION-RELATED NOISE.

Policy 9.2

Impose traffic restrictions to reduce transportation noise.

OBJECTIVE 15

INCREASE THE ENERGY EFFICIENCY OF TRANSPORTATION AND ENCOURAGE LAND USE PATTERNS AND METHODS OF TRANSPORTATION WHICH USE LESS ENERGY.

Policy 15.1
Increase the use of transportation alternatives to the automobile.

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 1

ENSURE A WELL-MAINTAINED, HIGHLY UTILIZED, AND INTEGRATED OPEN SPACE SYSTEM.

Policy 1.1
Encourage the dynamic and flexible use of existing open spaces and promote a variety of recreation and open space uses, where appropriate.

Policy 1.4
Prioritize the better utilization of McLaren Park, Ocean Beach, the Southeastern Waterfront and other underutilized significant open spaces.

OBJECTIVE 2

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

Policy 2.2
Provide and promote a balanced recreation system which offers a variety of high quality recreational opportunities for all San Franciscans.

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

Policy 2.7
Expand partnerships among open space agencies, transit agencies, private sector and nonprofit institutions to acquire, develop and/or manage existing open spaces.

OBJECTIVE 3

IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE.

Policy 3.1
Creatively develop existing publicly owned right-of-ways and streets into open space.

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 3.4

Encourage non-auto modes of transportation—transit, bicycle and pedestrian access—to and from open spaces while reducing automobile traffic and parking in public open spaces.

Policy 3.5

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

SAFETY AND RESILIENCY ELEMENT

Objectives and Policies

OBJECTIVE 2.1

CLIMATE RESILIENCE. PURSUE SYNERGISTIC EFFORTS THAT BOTH ELIMINATE GREENHOUSE GASES (CLIMATE MITIGATION) AND PROTECT PEOPLE, THE BUILT ENVIRONMENT, AND NATURE FROM THE UNAVOIDABLE IMPACTS OF THE CLIMATE CRISIS (CLIMATE ADAPTATION).

Policy 2.1.2

Direct City actions to reduce local contributions towards the climate crisis by mitigating greenhouse gasses and by increasing carbon sequestration.

Policy 2.1.4

Ensure that City projects and private developments provide multi-benefit solutions that mitigate hazard risk and contribute to a zero-emission future.

TRANSPORTATION ELEMENT

Objectives and Policies

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 1.3

Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.

OBJECTIVE 2

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

Policy 2.2
Reduce pollution, noise and energy consumption.

Policy 2.3
Design and locate facilities to preserve the historic city fabric and the natural landscape, and to protect views.

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.

OBJECTIVE 19

ESTABLISH A STREET HIERARCHY SYSTEM IN WHICH THE FUNCTION AND DESIGN OF EACH STREET ARE CONSISTENT WITH THE CHARACTER AND USE OF ADJACENT LAND.

Policy 19.4
Discourage high-speed through traffic on local streets in residential areas through traffic "calming" measures that are designed not to disrupt transit service or bicycle movement.

Policy 19.5
Mitigate and reduce the impacts of automobile traffic in and around parks and along shoreline recreation areas.

OBJECTIVE 27

EMPLOY A MULTI-DISCIPLINARY APPROACH TO IMPROVING PEDESTRIAN SAFETY

Policy 27.4
Apply best practices in street design and transportation engineering to improve pedestrian safety across the City.

OBJECTIVE 29

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

Policy 29.1
Expand and improve access for bicycles on city streets and develop a well-marked, comprehensive system of bike routes in San Francisco.

Policy 29.8
Encourage biking as a mode of travel through the design of safer streets, education programs and targeted enforcement.

Policy 29.9
Identify and expand recreational bicycling opportunities.

OBJECTIVE 31

CITY GOVERNMENT SHOULD PLAY A LEADERSHIP ROLE IN INCREASING BICYCLE USE.

Policy 31.1
Consider the needs of bicycling and the improvement of bicycle accommodations in all city decisions.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 4

IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY.

Policy 4.1
Protect residential areas from the noise, pollution and physical danger of excessive traffic.

Policy 4.8
Provide convenient access to a variety of recreation opportunities.

Policy 4.9
Maximize the use of recreation areas for recreational purposes.

WESTERN SHORELINE AREA PLAN

Land Use
Objectives and Policies

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.

OBJECTIVE 3

ENHANCE THE RECREATIONAL CONNECTION BETWEEN GOLDEN GATE PARK AND THE BEACH FRONTAGE.

Policy 3.1

Strengthen the visual and physical connection between the park and beach. Emphasize the naturalistic landscape qualities of the western end of the park for visitor use. When possible eliminate the Richmond-Sunset sewer treatment facilities.

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.

OBJECTIVE 11

PRESERVE THE SCALE OF RESIDENTIAL AND COMMERCIAL DEVELOPMENT ALONG THE COASTAL ZONE AREA.

Policy 11.6

Protect the neighborhood environment of the Richmond and Sunset residential areas from the traffic and visitor impacts from the public using adjacent recreation and open space areas.

The Project offers a myriad of public benefits aligned with various policies of the General Plan and Western Shoreline Area Plan. It improves public access to and along Ocean Beach, opening a new paved path as a safe outdoor recreational corridor for persons of all socioeconomic circumstances and varying physical abilities. The Project helps achieve one of the California Coastal Commission's basic goals and associated policies of public coastal access and recreation as mandated by the California Coastal Act of 1976. Moreover, the Upper Great Highway runs adjacent to the Great Highway Dune Trail, a segment of the California Coastal Trail which is an integrated trail network being developed for over 1,230 miles of California's coastline. Ultimately the Great Highway Pilot Project bolsters the capacity of the area for cyclists and pedestrians; enhancing Ocean Beach's existing recreational qualities as a destination that can be appreciated by both local residents and international tourists alike. The Project encourages non-motorized vehicle traffic, which ultimately results in less carbon emissions than private automobiles, helping to reduce San Francisco's contributions to the climate crisis and thus aligning with the City's Climate Action Plan. The City's Transit-First policy prioritizes safe and accessible biking and walking over private automobiles, which this Project also supports. Given the pilot is only temporary, the Upper Great Highway will ultimately remain a four-lane highway, thus consistent with the Western Shoreline Area Plan which states that the Upper Great Highway should be developed as a four-lane highway. Furthermore, even during the pilot period, the Upper Great Highway will remain a four-lane highway during nearly all weekdays. On balance, the Project is consistent with the Objectives and Policies of the General Plan.

7. Planning Code Section 101.1(b) establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the Project complies with said policies in that:

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

The Project site does not possess any neighborhood-serving retail uses. However, increased visitors to Ocean Beach resulting from the Project can bolster patronage to nearby businesses including cafes, restaurants, food trucks, shops, and more.

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

The Project includes few physical improvements, thus having virtually no impact on the neighborhood's built form. Reduced automobile usage can help improve the neighborhood's physical and visual connection to Ocean Beach and the Pacific Ocean.

- C. That the City's supply of affordable housing be preserved and enhanced.

The Project does not affect affordable housing.

- D. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

The Project Site is served by nearby public transportation options including the N-Judah, L-Taraval, and 7, 48, and 23 bus lines. To support the pilot Project, RPD and SFMTA are collecting and analyzing data such as visitor usage and traffic conditions. No new parking is provided by the Project. Currently Ocean Beach visitors can park their vehicles in the vicinity and walk to the beach using Upper Great Highway crosswalks.

- E. 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 does not include commercial office development and does not eliminate any industrial or service uses.

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

The Project does not include any structural or seismic improvements.

- G. That landmarks and historic buildings be preserved.

The Project Site does not contain or impact any City Landmarks or historic buildings.

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

The Project fundamentally enhances the City's open space amenities. It does not propose any development that would inhibit the access to sunlight and vistas for existing parks and open space. Reduced automobile usage on the Upper Great Highway can improve visual access to Ocean Beach.

8. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
9. The Commission hereby finds that approval of the Coastal Zone Permit would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Coastal Zone Permit Application No. 2022-007356CTZ** subject to the following conditions attached hereto as “EXHIBIT A” in general conformance with plans on file, dated December 9, 2022, and stamped “EXHIBIT B”, which is incorporated herein by reference as though fully set forth.

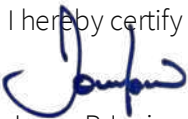
APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Coastal Zone Permit to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at (628) 652-1150, 49 South Van Ness Ave., Suite 1475, San Francisco, CA 94103.

Additionally, any aggrieved person may appeal this Coastal Zone Permit to the California Coastal Commission within ten (10) working days after the California Coastal Commission receives notice of final action from the Planning Department pursuant to the provisions of Section 330.9. Appeals to the California Coastal Commission are subject to the aggrieved party provisions in Section 330.2(a). An applicant is required to exhaust local appeals before appealing to the California Coastal Commission. For further information about appeals to the California Coastal Commission, including current fees, contact the North Central Coast District Office at (415) 904 - 5260.

Protest of Fee or Exaction: You may protest any fee or exaction subject to Government Code Section 66000 that is imposed as a condition of approval by following the procedures set forth in Government Code Section 66020. The protest must satisfy the requirements of Government Code Section 66020(a) and must be filed within 90 days of the date of the first approval or conditional approval of the development referencing the challenged fee or exaction. For purposes of Government Code Section 66020, the date of imposition of the fee shall be the date of the earliest discretionary approval by the City of the subject development.

If the City has not previously given Notice of an earlier discretionary approval of the Project, the Planning Commission’s adoption of this Motion, Resolution, Discretionary Review Action or the Zoning Administrator’s Variance Decision Letter constitutes the approval or conditional approval of the development and the City hereby gives **NOTICE** that the 90-day protest period under Government Code Section 66020 has begun. If the City has already given Notice that the 90-day approval period has begun for the subject development, then this document does not re-commence the 90-day approval period.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on November 9, 2023.



Jonas P. Ionin
Commission Secretary

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

NAYS: None

ABSENT: None

ADOPTED: November 9, 2023

EXHIBIT A

Authorization

This authorization is for a Coastal Zone Permit to allow the temporary restriction of automobile access on weekends and holidays to the Upper Great Highway between Lincoln Way and Sloat Boulevard (approximately 2.0 miles) for a car-free bicycle and pedestrian promenade on weekends and holidays through December 31, 2025 and installation of new swing gates at the north and south ends of the Upper Great Highway; as well as the implementation of various traffic calming measures on surrounding streets subject to conditions of approval reviewed and approved by the Commission on **November 9, 2023** under Motion No. **21437**. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

Recordation of Conditions Of Approval

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the Project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on **November 9, 2023** under Motion No. **21437**.

Printing of Conditions of Approval on Plans

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. **21437** shall be reproduced on the Index Sheet of construction plans submitted with the permit application for the Project. The Index Sheet of the construction plans shall reference the Coastal Zone Permit authorization and any subsequent amendments or modifications.

Severability

The Project shall comply with all applicable City codes and requirements. If any clause, sentence, section or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other remaining clauses, sentences, or sections of these conditions. This decision conveys no right to construct, or to receive a building permit. "Project Sponsor" shall include any subsequent responsible party.

Changes and Modifications

Changes to the approved plans may be approved administratively by the Zoning Administrator. Significant changes and modifications of conditions shall require Planning Commission approval of a new Conditional Use authorization.

CONDITIONS OF APPROVAL, COMPLIANCE, MONITORING, AND REPORTING

Performance

- 1. Expiration and Renewal.** This Coastal Zone Permit shall expire on December 31, 2025. Pursuant to Planning Code Section 330.13(a) a final decision on an application for an appealable Project shall become effective after a 10 working day appeal period to the California Coastal Commission has expired, unless either of the following occur: (1) a valid appeal is filed in accordance with City and State regulations, or (2) local government requirements are not met per Section 330.6(b). When either of the above occur, the California Coastal Commission shall, within five calendar days of receiving notice of that circumstance, notify the local government and the applicant that the local government action has been suspended. The applicant shall cease construction immediately if that occurs.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

- 2. Extension.** The Zoning Administrator may extend a Coastal Zone Permit prior to its expiration for up to 12 months from its original date of expiration. Coastal Zone Permit extensions may be granted upon findings that the Project continues to be in conformance with the Local Coastal program.

All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the Project is delayed by a public agency, an appeal, or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

Monitoring - After Entitlement

- 3. Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.

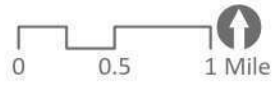
For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

- 4. Revocation due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.

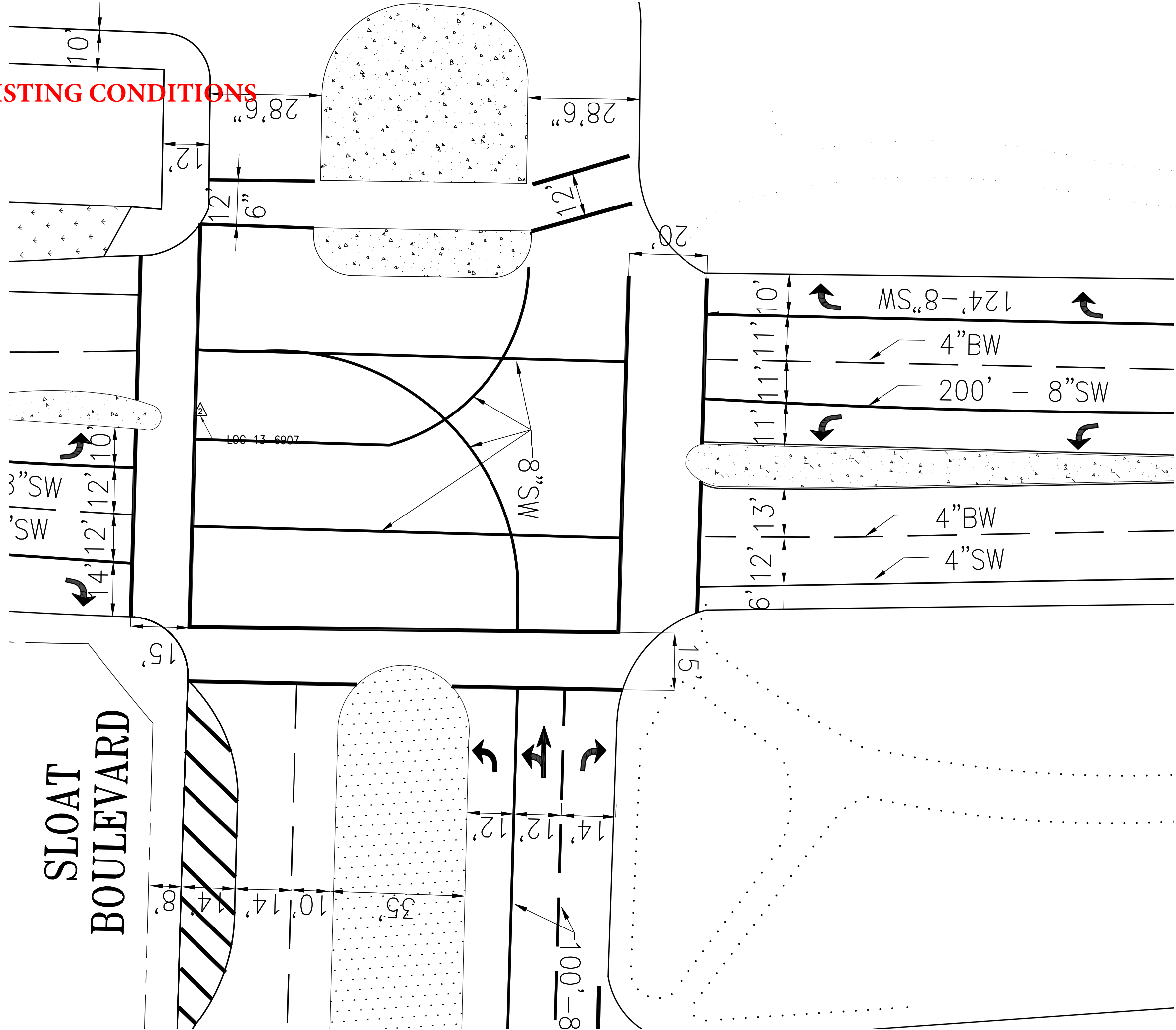
For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org



- RPD Parks
- Non-RPD Parks
- Great Highway Pilot
- Turn Restriction
- Stop Sign
- Speed Table
- Speed Hump
- Speed Cushion
- Signage/Detour
- Detour Warning
- Barricade
- Coastal Zone
- One Way
- Bike Lane
- Car Free Street
- Partially Car Free Street
- Additional Car Free Streets (pre 2022)



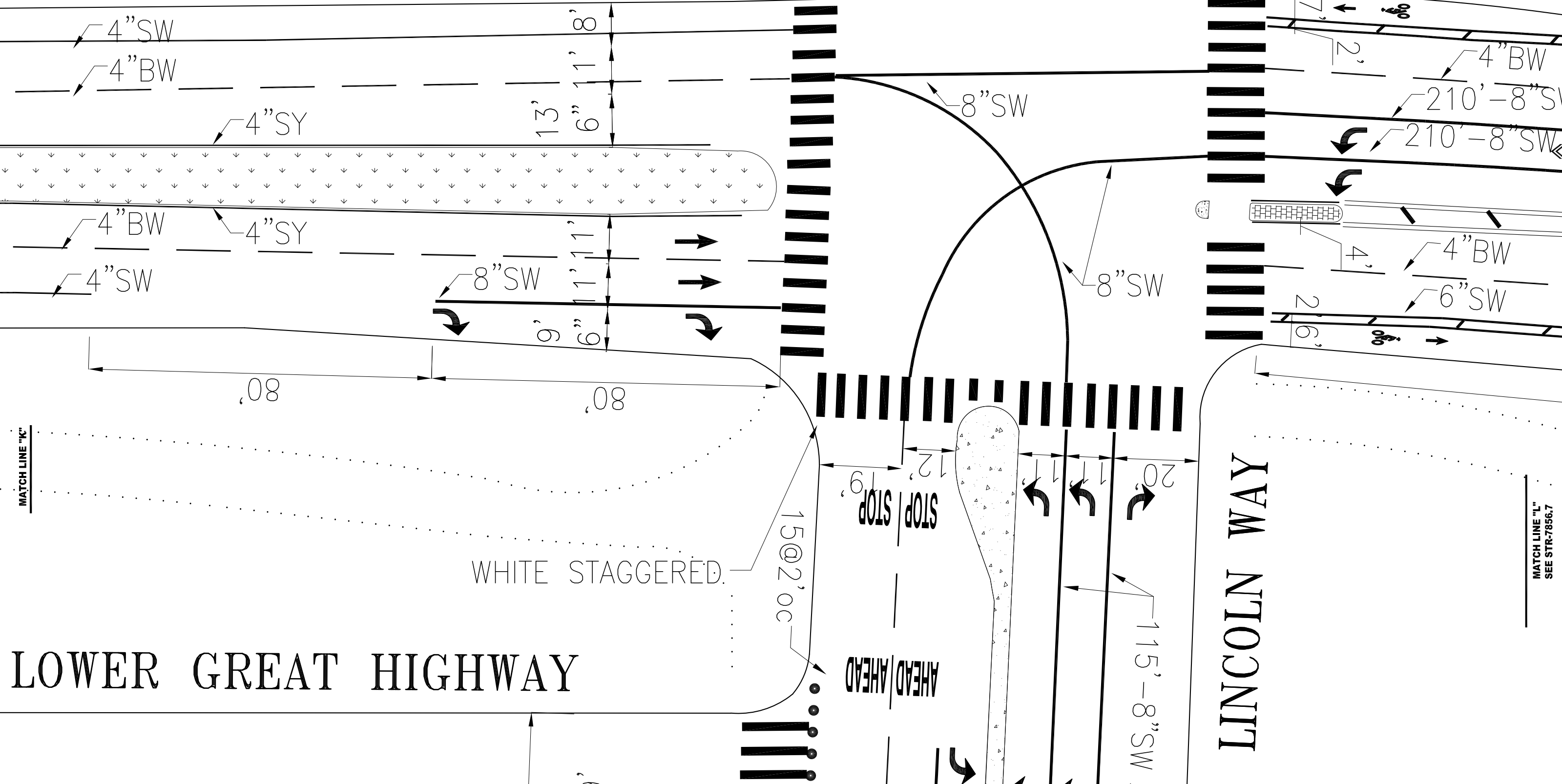
EXISTING CONDITIONS



EXISTING CONDITIONS

GREAT HIGHWAY

WHITE STAGGERED
CONTINENTAL



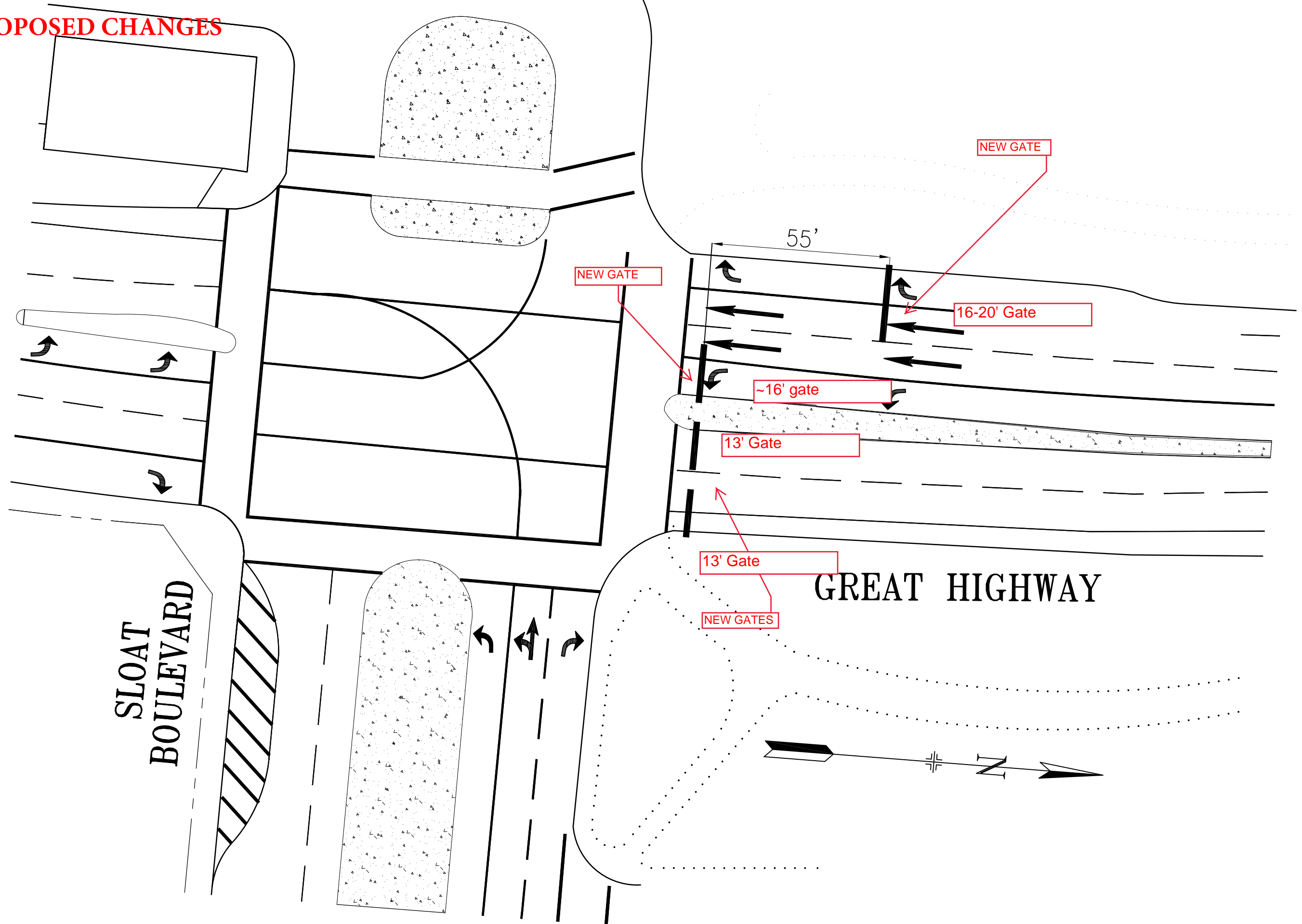
LOWER GREAT HIGHWAY

LINCOLN WAY

MATCH LINE "K"

MATCH LINE "L"
SEE STR-7856.7

PROPOSED CHANGES



PROPOSED CHANGES

GREAT HIGHWAY

NEW GATES
14'-16'

NEW GATE
14'-16'

NEW GATE
16'-18'

55'

2 NEW
THRU ARROWS

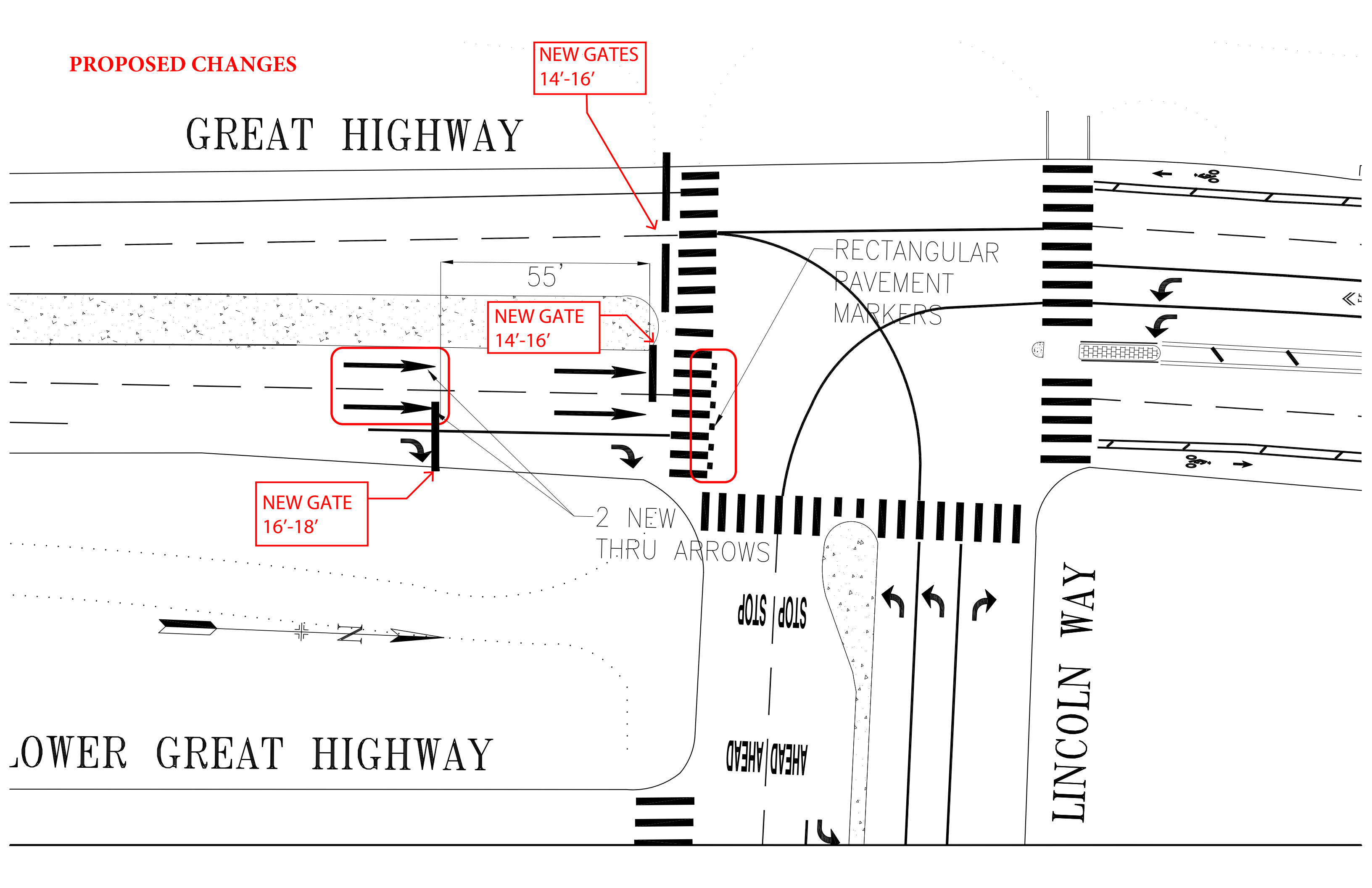
RECTANGULAR
PAVEMENT
MARKERS

STOP / STOP

AHEAD / AHEAD

LINCOLN WAY

LOWER GREAT HIGHWAY



BRIEF SUBMITTED BY THE APPELLANT(S) FOR APPEAL NO.
23-062

SPEAK SUNSET PARKSIDE EDUCATION AND ACTION COMMITTEE

1329 7th Avenue, San Francisco, CA 94122-2507

January 17, 2024

Delivered Electronically

President Rick Swig and Commissioners
San Francisco Board of Appeals
49 South Van Ness, Suite 1475 (14th Floor)
San Francisco, CA 94103

Re: Appellant Brief in Support of Appeal No: 23-062
Determination Type: Review of Coastal Zone Permit per PC §330.5.1(b)
BOA Hearing Date: February 7, 2024

Dear President Swig and Commissioners:

Motion #21437 is one of a series of Coastal Zone Permits the Planning Commission has improperly approved without the City first amending the entire San Francisco Local Coastal Program, including the Western Shoreline Area Plan, and securing Coastal Commission certification. **[Exhibit A: “Planning Commission Motion #21437 - Coastal Zone Permit attached hereto and incorporated by reference]**

Amending the entire Local Coastal Program is an involved public process with input from multiple stakeholders. Instead, the Planning Department and Planning Commission are once again putting the cart before the horse. In this particular matter, the Planning Commission has taken a further improper shortcut by retroactively approving the Coastal Zone Permit nearly a year after the start of the Great Highway Pilot Project.

“SPEAK” -Sunset Parkside Education and Action Committee (“Appellant”) appeals the Coastal Zone Permit approved by the Planning Commission on November 9, 2023 as Motion #21437 (Record No. 2022-007356CTZ) and the Coastal Zone Permit application –Upper Great Highway between Lincoln Way & Sloat Boulevard; plus surrounding streets **[Exhibit B: Coastal Zone Permit application and addendum attached hereto and incorporated by reference].**

Appellant respectfully requests that this Board reverse the Planning Commission’s decision and deny the retroactively-approved Coastal Zone Permit. Appellant requests reversal and denial of the permit for the following reasons:

- 1) The Planning Commission erred in approving the Coastal Zone Permit in that the permit and application are **not consistent with the Local Coastal Program of which the Western Shoreline Area Plan is one component.** Further, the Coastal Zone Permit and its application are not consistent with the public access policies of the Coastal Act.
- 2) The Planning Commission **erred in its findings** that:
 - A) “the project is consistent with the relevant provisions of the Planning Code”
 - B) “the Local Coastal Program shall be the Western Shoreline Area Plan”
 - C) “the project is consistent with the objectives and policies of the Western Shoreline Area Plan.”

[Exhibit A, pdf p. 18, Planning Comm. Motion #21437 Coastal Zone Permit p. 4, Findings #5]

For these reasons, the Planning Commission approved the Coastal Zone Permit in error and this Board must reverse.

A. BOARD OF APPEALS AUTHORITY

Planning Code §330.5.1(b), provides that the Board of Appeals shall review all appeals of coastal zone permit applications. This code section is also part of the Coastal Zone Permit Review Procedures component of the San Francisco Local Coastal Program (LCP) certified by the California Coastal Commission as provided for by the California Coastal Act which is codified in the California Public Resources Code §30108.6, §30355, §30403 and §30500-§30526.

B. STANDARD OF REVIEW

Planning Code §330.5.1(b), included in the Coastal Zone Permit Review Procedures component of the certified Local Coastal Program, provides that the Board of Appeals shall review all appeals of coastal zone permit applications “for consistency with the requirements and objectives of the San Francisco Local Coastal Program.”

Planning Code §330.5.2, also in the Coastal Zone Permit Review Procedures component of the certified Local Coastal Program, provides that the Board of Appeals shall adopt factual findings that the project is consistent or not consistent with the Local Coastal Program.

C. LOCAL COASTAL PROGRAM AND CALIFORNIA COASTAL ACT

The Legislature passed the California Coastal Act of 1976 to protect coastal resources and maximize public access to the shoreline. The act made the Coastal Commission a permanent state agency with broad authority to regulate development within a defined coastal zone.

The Coastal Act provides for the Coastal Commission's certification of local coastal programs prepared by counties and cities located in whole or in part within the Coastal Zone. Coastal Act §30108.6 defines a local coastal program as:

“a local government’s (a) land use plans, (b) zoning ordinances, (c) zoning district maps, and (d) within sensitive coastal resources areas, other implementing actions, which, when taken together, meet the requirements of, and implement the provisions and policies of, this division at the local level.”

All of these components other than the land use plan are collectively considered implementation components. The statute requires that each of these components be certified by the Coastal Commission before they become operative [*Coastal Act §30501*].

The Coastal Commission certified the San Francisco Local Coastal Program (LCP) on March 14, 1986. The 4 certified LCP components include:

- 1) Coastal Zone Permit Review Procedures [***Exhibit C: Coastal Zone Permit Review Procedures component of certified Local Coastal Program attached hereto and incorporated by reference***]
- 2) Neighborhood Commercial Rezoning with zoning sections of the Planning Code [***Exhibit D: Neighborhood Commercial Rezoning component of certified Local Coastal Program attached hereto and incorporated by reference***],

- 3) Variances section of the Planning Code ***[Exhibit E: Variances section of Planning Code component of certified Local Coastal Program attached hereto and incorporated by reference]*** and
- 4) Land use plan (amended on May 10, 2018). ***[Exhibit F: Land Use Plan/Western Shoreline Area Plan component of certified Local Coastal Program attached hereto and incorporated by reference]***

The Coastal Commission has certified only one amendment to San Francisco's Local Coastal Program. On May 10, 2018, the Coastal Commission certified an amendment only to the land use component of the Local Coastal Program. The amended land use plan component is also known as the Western Shoreline Area Plan which is part of San Francisco's General Plan. The Coastal Commission staff report for the May 10, 2018 hearing on the amendment states:

“Commission staff have discussed the need for a full LCP update with the City...To be clear, however, this amendment is not that update.”
[Exhibit G, California Coastal Commission Staff Report for May 10, 2018, page 2, pdf page 270]

[Exhibit G: California Coastal Commission Staff Report for May 10, 2018 meeting attached hereto and incorporated by reference]

San Francisco has since failed to update its Local Coastal Program, and therefore the Coastal Commission has not certified any additional amendments to the LCP which was originally certified on March 14, 1986. Accordingly, other components including the Neighborhood Commercial Rezoning, Coastal Zone Permit Review Procedures, and Variances section of the Planning Code certified by the Coastal Commission on March 14, 1986 remain components of San Francisco's current Local Coastal Program. Accordingly, applications for coastal zone permits must be consistent with the requirements and objectives of these LCP components.

Once a local coastal program is certified by the Coastal Commission, original coastal zone permit jurisdiction resides with the local government. The exception is certain lands such as tidelands and submerged lands below the mean high tide for which the Coastal Commission retains original jurisdiction.

D. PROJECT



Many elderly and disabled people are unable to walk to Ocean Beach. They access Ocean Beach and the coast by driving along the Upper Great Highway.

The project includes two components:

- 1) **Great Highway Pilot**- The pilot program would close the Upper Great Highway from Lincoln Way to Sloat Boulevard to private vehicles every Friday at noon until 6 a.m. every Monday. The Upper Great Highway would also be closed to vehicles on holidays. This section of the Upper Great Highway is 2 miles long.
- 2) **“Traffic Calming” Tools**- The tools include detour and warning signs, turn restrictions, speed tables, speed cushions, and stop signs. These tools divert traffic to Sunset Boulevard, Lincoln Way, 19th Avenue and Sloat Boulevard.

On November 9, 2023, the Planning Commission retroactively approved a Coastal Zone Permit for the Upper Great Highway project in Motion #21437 [*Exhibit A, pdf p. 15*]. The permit was issued and approved retroactively in that on December 6, 2022, the Board

of Supervisors approved the Great Highway Pilot Project ordinance authorizing the closing of the Great Highway to passenger vehicles from noon on Friday until 6 a.m. on Monday. The ordinance failed to mention that the project is in the Coastal Zone let alone the necessity for a Coastal Zone Permit under the Planning Code, the Local Coastal Program and the Coastal Act. Further, the Recreation and Parks Department failed to apply for a Coastal Zone Permit before the Board of Supervisors considered the ordinance *[Exhibit H, pdf page 310]. [Exhibit H: Executive Summary by Planning staff; Planning Commission Draft Motion with Plans and Renderings; Board of Supervisors Ordinance #258-22 attached hereto and incorporated by reference]*

§ 330.5.1(a) of the Coastal Zone Permit Review Procedures component of the certified Local Coastal Program (also in the Planning Code) requires that the Planning Department review all applications for Coastal Zone Permits within the Coastal Zone for consistency with the requirements and objectives of the Local Coastal Program. Either this review did not occur or this review was flawed or incomplete as the following argument establishes.

[Exhibit C, pdf p. 92, LCP Coastal Zone Permit Review Procedures, § 330.5.1(a)]

E. ARGUMENT

1. Retroactive Coastal Zone Permit and Application Not Consistent with Certified Local Coastal Program and Not Consistent with Planning Code

The certified Local Coastal Program does not authorize retroactive or after-the-fact issuance or approval of Coastal Zone Permits. In particular, the Coastal Zone Permit Review Procedures of the certified Local Coastal Program includes neither express nor implied authorization of retroactive Coastal Zone Permits. Neither does Planning Code § 330 which addresses Coastal Zone Permits. Further, the application for Coastal Zone Permit fails to mention that the permit would be retroactive and the

Notice of Public Hearing improperly fails to inform the public that the Planning Commission would consider the application retroactively.

While the Planning Department's Executive Summary notes that the "Coastal Zone Authorization is being sought retroactively," the Executive Summary cites **no legal authority** as the basis for retroactive action [*Exhibit H: Executive Summary, page 1, 5th sentence, pdf page 285*]. This is because no legal authority exists. Clearly, a retroactive permit is not consistent with the certified Local Coastal Program, and this Board must deny the permit on this basis alone.

2. Project Fails to Conform to Public Access Policies of Coastal Act (Public Resources Code § 30210)

The project would deny or limit access to Ocean Beach and the coast in that many surfers and others who do not live in the immediate vicinity of Ocean Beach drive there on the Upper Great Highway, park and walk to the beach. Further, many elderly and disabled people are unable to walk to Ocean Beach. They access Ocean Beach and the coast by driving along the Upper Great Highway, taking in the view and perhaps rolling down the car window and breathing in fresh air. For many elderly and disabled in San Francisco, a drive along the 2-mile stretch of Ocean Beach from Lincoln to Sloat is a highlight of their week. The Coastal Act § 30210 carries out the requirement for "maximum access" contained in the California Constitution which is rooted in common law (public trust doctrine). This project clearly is not consistent with the public access policies of the Coastal Act.

3. The Coastal Zone Permit and CZP Application are Not Consistent with the Land Use Component of the Certified Local Coastal Program (Western Shoreline Area Plan)

A. Policy 2.1 of the Western Shoreline Area Plan states:

“Develop the Great Highway right-of-way as a four lane straight highway with recreational trails for bicycle, pedestrian, landscaping, and parking.

[Exhibit F, pdf page 258]

Nothing in this policy authorizes closing the four-lane highway to passenger vehicles. In fact, Policy 2.1 mentions parking and emphasizes access for recreational use. Likewise, Policy 2.6 states:

“Provide permanent parking for normal use required by beach users in the Great Highway corridor...”

[Exhibit F, pdf page 258]

Even the permit holder admits in the application for a Coastal Zone Permit that the project is not consistent with Policy 2.1. The supplemental attachment to the Coastal Zone Permit states:

“The proposed project is partially consistent with this policy.”

[Exhibit B: Coastal Zone Permit application, addendum page 17, pdf page 54]

Policy 12.4 of the Western Shoreline Area Plan states:

“...Public recreational access facilities..., public infrastructure (e.g. public roads, sidewalks, and public utilities) and coastal-dependent development shall be sited and designed in such a way as to limit potential impacts...”

[Exhibit F, pdf page 266]

Clearly, Policy 12.4 does not provide for closing the Great Highway between Lincoln and Sloat to passenger vehicles. Rather, this policy addresses siting public roads in a responsible manner. This policy maintains rather than limits appropriate access to the coastline and Ocean Beach. Therefore, the Coastal Zone Permit and its application are not consistent with Policy 12.4.

4. The Coastal Zone Permit and the CZP Application are Not Consistent with the Implementation Components of the Certified Local Coastal Program

A. The Coastal Zone Permit Review Procedures component of the certified Local Coastal Program sets out the statutory requirements for reviewing Coastal Zone Permit applications. Specifically, § 330.5.1 requires that the Planning Department review all Coastal Zone Permit applications for consistency with the requirements and objectives of the Local Coastal Program. Further, § 330.5.2 provides that a Coastal Zone Permit shall be approved only upon findings of fact establishing that the project conforms to the requirements and objectives of the San Francisco Local Coastal Program.

Yet Finding #5 of the Coastal Zone Permit (Motion #21437) renders the permit defective on this statutory requirement in that it erroneously states that “the Local Coastal Program shall be the Western Shoreline Area Plan” thereby limiting the finding of fact to consistency only with the land use component and not the entire certified Local Coastal Program which also includes three implementation components [*Exhibit A, pdf page 18*]. The implementation components contain numerous statutory requirements.

B. The Coastal Zone Permit and its application are not consistent with the Neighborhood Commercial Rezoning component of the certified Local Coastal Program. Objective 8 of the Neighborhood Commercial Rezoning states:

“Maintain and strengthen viable neighborhood commercial areas easily accessible to city residents.”
[Exhibit D, pdf page 112]

The project would make NC-2 Small-Scale Commercial areas within the Coastal Zone far more difficult to access which is not consistent with Objective 8. Upper Great Highway is adjacent to NC-2 Small-Scale Neighborhood Commercial zoning within the Coastal Zone. This zoning includes Lincoln to Irving along the lower Great Highway and Sloat Boulevard from 39th Avenue to the lower Great Highway.

The close proximity within the Coastal Zone of the Upper Great Highway to NC-2 Small-Scale Neighborhood Commercial means that closing the Upper Great Highway to passenger vehicles on the weekends has a substantial impact on this zoning.

5. The project is Not Consistent with the Relevant Provisions of the Planning Code

Contrary to Finding #5 of the Coastal Zone Permit (Motion #21437), the project is not consistent with the relevant provisions of the Planning Code including P.C. § 330. P.C. § 330 (a) states: “The purpose of Sections 330 through 330.16 is to implement the process of reviewing projects within the Coastal Zone for consistency with the San Francisco Local Coastal Program as required by the California Coastal Act of 1976 as amended.” Therefore, the lack of consistency with the Local Coastal Program as outlined above also constitutes a lack of consistency with the Planning Code.

Further, Planning Code § 330.6 requires that the Planning Department notify the Coastal Commission in writing within 10 calendar days of the filing of a Coastal Zone Permit application with the Planning Department. This did not occur in violation of this code section.

6. Planning Commission’s Finding is False that “the Local Coastal Program Shall Be the Western Shoreline Area Plan.”

Finding #5 of the Coastal Zone Permit (Motion #21437) inaccurately states that “Pursuant to Planning Code Section 330.2, the Local Coastal Program shall be the Western Shoreline Area Plan, a part of the City’s General Plan.” [*Exhibit A, page 4, pdf page 18*] This is a misleading statement at best in that P.C. § 330.2(d) states:

“The “Local Coastal Program” shall be the San Francisco Western Shoreline Plan, a part of the City’s General Plan, and any of its implementation programs issue papers and any other documents certified by the California Coastal Commission.”

In fact, the Local Coastal Program includes three implementation components not included in Finding #5: Coastal Zone Permit Review Procedures, Neighborhood Commercial Rezoning with zoning sections of the Planning Code, and the Variances section of the Planning Code. This omission is glaring and convenient in that neither the Coastal Zone Permit application nor the permit itself is consistent with these implementation components.

Further, Planning Code § 330.5.2, also part of the Coastal Zone Permit Review Procedures component of the certified Local Coastal Program, states:

A Coastal Zone permit shall be approved only upon findings of fact establishing that the project conforms to the requirements and objectives of the San Francisco Local Coastal Program.
[Exhibit C: pdf page 93]

There was no such finding of fact in that the Coastal Zone Permit (Motion #21437) states that the project is consistent only with the Western Shoreline Area Plan and erroneously states that the Local Coastal Program “shall be” the Western Shoreline Area Plan even though the Western Shoreline Area Plan is but one component of the certified Local Coastal Program. *[Exhibit A, page 4, pdf page 18]* Accordingly, **the Coastal Zone Permit was erroneously approved without a finding of fact establishing that the project conforms to the requirements and objectives of the entire Local Coastal Program in violation of P.C. § 330.5.2. Therefore, this permit must be denied as a matter of law.**

F. FACTUAL FINDINGS

Planning Code §330.5.1(b) of the Coastal Zone Permit Review Procedures of the certified LCP provides that the Board of Appeals shall review all appeals of coastal zone permit applications **for consistency with the requirements and objectives of the San Francisco Local Coastal Program.** *[Exhibit C, pdf p 93]*. Section §330.5.2 provides that **the Board of Appeals shall adopt factual findings that the project is consistent or not consistent with the Local Coastal Program.** *[Exhibit C, pdf p. 93]*.

For all of the reasons in this brief, this Board must adopt factual findings that the retroactive Coastal Zone Permit and the permit application herein are not consistent with the Coastal Zone Permit Review Procedures, Neighborhood Commercial Rezoning, and Land Use Plan/Western Shoreline Area Plan components of the certified Local Coastal Program.

G. CONCLUSION

Clearly, the Coastal Zone Permit application, the permit and project fail the Board's standard of review. This retroactive Coastal Zone Permit cannot be approved without first amending both the Western Shoreline Area Plan (land use plan) and the implementation components of the Local Coastal Program and securing Coastal Commission certification per § 330.5 (d)(2) of the Coastal Zone Permit Review Procedures.

Accordingly, appellant respectfully requests that the Board of Appeals adopt factual findings that the Coastal Zone Permit application is not consistent with the certified Local Coastal Program. Appellant further respectfully requests that the Board of Appeals uphold the appeal and overturn the Planning Commission's approval of the Coastal Zone Permit application in Motion #21437 (Record No. 2022-007356CTZ) and the Coastal Zone Permit application –Upper Great Highway between Lincoln Way & Sloat Boulevard; plus surrounding streets and deny a retroactive Coastal Zone Permit for this project.

Respectfully submitted,



Sunset Parkside Education and Action Committee ("SPEAK")

Eileen Boken, President

EXHIBITS

Table of Contents

Exhibit A: Planning Comm. Motion #21437-Coastal Zone Permit: **page 15**

Exhibit B: Coastal Zone Permit Application and Addendum: **page 35**

Exhibit C: Coastal Zone Permit Review Procedures component of certified LCP: **page 86**

Exhibit D: Neighborhood Commercial Rezoning component of certified LCP: **page 104**

Exhibit E: Variance section of Planning Code component of certified LCP: **page 252**

Exhibit F: Land Use Plan/Western Shoreline Area Plan component- certified LCP: **page 254**

Exhibit G: California Coastal Commission Staff Report for May 10, 2018, **page 269**

Exhibit H: Executive Summary by Planning staff, Draft Motion with Plans and Renderings, Board of Supervisors Ordinance #258-22, **page 285**

EXHIBIT A



PLANNING COMMISSION MOTION NO. 21437

HEARING DATE: NOVEMBER 9, 2023

Record No.: 2022-007356CTZ
Project Address: Upper Great Highway between Lincoln Way & Sloat Boulevard; plus surrounding streets
Zoning: Various
Cultural District: Sunset Chinese Cultural District
Block/Lot: N/A
Project Sponsor: Brian Stokle
San Francisco Recreation and Parks Department
49 South Van Ness Ave., Suite 1200
San Francisco, CA
Property Owner: City and County of San Francisco
Staff Contact: Alex Westhoff – (628) 652-7314
alex.westhoff@sfgov.org

ADOPTING FINDINGS RELATING TO THE APPROVAL OF A COASTAL ZONE PERMIT PURSUANT TO PLANNING CODE SECTION 330 TO PERMIT TEMPORARY RESTRICTION OF AUTOMOBILE ACCESS TO THE UPPER GREAT HIGHWAY BETWEEN LINCOLN WAY AND SLOAT BOULEVARD (APPROX. 2.0 MILES) FOR A CAR-FREE BICYCLE AND PEDESTRIAN PROMENADE ON WEEKENDS AND HOLIDAYS THROUGH DECEMBER 31, 2025; AS WELL AS THE IMPLEMENTATION OF VARIOUS TRAFFIC CALMING MEASURES ON SURROUNDING STREETS; IN DISTRICTS INCLUDING THE PUBLIC (P), NEIGHBORHOOD COMMERCIAL SMALL-SCALE (NC-2), RESIDENTIAL-MIXED LOW DENSITY (RM-1), RESIDENTIAL-HOUSE, ONE FAMILY (RH-1), RESIDENTIAL-HOUSE, TWO FAMILY (RH-2), AND RESIDENTIAL-HOUSE, THREE FAMILY (RH-3) ZONING DISTRICTS AND OS, 40-X, AND 100-A HEIGHT AND BULK DISTRICTS AND AFFIRMING THE PLANNING DEPARTMENT'S EXEMPT DETERMINATION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On January 18, 2023, the San Francisco Recreation and Parks Department (hereinafter "Project Sponsor") filed Application No. 2022-007356CTZ (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Coastal Zone Permit for the Great Highway Pilot Project to allow for weekend and holiday closure of the Upper Great Highway to automobile traffic on a temporary basis, and for surrounding traffic calming measures.

The Great Highway Pilot Project is statutorily exempt from the California Environmental Quality Act (“CEQA”) pursuant to Public Resources Code section 21080.25. The CEQA determination is attached as Exhibit F.

The traffic calming measures are exempt from the California Environmental Quality Act (“CEQA”) as a Class 1 categorical exemption. The CEQA determination is attached as Exhibit G.

On November 9, 2023, the San Francisco Planning Commission (hereinafter “Commission”) conducted a duly noticed public hearing at a regularly scheduled meeting on Coastal Zone Permit Authorization Application No. 2022-007356CTZ.

The Planning Department Commission Secretary is the Custodian of Records; the File for Record No. 2022-007356CTZ is located at 49 South Van Ness Avenue, Suite 1400, San Francisco, California.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

MOVED, that the Commission hereby authorizes the Coastal Zone Permit as requested in Application No. 2022-007356CTZ, subject to the conditions contained in “EXHIBIT A” of this motion, based on the following findings:

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

- 1. The above recitals are accurate and constitute findings of this Commission.**
- 2. Project Description.** The Coastal Zone Permit is required for the Great Highway Pilot Project including related traffic calming measures. In April 2020, the Recreation and Parks Department (RPD) at the recommendation of Supervisor Gordon Mar and in consultation with Mayor London N. Breed, temporarily closed the four-lane Upper Great Highway between Lincoln Way and Sloat Boulevard to automobiles. The closure was a response to the unprecedented COVID-19 pandemic to allow for safe, distanced outdoor recreation. In August 2021, the City modified vehicular restrictions to apply only during weekends, beginning Fridays at noon and ending Monday at 6 a.m., in addition to holidays.

On December 6, 2022, the San Francisco Board of Supervisors (BOS) passed an ordinance (Board File 220875) amending the Park Code to restrict private vehicles on the Upper Great Highway between Lincoln Way and Sloat Boulevard on weekends and holidays until December 31, 2025. The restriction was proposed as a pilot effort, including studies and analysis of the car-free use of the Upper Great Highway to inform a long-term plan for the future of this space. The ordinance specified:

“Upon enactment of this ordinance, the Recreation and Park Department intends to apply to the Planning Department for a permit to ensure compliance with any coastal development requirements. The Planning Commission will review the application at a public hearing to determine whether the permit will be issued, as required by law.”

Few physical changes related to the Upper Great Highway weekend closures are proposed. Currently there are two existing fixed swing gates, one at the northbound entry and one at the southbound entry. The existing gates are closed when excessive amounts of sand or flood water accumulate on the road and make it unsafe for car travel, as well as when the road functions as a promenade. Traffic cones and moveable gates are currently being placed on the northeast and southwest exits to serve as traffic barriers during the weekends and holidays. RPD is proposing installation of new swing gates installed in a chicane layout (i.e., staggered and on opposite sides of the roadway) to allow emergency vehicles to access the westernmost lanes of the roadway without needing to stop and open the gates. This design supports the continued recreational use of the beach while also enhancing the safe recreational use of the roadway by pedestrians and bicyclists during private vehicular closure times for promenade use, or during sand/water accumulation events.

Related improvements include traffic calming measures constructed by the San Francisco Municipal Transit Agency (SFMTA), for the safety of pedestrian and cyclists. The measures aimed to reduce traffic volumes and speeds on local streets which saw an increase in automobile traffic resulting from the Upper Great Highway closure. In spring 2020, eight detour and warning signs, a road closure barricade, five turn restrictions, and five speed tables were constructed at the intersections of Great Highway along Lincoln Way and Sloat Boulevard and in the adjacent neighborhood to support the Upper Great Highway closure to private vehicles. In April 2021, additional tools were added, including 24 speed cushions, one speed table, and 12 stop signs. In August 2021, when the Upper Great Highway was reopened to weekday vehicular use, some of the tools were no longer necessary and thus removed. In November 2021, additional stop signs were added to the Lower Great Highway at Ortega and Ulloa streets. Exhibit G documents SFMTA approvals of the traffic calming measures.

- 3. Site Description and Present Use.** The Project Site includes a roughly 2-mile stretch of the Upper Great Highway within the Public Zoning District in the Western Shoreline Area plan, bound by Lincoln Way to the North, Sloat Boulevard to the South, Ocean Beach/Pacific Ocean to the West and the Lower Great Highway to the East within the Outer Sunset neighborhood. The Upper Great Highway, developed in 1929, is a four-lane straight highway, divided by a narrow median.
- 4. Surrounding Properties and Neighborhood.** Ocean Beach is a popular recreational hub for surfing and other beach-related activities, and is part of the Golden Gate National Recreation Area, which is administered by the National Park Service. The sloped, vegetated median separating the Upper and Lower Great Highways is managed by the RPD and also includes a 10-foot wide asphalt multi-use recreational pathway.

The traffic calming measures implemented by SFMTA are located throughout the adjacent surrounding neighborhood spanning multiple Zoning Districts including NC-2, RM-1, RH-2, and RH-3. The surrounding neighborhood is predominately residential, characterized by one to two story single- or double- family homes with some larger multi-family apartments.

The Project is also located within the boundaries of the Sunset Chinese Cultural District, which was established in July 2021. The District's mission is to recognize the neighborhood's history, preserve the legacy and traditions uniquely born in the Sunset, recognize and memorialize the Chinese American experience, and preserve and increase the depth and impact of the Chinese American legacy in San

Francisco. Currently, this Cultural District does not include any land use regulations that apply to the Project.

5. **Planning Code Compliance.** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

The Project falls within the Coastal Zone Permit Area and is subject to Coastal Zone Permit Review pursuant to Planning Code Section 330. Pursuant to Planning Code Section 330.2, the Local Coastal Program shall be the San Francisco Western Shoreline Plan, a part of the City's General Plan. The project is consistent with objectives and policies of the Western Shoreline Plan as outlined in this motion.

6. **General Plan Compliance.** The Project is, on balance, consistent with the following Objectives and Policies of the General Plan:

ENVIRONMENTAL PROTECTION ELEMENT

Objectives and Policies

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.

OBJECTIVE 7

ASSURE THAT THE LAND RESOURCES IN SAN FRANCISCO ARE USED IN WAYS THAT BOTH RESPECT AND PRESERVE THE NATURAL VALUES OF THE LAND AND SERVE THE BEST INTERESTS OF ALL THE CITY'S CITIZENS.

Policy 7.1

Preserve and add to public open space in accordance with the objectives and policies of the Recreation and Open Space Element.

OBJECTIVE 9

REDUCE TRANSPORTATION-RELATED NOISE.

Policy 9.2

Impose traffic restrictions to reduce transportation noise.

OBJECTIVE 15

INCREASE THE ENERGY EFFICIENCY OF TRANSPORTATION AND ENCOURAGE LAND USE PATTERNS AND METHODS OF TRANSPORTATION WHICH USE LESS ENERGY.

Policy 15.1
Increase the use of transportation alternatives to the automobile.

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 1

ENSURE A WELL-MAINTAINED, HIGHLY UTILIZED, AND INTEGRATED OPEN SPACE SYSTEM.

Policy 1.1
Encourage the dynamic and flexible use of existing open spaces and promote a variety of recreation and open space uses, where appropriate.

Policy 1.4
Prioritize the better utilization of McLaren Park, Ocean Beach, the Southeastern Waterfront and other underutilized significant open spaces.

OBJECTIVE 2

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

Policy 2.2
Provide and promote a balanced recreation system which offers a variety of high quality recreational opportunities for all San Franciscans.

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

Policy 2.7
Expand partnerships among open space agencies, transit agencies, private sector and nonprofit institutions to acquire, develop and/or manage existing open spaces.

OBJECTIVE 3

IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE.

Policy 3.1
Creatively develop existing publicly owned right-of-ways and streets into open space.

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 3.4

Encourage non-auto modes of transportation—transit, bicycle and pedestrian access—to and from open spaces while reducing automobile traffic and parking in public open spaces.

Policy 3.5

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

SAFETY AND RESILIENCY ELEMENT

Objectives and Policies

OBJECTIVE 2.1

CLIMATE RESILIENCE. PURSUE SYNERGISTIC EFFORTS THAT BOTH ELIMINATE GREENHOUSE GASES (CLIMATE MITIGATION) AND PROTECT PEOPLE, THE BUILT ENVIRONMENT, AND NATURE FROM THE UNAVOIDABLE IMPACTS OF THE CLIMATE CRISIS (CLIMATE ADAPTATION).

Policy 2.1.2

Direct City actions to reduce local contributions towards the climate crisis by mitigating greenhouse gasses and by increasing carbon sequestration.

Policy 2.1.4

Ensure that City projects and private developments provide multi-benefit solutions that mitigate hazard risk and contribute to a zero-emission future.

TRANSPORTATION ELEMENT

Objectives and Policies

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 1.3

Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.

OBJECTIVE 2

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

Policy 2.2
Reduce pollution, noise and energy consumption.

Policy 2.3
Design and locate facilities to preserve the historic city fabric and the natural landscape, and to protect views.

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.

OBJECTIVE 19

ESTABLISH A STREET HIERARCHY SYSTEM IN WHICH THE FUNCTION AND DESIGN OF EACH STREET ARE CONSISTENT WITH THE CHARACTER AND USE OF ADJACENT LAND.

Policy 19.4
Discourage high-speed through traffic on local streets in residential areas through traffic "calming" measures that are designed not to disrupt transit service or bicycle movement.

Policy 19.5
Mitigate and reduce the impacts of automobile traffic in and around parks and along shoreline recreation areas.

OBJECTIVE 27

EMPLOY A MULTI-DISCIPLINARY APPROACH TO IMPROVING PEDESTRIAN SAFETY

Policy 27.4
Apply best practices in street design and transportation engineering to improve pedestrian safety across the City.

OBJECTIVE 29

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

Policy 29.1
Expand and improve access for bicycles on city streets and develop a well-marked, comprehensive system of bike routes in San Francisco.

Policy 29.8
Encourage biking as a mode of travel through the design of safer streets, education programs and targeted enforcement.

Policy 29.9
Identify and expand recreational bicycling opportunities.

OBJECTIVE 31

CITY GOVERNMENT SHOULD PLAY A LEADERSHIP ROLE IN INCREASING BICYCLE USE.

Policy 31.1
Consider the needs of bicycling and the improvement of bicycle accommodations in all city decisions.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 4

IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY.

Policy 4.1
Protect residential areas from the noise, pollution and physical danger of excessive traffic.

Policy 4.8
Provide convenient access to a variety of recreation opportunities.

Policy 4.9
Maximize the use of recreation areas for recreational purposes.

WESTERN SHORELINE AREA PLAN

Land Use
Objectives and Policies

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.

OBJECTIVE 3

ENHANCE THE RECREATIONAL CONNECTION BETWEEN GOLDEN GATE PARK AND THE BEACH FRONTAGE.

Policy 3.1

Strengthen the visual and physical connection between the park and beach. Emphasize the naturalistic landscape qualities of the western end of the park for visitor use. When possible eliminate the Richmond-Sunset sewer treatment facilities.

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.

OBJECTIVE 11

PRESERVE THE SCALE OF RESIDENTIAL AND COMMERCIAL DEVELOPMENT ALONG THE COASTAL ZONE AREA.

Policy 11.6

Protect the neighborhood environment of the Richmond and Sunset residential areas from the traffic and visitor impacts from the public using adjacent recreation and open space areas.

The Project offers a myriad of public benefits aligned with various policies of the General Plan and Western Shoreline Area Plan. It improves public access to and along Ocean Beach, opening a new paved path as a safe outdoor recreational corridor for persons of all socioeconomic circumstances and varying physical abilities. The Project helps achieve one of the California Coastal Commission's basic goals and associated policies of public coastal access and recreation as mandated by the California Coastal Act of 1976. Moreover, the Upper Great Highway runs adjacent to the Great Highway Dune Trail, a segment of the California Coastal Trail which is an integrated trail network being developed for over 1,230 miles of California's coastline. Ultimately the Great Highway Pilot Project bolsters the capacity of the area for cyclists and pedestrians; enhancing Ocean Beach's existing recreational qualities as a destination that can be appreciated by both local residents and international tourists alike. The Project encourages non-motorized vehicle traffic, which ultimately results in less carbon emissions than private automobiles, helping to reduce San Francisco's contributions to the climate crisis and thus aligning with the City's Climate Action Plan. The City's Transit-First policy prioritizes safe and accessible biking and walking over private automobiles, which this Project also supports. Given the pilot is only temporary, the Upper Great Highway will ultimately remain a four-lane highway, thus consistent with the Western Shoreline Area Plan which states that the Upper Great Highway should be developed as a four-lane highway. Furthermore, even during the pilot period, the Upper Great Highway will remain a four-lane highway during nearly all weekdays. On balance, the Project is consistent with the Objectives and Policies of the General Plan.

7. Planning Code Section 101.1(b) establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the Project complies with said policies in that:

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

The Project site does not possess any neighborhood-serving retail uses. However, increased visitors to Ocean Beach resulting from the Project can bolster patronage to nearby businesses including cafes, restaurants, food trucks, shops, and more.

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

The Project includes few physical improvements, thus having virtually no impact on the neighborhood's built form. Reduced automobile usage can help improve the neighborhood's physical and visual connection to Ocean Beach and the Pacific Ocean.

- C. That the City's supply of affordable housing be preserved and enhanced.

The Project does not affect affordable housing.

- D. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

The Project Site is served by nearby public transportation options including the N-Judah, L-Taraval, and 7, 48, and 23 bus lines. To support the pilot Project, RPD and SFMTA are collecting and analyzing data such as visitor usage and traffic conditions. No new parking is provided by the Project. Currently Ocean Beach visitors can park their vehicles in the vicinity and walk to the beach using Upper Great Highway crosswalks.

- E. 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 does not include commercial office development and does not eliminate any industrial or service uses.

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

The Project does not include any structural or seismic improvements.

- G. That landmarks and historic buildings be preserved.

The Project Site does not contain or impact any City Landmarks or historic buildings.

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

The Project fundamentally enhances the City's open space amenities. It does not propose any development that would inhibit the access to sunlight and vistas for existing parks and open space. Reduced automobile usage on the Upper Great Highway can improve visual access to Ocean Beach.

8. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
9. The Commission hereby finds that approval of the Coastal Zone Permit would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Coastal Zone Permit Application No. 2022-007356CTZ** subject to the following conditions attached hereto as “EXHIBIT A” in general conformance with plans on file, dated December 9, 2022, and stamped “EXHIBIT B”, which is incorporated herein by reference as though fully set forth.

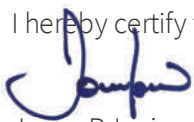
APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Coastal Zone Permit to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at (628) 652-1150, 49 South Van Ness Ave., Suite 1475, San Francisco, CA 94103.

Additionally, any aggrieved person may appeal this Coastal Zone Permit to the California Coastal Commission within ten (10) working days after the California Coastal Commission receives notice of final action from the Planning Department pursuant to the provisions of Section 330.9. Appeals to the California Coastal Commission are subject to the aggrieved party provisions in Section 330.2(a). An applicant is required to exhaust local appeals before appealing to the California Coastal Commission. For further information about appeals to the California Coastal Commission, including current fees, contact the North Central Coast District Office at (415) 904 - 5260.

Protest of Fee or Exaction: You may protest any fee or exaction subject to Government Code Section 66000 that is imposed as a condition of approval by following the procedures set forth in Government Code Section 66020. The protest must satisfy the requirements of Government Code Section 66020(a) and must be filed within 90 days of the date of the first approval or conditional approval of the development referencing the challenged fee or exaction. For purposes of Government Code Section 66020, the date of imposition of the fee shall be the date of the earliest discretionary approval by the City of the subject development.

If the City has not previously given Notice of an earlier discretionary approval of the Project, the Planning Commission’s adoption of this Motion, Resolution, Discretionary Review Action or the Zoning Administrator’s Variance Decision Letter constitutes the approval or conditional approval of the development and the City hereby gives **NOTICE** that the 90-day protest period under Government Code Section 66020 has begun. If the City has already given Notice that the 90-day approval period has begun for the subject development, then this document does not re-commence the 90-day approval period.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on November 9, 2023.



Jonas P. Ionin
Commission Secretary

Jonas P Ionin Digitally signed by Jonas P Ionin
Date: 2023.11.21 15:17:24 -08'00'

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

NAYS: None

ABSENT: None

ADOPTED: November 9, 2023

EXHIBIT A

Authorization

This authorization is for a Coastal Zone Permit to allow the temporary restriction of automobile access on weekends and holidays to the Upper Great Highway between Lincoln Way and Sloat Boulevard (approximately 2.0 miles) for a car-free bicycle and pedestrian promenade on weekends and holidays through December 31, 2025 and installation of new swing gates at the north and south ends of the Upper Great Highway; as well as the implementation of various traffic calming measures on surrounding streets subject to conditions of approval reviewed and approved by the Commission on **November 9, 2023** under Motion No. **21437**. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

Recordation of Conditions Of Approval

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the Project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on **November 9, 2023** under Motion No. **21437**.

Printing of Conditions of Approval on Plans

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. **21437** shall be reproduced on the Index Sheet of construction plans submitted with the permit application for the Project. The Index Sheet of the construction plans shall reference the Coastal Zone Permit authorization and any subsequent amendments or modifications.

Severability

The Project shall comply with all applicable City codes and requirements. If any clause, sentence, section or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other remaining clauses, sentences, or sections of these conditions. This decision conveys no right to construct, or to receive a building permit. "Project Sponsor" shall include any subsequent responsible party.

Changes and Modifications

Changes to the approved plans may be approved administratively by the Zoning Administrator. Significant changes and modifications of conditions shall require Planning Commission approval of a new Conditional Use authorization.

CONDITIONS OF APPROVAL, COMPLIANCE, MONITORING, AND REPORTING

Performance

- 1. Expiration and Renewal.** This Coastal Zone Permit shall expire on December 31, 2025. Pursuant to Planning Code Section 330.13(a) a final decision on an application for an appealable Project shall become effective after a 10 working day appeal period to the California Coastal Commission has expired, unless either of the following occur: (1) a valid appeal is filed in accordance with City and State regulations, or (2) local government requirements are not met per Section 330.6(b). When either of the above occur, the California Coastal Commission shall, within five calendar days of receiving notice of that circumstance, notify the local government and the applicant that the local government action has been suspended. The applicant shall cease construction immediately if that occurs.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

- 2. Extension.** The Zoning Administrator may extend a Coastal Zone Permit prior to its expiration for up to 12 months from its original date of expiration. Coastal Zone Permit extensions may be granted upon findings that the Project continues to be in conformance with the Local Coastal program.

All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the Project is delayed by a public agency, an appeal, or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

Monitoring - After Entitlement

- 3. Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

- 4. Revocation due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

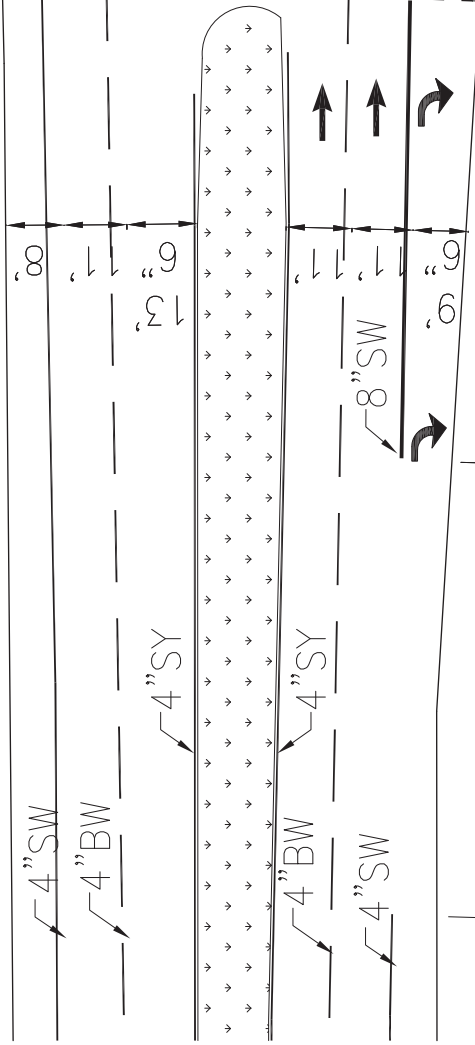


- RPD Parks
- Non-RPD Parks
- Great Highway Pilot
- Turn Restriction
- Stop Sign
- Speed Table
- Speed Hump
- Speed Cushion
- Signage/Detour
- Detour Warning
- Barricade
- Coastal Zone
- One Way
- Bike Lane
- Car Free Street
- Partially Car Free Street
- Additional Car Free Streets (pre 2022)



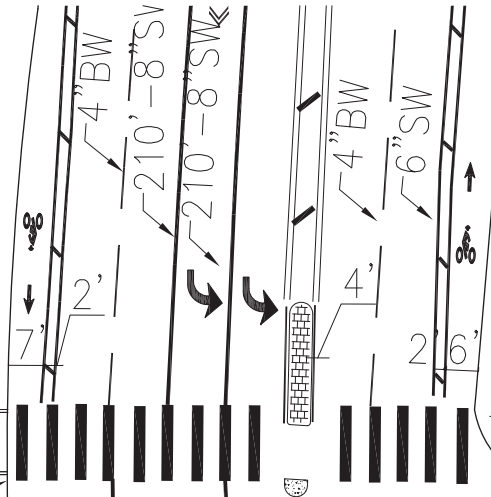
EXISTING CONDITIONS

GREAT HIGHWAY

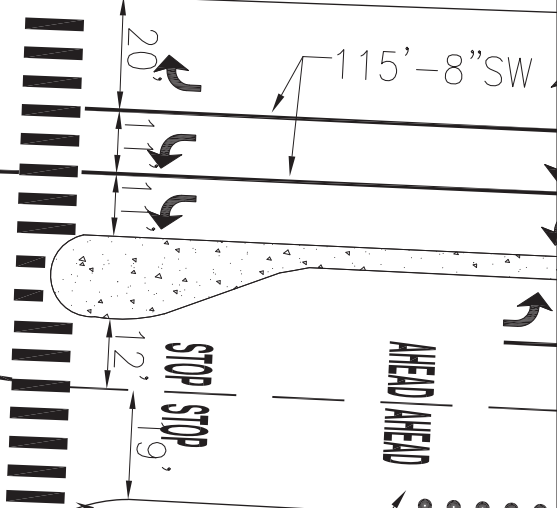


WHITE STAGGERED
CONTINENTAL

LINCOLN WAY

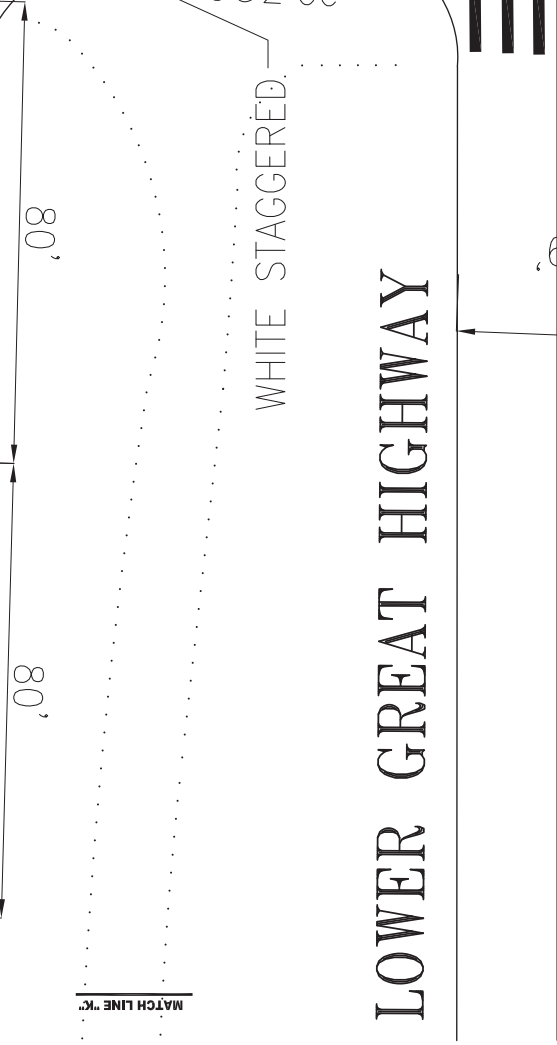


MATCH LINE "L"
SEE STR-7856.7



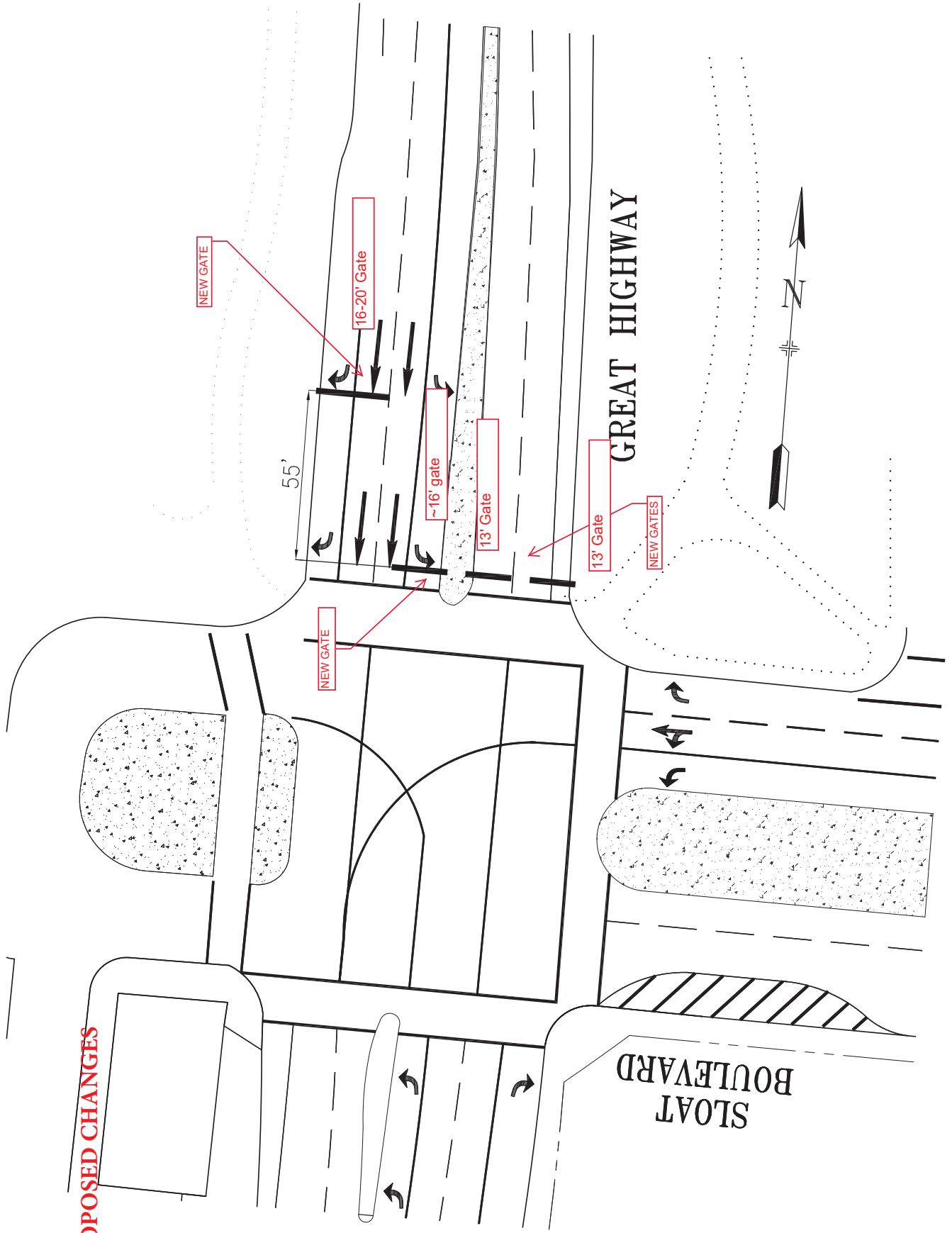
WHITE STAGGERED

LOWER GREAT HIGHWAY



MATCH LINE "K"

PROPOSED CHANGES



NEW GATE

16-20' Gate

~16' gate

13' Gate

13' Gate

NEW GATES

NEW GATE

55'

GREAT HIGHWAY

SLOAT BOULEVARD



PROPOSED CHANGES

GREAT HIGHWAY

NEW GATES
14'-16'

NEW GATE
14'-16'

NEW GATE
16'-18'

RECTANGULAR
PAVEMENT
MARKERS

2 NEW
THRU ARROWS

STOP
STOP

AHEAD
AHEAD

LINCOLN WAY

LOWER GREAT HIGHWAY

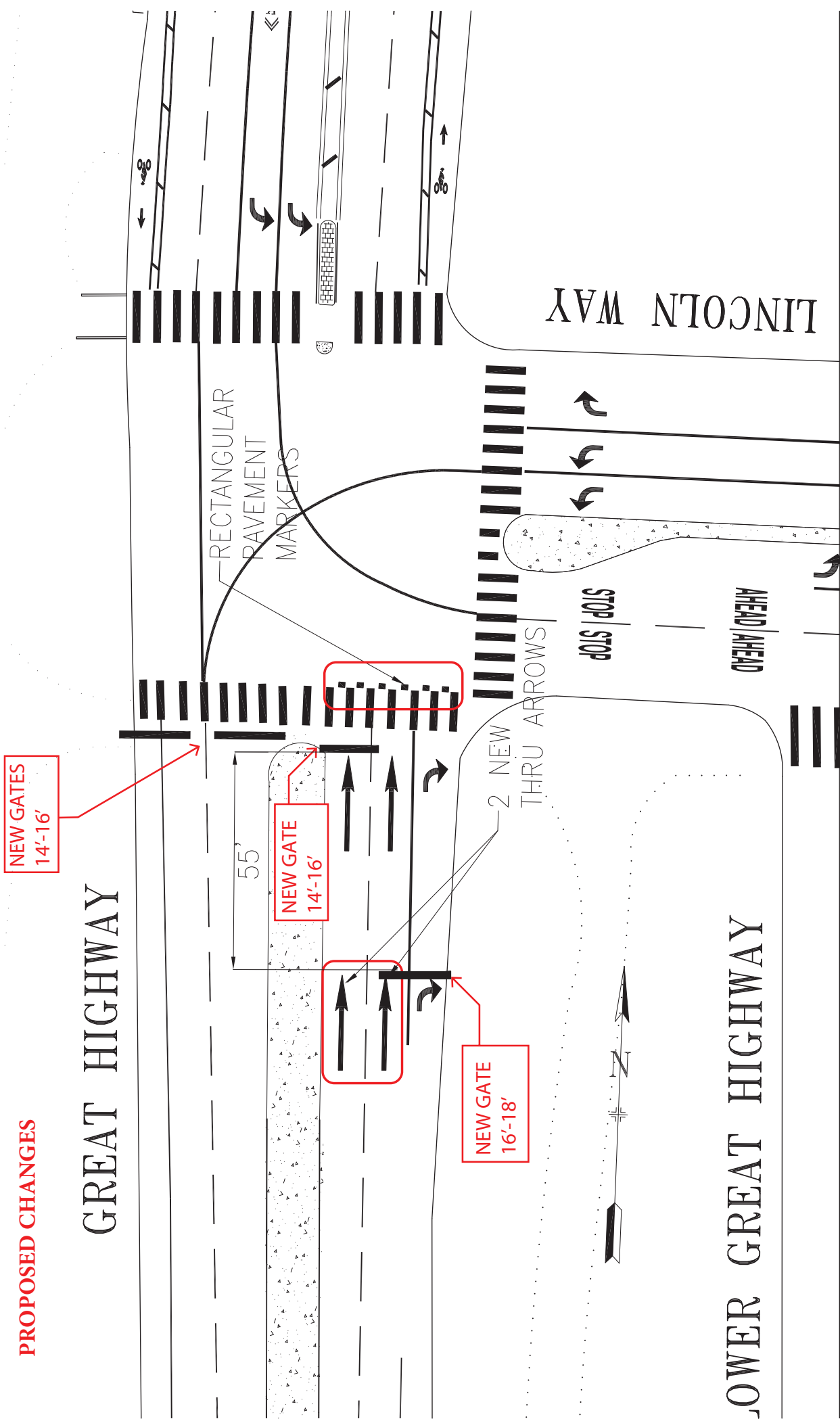


EXHIBIT B



COASTAL ZONE PERMIT (CTZ)

INFORMATIONAL AND SUPPLEMENTAL APPLICATION PACKET

ATTENTION: A Project Application must be completed and/or attached prior to submitting this Supplemental Application. See the [Project Application](#) for instructions.

Pursuant to Planning Code Section 330, all projects within San Francisco's Coastal Zone Area may be required to apply for a Coastal Zone Permit for projects involving demolition, new construction, reconstruction, alteration, change of use, change of occupancy, condominium conversion, and public improvement.

For questions, you can call the Planning counter at 628.652.7300 or email pic@sfgov.org where planners are able to assist you.

Español: Si desea ayuda sobre cómo llenar esta solicitud en español, por favor llame al 628.652.7550. Tenga en cuenta que el Departamento de Planificación requerirá al menos un día hábil para responder.

中文：如果您希望獲得使用中文填寫這份申請表的幫助，請致電628.652.7550。請注意，規劃部門需要至少一個工作日來回應。

Filipino: Kung gusto mo ng tulong sa pagkumpleto ng application na ito sa Filipino, paki tawagan ang 628.652.7550. Paki tandaan na mangangailangan ang Planning Department ng hindi kukulangin sa isang araw na pantrabaho para makasagot.

WHAT IS A COSTAL ZONE PERMIT?

The California Coastal Commission, in partnership with coastal cities and counties, plans and regulates the use of land and water in the designated coastal zone. Certain development activities, defined by the California Coastal Act of 1976, generally require a Coastal Zone Permit from either the California Coastal Commission or the local government. These include, but are not limited to: new construction, demolition, or alterations of structures, divisions of land, activities that change the intensity of use of land or public access to coastal waters, rip-rap repair, dredging, repair or maintenance to structures located in an environmentally sensitive habitat area, and alterations of land forms including removal or placement of vegetation, on a beach, wetland or sand dune, or within 100 feet of the edge of a coastal bluff, or stream or in areas of natural vegetation. See Planning Code Section 330 for additional information.

Projects that require a Coastal Zone Permit from the Planning Department shall be reviewed for consistency with the City's Western Shoreline Plan, within the San Francisco General Plan. A public hearing is not required unless the proposed project is within the California Coastal Commission appealable subarea or if the Zoning Administrator determines that the project has a significant impact on the Coastal Zone. The applicant shall be notified as to whether the application requires a public hearing. For more information about the Coastal Commission, please visit the following website: <http://www.coastal.ca.gov>.

WHEN IS A COASTAL ZONE PERMIT NECESSARY?

San Francisco's Coastal Zone Area is shown in Section Maps CZ4, CZ5, and CZ13 of the Zoning Map and in the City Zoning Block Books. Projects within the following City Assessor's blocks may be required to apply for a Coastal Permit Application. Blocks: 1481*, 1483*, 1590, 1591, 1592, 1593, 1595, 1596, 1597, 1598, 1689, 1690, 1691, 1692, 1700*, 1701, 1702, 1703, 1802, 1803, 1804, 1805, 1806, 1893, 1894, 1895, 1896, 2001, 2085, 2086, 2168, 2169, 2301, 2314, 2377, 2513, 2515, 2516, 7281, 7283, 7309*, 7309A*, 7333*, 7334*, 7337*, 7380*, 7384*.

**Only a portion of these blocks are within the Coastal Zone. Consult the City Zoning Block Books to determine whether your property is within the Coastal Zone.*

Applicants of projects over tidelands, Lake Merced, the Olympic Country Club, and the Pacific Ocean shore extending 3 miles out to sea are required to apply to the California Coastal Commission for a Coastal Zone Permit.

FEES

Please refer to the [Planning Department Fee Schedule](#) available at www.sfplanning.org. For questions related to the Fee Schedule, you can call the Planning counter at 628.652.7300 or email pic@sfgov.org where planners are able to assist you.

Fees will be determined based on the estimated construction costs. Should the cost of staff time exceed the initial fee paid, an additional fee for time and materials may be billed upon completion of the hearing process or permit approval. Additional fees may also be collected for preparation and recordation of any documents with the San Francisco Assessor-Recorder's office and for monitoring compliance with any conditions of approval.



COASTAL ZONE PERMIT (CTZ)

SUPPLEMENTAL APPLICATION

Property Information

Project Address: _____

Block/Lot(s): _____

APPLICANT'S AFFIDAVIT

Under penalty of perjury the following declarations are made:

- The undersigned is the owner or authorized agent of the owner of this property.
- The information presented is true and correct to the best of my knowledge.
- Other information or applications may be required.
- I hereby authorize City and County of San Francisco Planning staff to conduct a site visit of this property as part of the City's review of this application, making all portions of the interior and exterior accessible through completion of construction and in response to the monitoring of any condition of approval.
- I attest that personally identifiable information (PII) - i.e. social security numbers, driver's license numbers, bank accounts - have not been provided as part of this application. Furthermore, where supplemental information is required by this application, PII has been redacted prior to submittal to the Planning Department. I understand that any information provided to the Planning Department becomes part of the public record and can be made available to the public for review and/or posted to Department websites.

 Signature

 Name (Printed)

 Date

 Relationship to Project
 (i.e. Owner, Architect, etc.)

 Phone

 Email

For Department Use Only

Application received by Planning Department:

By: _____

Date: _____

Coastal Zone Permit (CTZ) Application: Great Highway Pilot, and Outer Sunset Traffic Management Tools

Project Narrative

On December 6, 2022, the San Francisco Board of Supervisors (BOS) approved the Great Highway Pilot legislation, creating a protected bicycle and pedestrian facility on weekends and holidays for a three-year pilot period, ending December 31, 2025. The purpose of the pilot study is to analyze the car-free use of the Upper Great Highway and establish a long-term plan for the future of this space. During the pilot, the San Francisco Recreation and Parks Department (RPD) and the San Francisco Municipal Transportation Agency (SFMTA) will collect and analyze data such as visitor usage and traffic conditions, while also gathering feedback from the public.

The Great Highway Pilot is located within the coastal zone in the Western Shoreline Area Plan, San Francisco's Local Coastal Program. A coastal zone permit (CTZ) is required for change of use of the roadway. Additional changes separate but related to the Great Highway Pilot have been made to roadways within the coastal zone, which also require a coastal zone permit. These changes are described below under *Project Description*.

Project Description

The RPD and MTA propose the following changes to use of roadways within the coastal zone in the Western Shoreline Area Plan:

1. **Great Highway Pilot:** The Great Highway project would implement a pilot program to create a car-free bicycle and pedestrian promenade on weekends that begins on Friday at noon and ends on Monday at 6 a.m. Vehicle restrictions also occur on holidays. During that time private vehicles are restricted from accessing Upper Great Highway between Lincoln Way and Sloat Boulevard (2.0 miles). When closed to private vehicles, the roadway would become a separated right-of-way promenade for the exclusive use of pedestrians, bicyclists, emergency vehicles, and other permitted vehicles. The roadway would continue to operate as a four-lane vehicular roadway on weekdays from Monday at 6 a.m. to the Friday closure time.
2. **Traffic calming tools:** In response to San Francisco's COVID-19 shelter-in-place order, the SFMTA constructed traffic calming measures in 2020 and 2021 to reduce traffic volumes and speeds on local streets that encountered changes in traffic after the Upper Great Highway was repurposed as a car-free corridor and public open space. To preserve and protect quieter neighborhood streets, the measures divert traffic to larger capacity roadways such as Sunset Boulevard, Lincoln Way, 19th Avenue, and Sloat Boulevard. The measures include detour and warning signs, turn restrictions, speed tables, speed cushions, and stop signs. Some of these traffic calming measures are located within the coastal zone.

The RPD and SFMTA seek after-the-fact approvals for these two changes to roadway use. Below under *Background* is an explanation of the timing of implementation of the two roadway use changes.

Exhibit 1. *Great Highway Pilot and Coastal Zone Traffic Calming*, illustrates the location of these two project elements.

Background

Upper Great Highway. In April 2020, the Upper Great Highway was closed to private vehicles by the RPD General Manager (GM) under an emergency ordinance. This was in response to the COVID-19-related

Coastal Zone Permit (CTZ) Application: Great Highway Pilot, and Outer Sunset Traffic Management Tools

shelter-in-place order to provide people more space to recreate outdoors while social distancing. In August 2021, the GM issued a directive reopening the Upper Great Highway to private vehicles weekdays starting Monday at 6:00am through Friday at 12:00pm.

The Upper Great Highway is a four-lane vehicular roadway. Existing swing gates are located at Sloat Boulevard to block entry to the northbound lanes and at Lincoln Way to block entry to the south bound lanes. The existing gates are closed when excessive amounts of sand blown onto the road make it unsafe for car travel. An existing multi-use asphalt pathway located within the median between the Upper and Lower Great Highways is used by pedestrians and bicyclists. An existing primarily dirt pathway is located approximately 20 to 30 feet west of the Upper Great Highway along the shoreline.

Traffic Calming Tools. In spring 2020, the Phase 1 Great Highway Traffic Management tools were constructed at the intersections of Great Highway along Lincoln Way and Sloat Boulevard and in the adjacent neighborhood to support the Upper Great Highway closure to private vehicles. These included eight detour and warning signs, a road closure barricade, five turn restrictions, and five speed tables. In April 2021, additional tools were added, including 24 speed cushions, one speed table, and 12 stop signs. In August 2021, the Upper Great Highway was reopened to weekday vehicular use, which resulted in the removal of some of the tools. In November 2021, additional stop signs were added to the Lower Great Highway at Ortega and Ulloa streets. Exhibit 1 includes the Great Highway Traffic Management tools in place as of December 2022 and the coastal zone boundary.

Impact Analysis

Traffic. The SFMTA conducted traffic counts in the Outer Sunset during the following time periods:

- (1) Prior to the COVID-19 pandemic.
- (2) During the period the Upper Great Highway was fully closed to private vehicles (April 2020 to August 2021).
- (3) During the period when the roadway was closed to vehicles only on weekends (August 2021 to present).

The objective was to study how vehicle travel patterns have changed because of the car-free Great Highway. The SFMTA analyzed vehicle volume changes from pre-COVID to Winter 2021. Overall, vehicle volumes decreased on almost all roads studied. In a 2022 SFMTA traffic study during the promenade configuration on Fridays, vehicle traffic on Lower Great Highway and Sunset Boulevard are still below pre-pandemic levels, indicating that diversion from the Upper Great Highway is not significantly impacting these roadways on Fridays.

As discussed above, the SFMTA provided a comprehensive traffic-calming strategy that included seven key intersections adjacent to the Great Highway. This was done to address anticipated safety concerns with the closure of Upper Great Highway, evenly disperse traffic that would have used the Upper Great Highway, maintain safety and access along adjacent local streets, and preserve the neighborhood character of the Outer Sunset. All seven intersections saw a decrease in traffic volume between January and June 2021. These findings indicate that the traffic calming measures were successful in helping to reduce both traffic speed and volume throughout the Outer Sunset.

Coastal Zone Permit (CTZ) Application: Great Highway Pilot, and Outer Sunset Traffic Management Tools

Beach Access. No change to access to the beach would result from the project. Currently, there is no parking on the Upper Great Highway. Visitors can park their vehicles in the vicinity and walk to the beach using the crosswalks that cross Upper Great Highway. During the promenade periods, beach access will be facilitated by easier roadway crossings.

The Pilot will facilitate greater access to outdoor recreation space along the coast. Compared to the visit experienced by a private vehicle on the Upper Great Highway, which lasts approximately five minutes, the visit experienced by a walker or cyclist would last 15 to 45 minutes. The increase in time spent along the coast by promenade visitors results in increased access to a coastal recreation area.

Emergency response access. The proposed project includes swing gates installed in a chicane layout (i.e., staggered and on opposite sides of the roadway). This would allow emergency vehicles to access the western-most lanes of the roadway without needing to stop and open the gates. Emergency vehicles will be able to respond to calls from Ocean Beach more quickly compared to gates that are not staggered. This design supports the continued safe recreational use of Ocean Beach while enhancing the safe recreational use of the roadway by pedestrians and bicyclists during private vehicular closure times.

Litter. The Upper Great Highway vicinity experienced increased litter resulting from increased visitation to the promenade when the highway was closed to vehicles in April 2020. The existing trash cans were overflowing, which led to complaints to RPD. In response, RPD and Recology added waste receptacles within the median at each of the intersections with a crosswalk to the beach. Recology also increased the frequency of collection service to further address the increased volume of waste. Since adding the bins and increased collection, the RPD Zero Waste Coordinator has not received additional complaints regarding trash accumulation at over-full trash cans. RPD's Zero Waste Coordinator and the Park Service Area staff communicate with Recology staff to resolve 311 complaints regarding garbage and to advise of increased service during and after warm weekends for all RPD parks. This communication process will continue with the Great Highway Pilot and RPD believes this will be adequate to address the increase in garbage brought by weekend promenade visitors. In addition, the RPD volunteers' division will explore scheduling periodic beautification along the Great Highway.

Dune and sand management. Over the last several years, the dunes located between the Upper Great Highway and the beach have experienced reduced plant cover and erosion, which over time and in combination with the natural forces of wind and high tides, has led to sand blowing into the roadway. The San Francisco Public Works Department (DPW) annually reduces the size of the dunes to move sand away from the roadway and towards the ocean. The most recent sand relocation project occurred in June 2022.¹ Sporadic closures of the Great Highway due to the buildup of windblown sand on the roadway occur every year during the winter and spring months. The city spends \$300,000 annually to remove sand for an average of 27 closures per year. Since December 2021, the Great Highway has shut 30 times due to sand and other events. Over the past 10 years, the city has spent a total of \$2.6 million. The Great Highway Pilot project will not interfere with this existing sand management program, however, sand on the roadway may be an inconvenience for promenade visitors. As part of the Great Highway Pilot, the DPW will develop a sand management plan.

The Sunset Natural Resiliency Project, led by the SF Estuary Institute and funded by the Coastal Conservancy, is working with a team of public agencies to develop long-term strategies for dune

¹ <https://www.sfpublishworks.org/calendar/annual-ocean-beach-sand-relocation-project-starts-week>

Coastal Zone Permit (CTZ) Application: Great Highway Pilot, and Outer Sunset Traffic Management Tools

management. The goal of this project is to identify best management practices for stabilizing the dune vegetation. SFRPD is a partner within the project and will pursue implementation of the measures developed by the project. In the meantime, the department employs low post and rope fencing along the inland side of the dunes that discourage visitors from creating social paths on the dunes. The department will repair deteriorated post and rope fencing and add signage along the existing pathways encouraging walkers to use the official beach entrances where there are crosswalks on the Upper Great Highway.

Exhibit 2. *Ocean Beach Dune Retreat at Judah, 2002-2022*, shows how over time wind and high tides have led to dune erosion.

Achieving our Citywide Goals

There are many public benefits in using the Upper Great Highway as an open space, which aligns with shared city goals and adopted policies. These include:

- The **Transit-First Policy**, which prioritizes public transit and promotes access and safety for transit, bicycling, walking, and other alternatives to individual vehicles, and is built upon in **SFMTA's Strategic Plan** and the **Vision Zero Action Plan**.
- Ongoing work to update the **Climate Action Plan**, which charts a pathway to achieve net zero greenhouse gas (GHG) emissions by 2050 by shifting trips from vehicles to walking, biking, and other active transportation modes to promote access and safety.
- Builds on the **Western Shoreline Area Plan** and supports numerous policy goals outlined in the **General Plan**, particularly the **Recreation and Open Space Element** and strategies in **RPD's Strategic Plan** to increase access to open space.

The department has reviewed consistency of these roadway changes with the applicable sections of the Western Shoreline Area Plan and the Coastal Act. Analysis of project consistency with relevant policies is attached.

Conclusion

Whether it is a playground, promenade or open green field, **parks and open spaces are a respite**, people value them as an extension of their community. A recent survey by the National Recreation and Park Association found that 83% of American adults agree that visiting their local parks, trails, and open spaces are essential for their mental and physical well-being. The benefits of parks are long-lasting and planning for better days ahead will ensure that our open spaces are resilient.

The Great Highway Pilot will provide a more consistent experience for park visitors and allow more robust data collection on the Great Highway's usage as a roadway and promenade.

Coastal Zone Permit (CTZ) Application: Great Highway Pilot, and Outer Sunset Traffic Management Tools

Exhibits

1. Great Highway Pilot and Coastal Zone Traffic Calming
2. Ocean Beach Dune Retreat at Judah, 2002-2022

Attachments

- A. Great Highway Pilot: project description, map, pictures, and plans
- B. Consistency with the Western Shoreline Area Plan and Coastal Act Policies
- C. CEQA Exemption Determination for the Great Highway Pilot, Case No. 2022-007356ENV
- D. General Plan Referral for the Great Highway Pilot, Case No: 2022-008878GPR
- E. GM directive for Upper Great Highway, August 15, 2021
- F. CEQA Exemption Determination for GM directive, weekday reopening, August 15, 2021



- RPD Parks
- Non-RPD Parks
- Great Highway Pilot
- Turn Restriction
- Stop Sign
- Speed Table
- Speed Hump
- Speed Cushion
- Signage/Detour
- Detour Warning
- Barricade
- Coastal Zone
- One Way
- Bike Lane
- Car Free Street
- Partially Car Free Street
- Additional Car Free Streets (pre 2022)

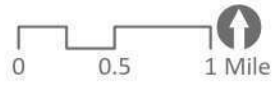


EXHIBIT 2

Ocean Beach Dune Retreat: 2002-2022 @ Judah St



Attachment A: Great Highway Pilot Project Information

Pilot Project Summary

The Great Highway project would implement a pilot program to create a car-free bicycle and pedestrian promenade on weekends, holidays, and a portion of Fridays by restricting private vehicle access to the Upper Great Highway between Lincoln Way and Sloat Boulevard (2.0 miles). When closed to private vehicles, the roadway would become a separated right-of-way promenade for the exclusive use of pedestrians, bicyclists, emergency vehicles, and other permitted vehicles¹. The roadway would continue to operate as a four-lane vehicular roadway on weekdays from Monday to the Friday closure time.

- Promenade: Friday at 12 noon to Monday at 6:00am, plus holidays
- Vehicular Roadway: Monday 6:00am to Friday 12 noon, excluding holidays

At the time the roadway is closed to private motor vehicles, the roadway would become a bicycle and pedestrian promenade, used for active transportation modes, including bicycles, walkers, runners, scooter riders, skateboarders, and motorized wheelchairs, etc.

The location of the project is shown in Map 1.

Approval Action and Pilot Period

The San Francisco Board of Supervisors approval of legislation for the pilot (board file number 220875) constituted the Approval Action for the project for the purposes of CEQA, pursuant to San Francisco Administrative Code section 31.04(h). The pilot began upon such legislative approval, approved by the Board of Supervisors on December 13, 2022, and would end on December 31, 2025, unless extended by ordinance. The project would include data collection during this pilot period, as described below.

Project Background

The Great Highway has been under the jurisdiction of the Recreation and Park Commission since the 1870s. The Upper Great Highway is a four-lane vehicular roadway. There are existing swing gates located at the intersection of Sloat Boulevard and Upper Great Highway to block the northbound lanes and at the intersection of Lincoln Way and Upper Great Highway to block the southbound lanes. The gates are closed when excessive amounts of sand blown onto the road make it unsafe for car travel. An existing multi-use pathway located within the median between the Upper and Lower Great Highway is used by walkers and cyclists. An existing dirt pathway located west of the Upper Great Highway along Ocean Beach is used by walkers.

In April 2020, the roadway was closed to private vehicles by the Recreation and Park Department (RPD) General Manager under an emergency ordinance. This was in response to the COVID-19-related shelter-in-place order to provide people more space outdoors while social distancing. In August 2021, the

¹ Examples of permitted vehicles include official City, State, or federal vehicles being used to perform official City, State, or federal business (e.g., sand removal), intra-park shuttle busses, paratransit vans, and others as defined by the legislation.

General Manager issued a directive reopening the Upper Great Highway to private vehicles weekdays starting Monday at 6:00am through Friday at 12:00pm (noon), excluding holidays.

The Great Highway extension south of Sloat Boulevard is currently open to vehicular traffic; however, this stretch is planned to be permanently closed to vehicular traffic in 2024 as part of the Ocean Beach Climate Change Adaptation Project (Planning Department case number 2019-020115ENV).

The San Francisco County Transportation Authority conducted a “Great Highway Concepts Evaluation Report” (September 2022) for the long-term future of the Upper Great Highway. This pilot would be an extension of that report and would support pedestrian and bicyclist usage based on an evaluation in the report.²

Pilot Physical Changes:

To create a protected bicycle and pedestrian facility on weekends and holidays, and to prevent vehicles from entering the roadway during sand closures, flooding and promenade days, the project would install new swing gates with road closure signage on Upper Great Highway to restrict private vehicle access. The existing swing gates may be modified for reuse with this project or removed and replaced.

At the intersection with Sloat Boulevard and Upper Great Highway, the project would install swing gates at the entry of the northbound lanes. The new swing gates would be arranged in a chicane layout (i.e., staggered and on opposite sides of the roadway) at the exit of the south-bound lanes.

At the intersection with Lincoln Way and Upper Great Highway, there would be a similar “chicane” design. See Existing and Proposed illustrations of the two intersections, attached.

The chicane layouts would allow emergency vehicles and other permitted vehicles to access the Upper Great Highway without needing to stop and open the gates. This would allow emergency vehicles to better respond to calls from Ocean Beach and would support the continued safe recreational use of Ocean Beach while enhancing the safe recreational use of the roadway by pedestrians and bicyclists during private vehicular closure times.

The project would maintain vehicle access on the Great Highway north of Lincoln Way, along the Lower Great Highway, and other areas (e.g., throughout the Sunset District). The project would not change the existing multi-use pathway within the median between the Upper and Lower Great Highway or the dirt path west of Upper Great Highway along Ocean Beach.

² For example, section 2.2 of the report evaluates the bicycle and pedestrian usage of five different concepts for the Great Highway. The section identifies a four-lane roadway for vehicles projected to have the lowest bicycle and pedestrian usage of the concepts (which is pre-COVID-19 conditions), and a timed promenade (which is this pilot) having a medium amount of bicycle and pedestrian usage, or more bicycle and pedestrian usage than a four-lane roadway. https://www.sfcta.org/sites/default/files/2022-09/SFCTA_Great-Highway-Evaluation-Report_2021-07-13_FINAL_a.pdf.

Pilot Data Collection

Throughout the duration of the pilot program, RPD and San Francisco Municipal Transportation Agency (SFMTA) staff would collect and publicly report data on pedestrian and cyclist usage and vehicular traffic on the Upper Great Highway and surrounding streets at regular intervals. The pilot does not propose any changes to traffic management (e.g., changing traffic signal timings) or parking. The pilot would collect data on promenade users (detailed list below), conduct public outreach, and conduct network analysis of the broader circulation system to inform recommendations for the future use of the Upper Great Highway, including consideration of data collected because of permanent closure of vehicular traffic on the Great Highway extension south as part of the Ocean Beach Climate Change Adaptation Project (anticipated in 2024). Data collection would include:

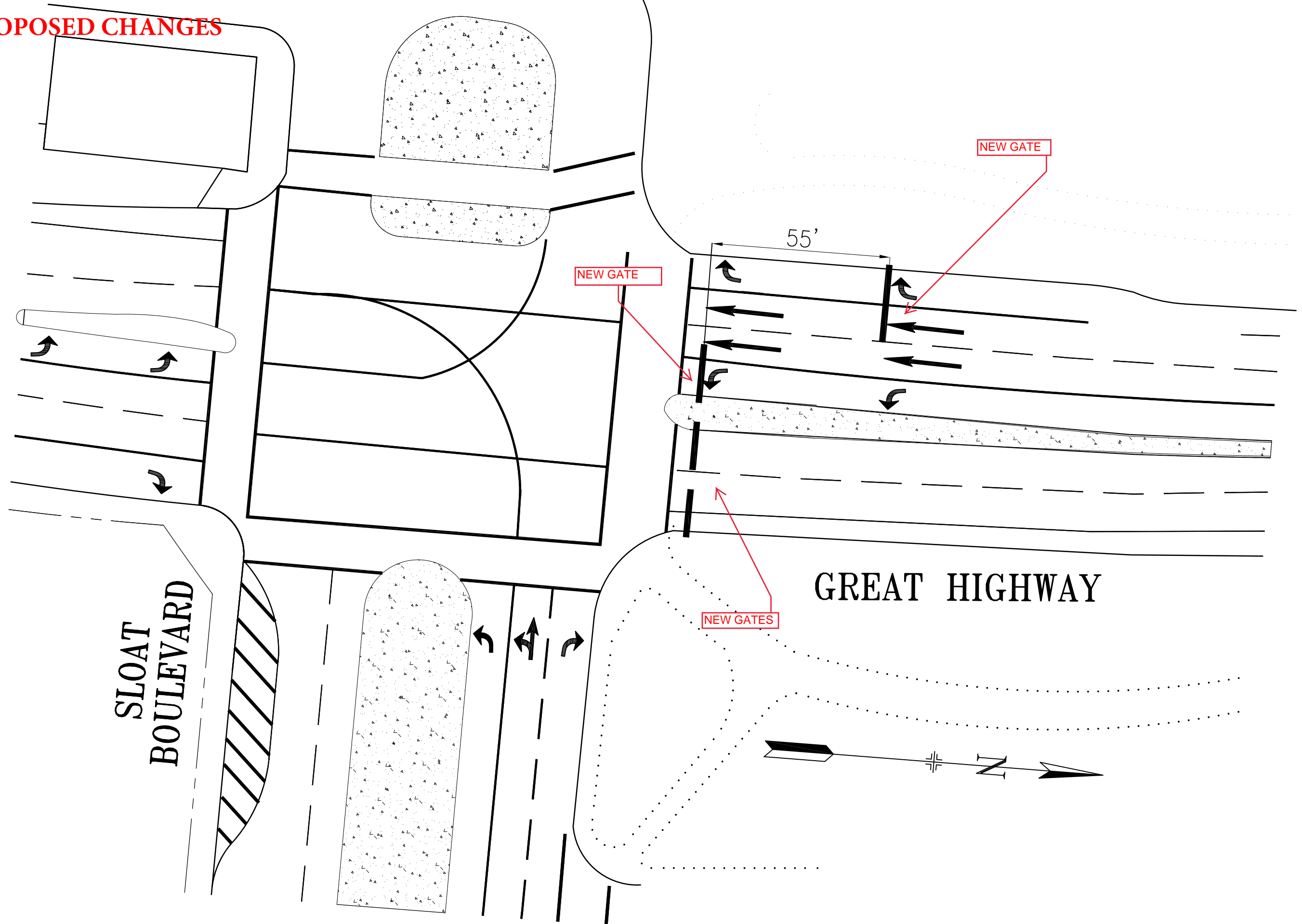
1. Vehicular traffic counts, speeds, travel times, and turning movements using tube counts, video counts, and/or disaggregated cellular data along the Great Highway and nearby intersections and side streets.
2. Bicycle counts using tube counts, video counts, infrared counters, and/or disaggregated cellular data along the Great Highway and nearby intersections and side streets.
3. Pedestrian and other mode counts using video counts, infrared counters, observation, and/or disaggregated cellular data along the Great Highway and nearby intersections.
4. Length of stay by all modes using cellular data, intercept surveys, and/or public life study methodology.
5. Design efficacy and safety assessing whether vehicles are yielding to pedestrians and pedestrians and bicyclists are complying with traffic signals using video data and/or observation.
6. Surveys of non-motorized users and drivers; solicit suggestions from all users; solicit user demographics.

RPD and SFMTA would determine exact locations for data collection after the San Francisco Board of Supervisors approval of the pilot.

Map 1: Great Highway Project Location



PROPOSED CHANGES



SLOAT
BOULEVARD

GREAT HIGHWAY

NEW GATE

NEW GATE

NEW GATES

55'

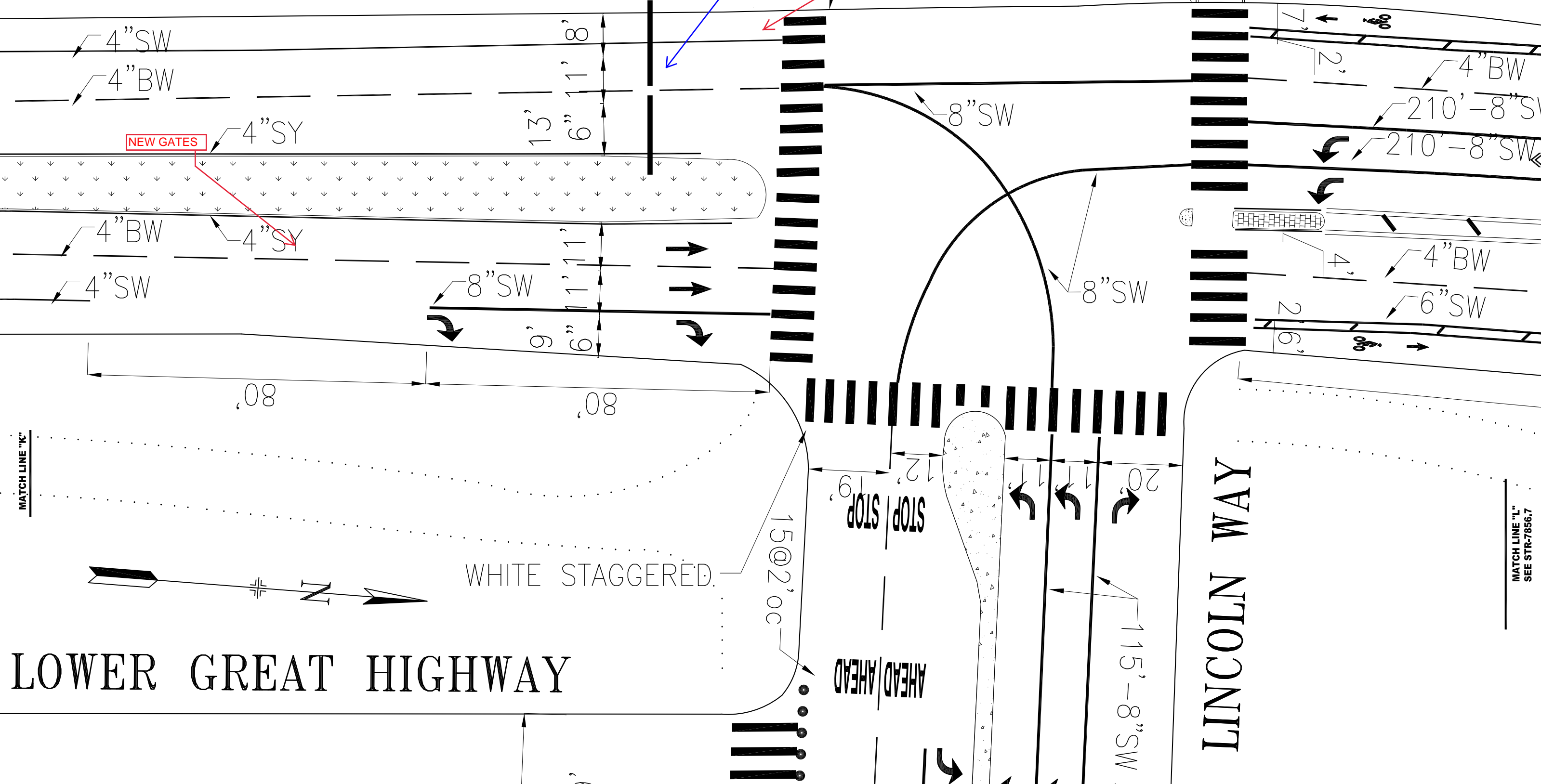
EXISTING CONDITIONS

GREAT HIGHWAY

EXISTING GATES

NEW GATES

WHITE STAGGERED CONTINENTAL



LOWER GREAT HIGHWAY

LINCOLN WAY

MATCH LINE "L"
SEE STR-7856.7

PROPOSED CHANGES

GREAT HIGHWAY

NEW GATES
14'-16'

NEW GATE
14'-16'

NEW GATE
16'-18'

55'

2 NEW
THRU ARROWS

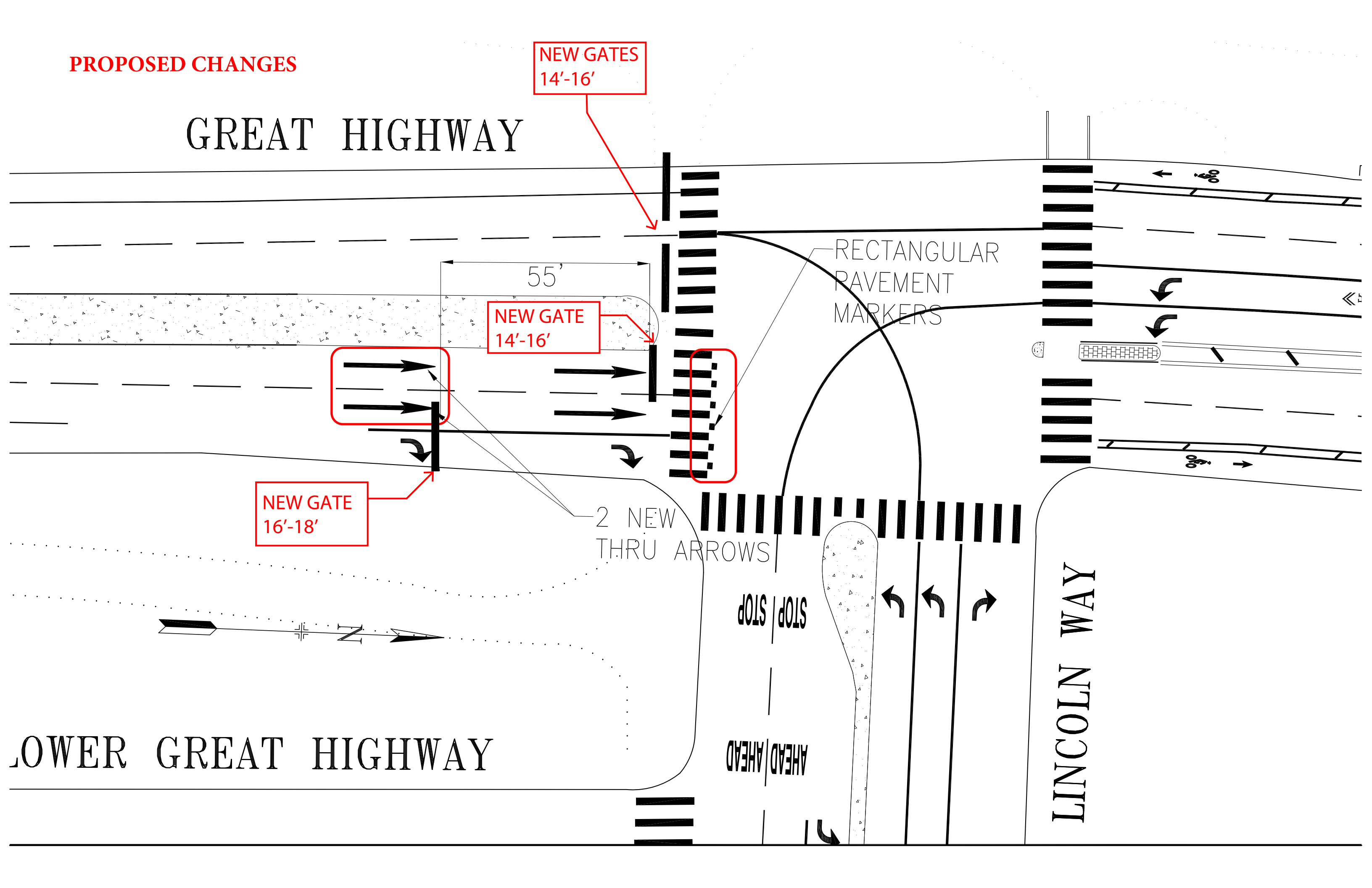
RECTANGULAR
PAVEMENT
MARKERS

STOP / STOP

AHEAD / AHEAD

LINCOLN WAY

LOWER GREAT HIGHWAY



GREAT HIGHWAY AT SLOAT BOULEVARD (looking north)



GREAT HIGHWAY AT LINCOLN WAY (looking south)



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.

Discussion.

The proposed project is partially consistent with this policy. The proposed change of use of the Upper Great Highway from exclusive vehicles use seven days a week to allowing only pedestrians, bicycles and other non-automobile recreational use on the weekends would increase the public's access to outdoor recreation space within the coastal zone, consistent with the policy goal of providing recreational trails for bicycles and pedestrians. The policy emphasis on slow pleasure traffic indicates the policy does not intend the roadway for through traffic. Existing vehicular traffic on the Upper Great Highway is primarily regular or through traffic, which is not supported by policies in the Western Shoreline Area Plan.

This policy proposes multiple recreational "trails." Closure of the Great Highway to vehicular traffic on weekends would enhance the existing capacity of the area for bicycles and pedestrians. The current 10-foot multi-use trail on the median between the upper and lower Great Highway is not adequate for both bicycles and pedestrians. The shoulders on the Great Highway do not provide for comfortable bicycle travel due to the vehicular speeds facilitated by a straight four-lane highway. This pilot project would significantly enhance Great Highway's scenic quality and recreational use, improve safe pedestrian access to the beach, and make no changes to public vehicular parking access.

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.

POLICY 6.3

Keep the natural appearance of the beach and maximize its usefulness by maintaining the beach in a state free of litter and debris.

Discussion.

The proposed project would enhance the recreational use of the Ocean Beach shoreline by opening a new paved path for bicycles, pedestrians, and other recreational users on weekends. The Ocean Beach area will remain a natural beach area; the project will allow more people to enjoy outdoor recreation within the coastal zone adjacent to the beach. The project does not propose any changes to the sand

Attachment B - Consistency with the Western Shoreline Area Plan and Coastal Act Policies

dunes. The department is participating in the Sunset Natural Resiliency Project, led by the SF Estuary Institute, and funded by the Coastal Conservancy. The project is working with a team of public agencies to develop long-term strategies for dune management. The goal of this project is to identify best management practices for stabilizing the dune vegetation. SFRPD is a partner within the project and will pursue implementation of the measures developed by the project. Additionally, the department employs low post and rope fencing along the inland side of the dunes that discourage visitors from creating social paths on the dunes. The department will repair deteriorated post and rope fencing and add signage along the existing pathways encouraging walkers to use the official beach entrances where there are crosswalks on the Upper Great Highway.

The project would not result in changes to the natural appearance of the beach; physical changes include replacement of two existing and installation of two new access-control gates on the Upper Great Highway. The project will allow more park visitors to enjoy views of the beach during the weekend promenade. Regarding litter and debris, RPD and Recology added waste receptacles within the median at each of the intersections of the Great Highway with a crosswalk to the beach. Recology also increased the frequency of collection service to address the increased volume of waste from promenade visitors.

Objective 11

PRESERVE THE SCALE OF RESIDENTIAL AND COMMERCIAL DEVELOPMENT ALONG THE COASTAL ZONE AREA.

POLICY 11.6

Protect the neighborhood environment of the Richmond and Sunset residential areas from the traffic and visitor impacts from the public using adjacent recreation and open space areas.

Discussion.

As part of the project, the SFMTA provided a comprehensive traffic-calming strategy that included seven key intersections adjacent to the Great Highway. This was done to address anticipated safety concerns with the closure of Upper Great Highway, evenly disperse traffic that would have used the Upper Great Highway, maintain safety and access along adjacent local streets, and preserve the neighborhood character of the Outer Sunset. All seven intersections saw a decrease in traffic volume between January and June 2021. These findings indicate that the traffic calming measures were successful in helping to reduce both traffic speed and volume in the Outer Sunset, thereby maintaining the neighborhood environment. The traffic calming measures include detour and warning signs, a road closure barricade, turn restrictions, speed tables, speed cushions, and stop signs. As discussed above, as part of this project RPD and Recology added waste receptacles and increased the frequency of collection service to address the increased volume of waste from promenade visitors.

Coastal Act Policies

Article 2. Public Access

Policy 30210

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse

Policy 30214

(a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:

- (1) Topographic and geologic site characteristics.
- (2) The capacity of the site to sustain use and at what level of intensity.
- (3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.
- (4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.

(b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.

(c) In carrying out the public access policies of this article, the commission and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.

Discussion.

The proposed change of use of the Upper Great Highway roadway from exclusive vehicles use to allowing pedestrians, bicycles and other non-automobile recreation use on the weekends would increase the public's access to outdoor recreation space within the coastal zone, consistent with these Public Access policies.

Article 5. Land Resources

Policy 30240.

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

Attachment B - Consistency with the Western Shoreline Area Plan and Coastal Act Policies

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Discussion.

The proposed change of use of the Upper Great Highway roadway from exclusive vehicles use to allowing pedestrians, bicycles and other recreation use on the weekends would not result in a disruption of environmentally sensitive habitat. The area of change of use, Upper Great Highway roadway, is not a sensitive habitat. Adjacent to the Upper Great Highway are sand dune and coastline habitat of the coastal zone. Outdoor recreation is an appropriate use adjacent to this coastal habitat and existing recreation area.

Article 6. Development

Policy 30251.

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

Discussion.

The proposed project, a change of use on the Upper Great Highway to allow pedestrians, bicycles and other recreational uses on the weekends, would not result in the construction of new buildings or structures or alteration of land forms. Existing vehicle access control gates on the roadway would be replaced, and two new gates would be installed. These physical changes would not result in impacts to views of the ocean and would not change the existing visual quality of the area.

Policy 30252.

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development

Discussion.

The proposed project, a change of use on the Upper Great Highway to allow pedestrians, bicycles and other recreational uses on the weekends, would not result in the construction of new buildings or structures. The project would enhance public access to the coast by increasing non-automobile outdoor recreation in the coastal area. The increase recreational area will serve both existing and new residents.

Policy 30253.

Attachment B - Consistency with the Western Shoreline Area Plan and Coastal Act Policies

New development shall do all of the following:

- (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
- (b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.
- (c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development.
- (d) Minimize energy consumption and vehicle miles traveled.
- (e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.

Discussion.

The proposed change of use to weekend non-automobile recreation access and construction of vehicle access control gates, would not introduce risks to life or property, create nor contribute significantly to erosion or geologic instability, destroy the site or surrounding area, or require construction of coastal protective devices. The project would not result in any air quality impacts because it does not introduce new emission sources. The project does not increase energy consumption or vehicle miles traveled as the project promotes non-motorized recreation and transportation. The project would enhance the recreational value of the area by creating a new, safe space for pedestrians and bicyclists to experience the coastal area on weekends. The project installed a comprehensive traffic calming strategy including stop signs, speed cushions, and speed tables within Outer Sunset in Spring 2021. These traffic calming measures preserve safety and divert traffic to higher capacity streets such as Lincoln Way and Sunset Boulevard, thereby maintaining the neighborhood quality of smaller roadways.

Policy 30255.

Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

Discussion.

The project does not propose development per-se, but the proposed change of use to allow recreational activities on the Upper Great Highway on weekends is dependent on the proximity of the existing roadway to the shoreline. The location of the roadway within a coastal area provides a desirable location for outdoor recreation. The project would not affect any wetlands.



CEQA Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
The Great Highway Project		
Case No.		Permit No.
2022-007356ENV		
<input checked="" type="checkbox"/> Addition/ Alteration	<input type="checkbox"/> Demolition (requires HRE for Category B Building)	<input type="checkbox"/> New Construction
<p>Project description for Planning Department approval.</p> <p>The San Francisco Recreation and Parks Department (RPD) proposes the Great Highway Project, which would implement a pilot program to create a car-free bicycle and pedestrian promenade on weekends, holidays, and a portion of Fridays by restricting private vehicle access to the Upper Great Highway between Lincoln Way and Sloat Boulevard (2.0 miles). When closed to private vehicles, the roadway would become a separated right-of-way promenade for the exclusive use of pedestrians, bicyclists, emergency vehicles, and other permitted vehicles. The roadway would continue to operate as a four-lane vehicular roadway on weekdays from Monday to the Friday closure time.</p> <p>See attachments for a full project description and project plans.</p> <p>Attachment A, project description and project plans, omitted to reduce redundancy in CZT application</p>		

STEP 1: EXEMPTION TYPE

The project has been determined to be exempt under the California Environmental Quality Act (CEQA).	
<input type="checkbox"/>	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	Class 3 - New Construction. Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	<p>Class 32 - In-Fill Development. New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p> <p>FOR ENVIRONMENTAL PLANNING USE ONLY</p>
<input checked="" type="checkbox"/>	<p>Other ____</p> <p>Statutory Exemption per Public Resources Code section 21080.25 as demonstrated in the attached Senate Bill 288 Eligibility Checklist</p>
<input type="checkbox"/>	Common Sense Exemption (CEQA Guidelines section 15061(b)(3)). It can be seen with certainty that there is no possibility of a significant effect on the environment. FOR ENVIRONMENTAL PLANNING USE ONLY

STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT

TO BE COMPLETED BY PROJECT PLANNER

<input type="checkbox"/>	<p>Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g. use of diesel construction equipment, backup diesel generators, heavy industry, diesel trucks, etc.)? (refer to <i>The Environmental Information tab on the San Francisco Property Information Map</i>)</p>
<input type="checkbox"/>	<p>Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential?</p> <p>Note that a categorical exemption shall not be issued for a project located on the Cortese List if box is checked, note below whether the applicant has enrolled in or received a waiver from the San Francisco Department of Public Health (DPH) Maher program, or if Environmental Planning staff has determined that hazardous material effects would be less than significant. (refer to <i>The Environmental Information tab on the San Francisco Property Information Map</i>)</p>
<input type="checkbox"/>	<p>Transportation: Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?</p>
<input type="checkbox"/>	<p>Archeological Resources: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? If yes, archeology review is required.</p>
<input type="checkbox"/>	<p>Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (refer to <i>The Environmental Information tab on the San Francisco Property Information Map</i>) If box is checked, Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Average Slope of Parcel = or > 25%, or site is in Edgehill Slope Protection Area or Northwest Mt. Sutro Slope Protection Area: Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, or (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area? (refer to <i>The Environmental Planning tab on the San Francisco Property Information Map</i>) If box is checked, a geotechnical report is likely required and Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Seismic Hazard: <input type="checkbox"/> Landslide or <input type="checkbox"/> Liquefaction Hazard Zone:</p> <p>Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area, or (4) grading performed at a site in the landslide hazard zone? (refer to <i>The Environmental tab on the San Francisco Property Information Map</i>) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</p>
<p>Comments and Planner Signature (optional):</p>	

**STEP 3: PROPERTY STATUS - HISTORIC RESOURCE
TO BE COMPLETED BY PROJECT PLANNER**

PROPERTY IS ONE OF THE FOLLOWING: <i>(refer to Property Information Map)</i>	
<input type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input checked="" type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4. NOT APPLICABLE
<input type="checkbox"/>	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). GO TO STEP 6.

**STEP 4: PROPOSED WORK CHECKLIST
TO BE COMPLETED BY PROJECT PLANNER**

Check all that apply to the project.	
<input type="checkbox"/>	1. Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. Garage work. A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. Addition(s) that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
Note: Project Planner must check box below before proceeding.	
<input type="checkbox"/>	Project is not listed. GO TO STEP 5.
<input type="checkbox"/>	Project does not conform to the scopes of work. GO TO STEP 5.
<input type="checkbox"/>	Project involves four or more work descriptions. GO TO STEP 5.
<input type="checkbox"/>	Project involves less than four work descriptions. GO TO STEP 6.

**STEP 5: ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PRESERVATION PLANNER**

Check all that apply to the project.	
<input type="checkbox"/>	1. Reclassification of property status. <i>(Attach HRER Part I)</i> <input type="checkbox"/> Reclassify to Category A a. Per HRER b. Other <i>(specify):</i> <input type="checkbox"/> Reclassify to Category C <i>(No further historic review)</i>
<input type="checkbox"/>	2. Project involves a known historical resource (CEQA Category A) as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	3. Interior alterations to publicly accessible spaces that do not remove, alter, or obscure character defining features.
<input type="checkbox"/>	4. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	5. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.

<input type="checkbox"/>	6. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	7. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input type="checkbox"/>	8. Work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties</i> (Analysis required):
<input type="checkbox"/>	9. Work compatible with a historic district (Analysis required):
<input type="checkbox"/>	10. Work that would not materially impair a historic resource (Attach HRER Part II).
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.	
<input type="checkbox"/>	Project can proceed with exemption review. The project has been reviewed by the Preservation Planner and can proceed with exemption review. GO TO STEP 6.
Comments (optional):	
Preservation Planner Signature:	

STEP 6: EXEMPTION DETERMINATION
TO BE COMPLETED BY PROJECT PLANNER

<input checked="" type="checkbox"/>	No further environmental review is required. The project is exempt under CEQA.	
	Project Approval Action: Approval via majority YES Vote of Board of Supervisors	Signature: Ryan Shum 09/28/2022
	Once signed or stamped and dated, this document constitutes a n exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code. In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination to the Board of Supervisors can only be filed within 30 days of the project receiving the approval action.	

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional environmental review pursuant to CEQA.

MODIFIED PROJECT DESCRIPTION

Modified Project Description:

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:

<input type="checkbox"/>	Result in expansion of the building envelope, as defined in the Planning Code;
<input type="checkbox"/>	Result in the change of use that would require public notice under Planning Code Sections 311 or 312;
<input type="checkbox"/>	Result in demolition as defined under Planning Code Section 317 or 19005(f)?
<input type="checkbox"/>	Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption?

If at least one of the above boxes is checked, further environmental review is required

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

<input type="checkbox"/>	The proposed modification would not result in any of the above changes.
If this box is checked, the proposed modifications are exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can be filed to the Environmental Review Officer within 10 days of posting of this determination.	
Planner Name:	Date:



Eligibility Checklist: Senate Bill 288 (SB288) and Public Resources Code Section 21080.25

Date of Preparation: September 28, 2022
Record No.: 2022-007356ENV, **The Great Highway Project**
Project Sponsor: Jordan Harrison, San Francisco Recreation and Parks Department
Staff Contact: Ryan Shum, ryan.shum@sfgov.org, (628) 652-7542

PROJECT DESCRIPTION

The Great Highway project would implement a pilot program to create a car-free bicycle and pedestrian promenade on weekends, holidays, and a portion of Fridays by restricting private vehicle access to the Upper Great Highway between Lincoln Way and Sloat Boulevard (2.0 miles). When closed to private vehicles, the roadway would become a separated right-of-way promenade for the exclusive use of pedestrians, bicyclists, emergency vehicles, and other permitted vehicles. The roadway would continue to operate as a four-lane vehicular roadway on weekdays from Monday to the Friday closure time.

The full project description and additional project information is attached to this checklist as Attachment A. Project plans are included as Attachment B.

Constructed by:
 Public Works
 SFMTA
 RPD

Contracted through:
 Public Works
 SFMTA
 RPD

Attachment A,
project description
and project plans,
omitted to reduce
redundancy in
CZT application

SB288 ELIGIBILITY CHECKLIST

This project, as proposed, would be eligible for a Statutory Exemption per Public Resources Code section 21080.25 as demonstrated below.

Table 1: Project Type Checklist – Public Resources Code Section 21080.25(b) The project must meet at least one project type to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms.	
<input checked="" type="checkbox"/>	(1) Pedestrian and bicycle facilities, including new facilities. For purposes of this paragraph, “bicycle facilities” include, but are not limited to, bicycle parking, bicycle sharing facilities, and bikeways as defined in Section 890.4 of the Streets and Highways Code.
<input type="checkbox"/>	(2) Projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians.
<input type="checkbox"/>	(3) Transit prioritization projects.
<input type="checkbox"/>	(4) On highways with existing public transit service or that will be implementing public transit service within six months of the conversion, a project for the designation and conversion of general purpose lanes or highway shoulders to bus-only lanes, for use either during peak congestion hours or all day.
<input type="checkbox"/>	(5) A project for the institution or increase of new bus rapid transit, bus, or light rail service, including the construction of stations, on existing public rights-of-way or existing highway rights-of-way, whether or not the right-of-way is in use for public mass transit.
<input type="checkbox"/>	(6) A project to construct or maintain infrastructure to charge or refuel zero-emission transit buses, provided the project is carried out by a public transit agency that is subject to, and in compliance with, the State Air Resources Board’s Innovative Clean Transit regulations (Article 4.3 (commencing with Section 2023) of Chapter 1 of Division 3 of Title 13 of the California Code of Regulations) and the project is located on property owned by the transit agency or within an existing public right-of-way.
<input type="checkbox"/>	(7) The maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with a project identified in items (1) to (6) above, inclusive.
<input type="checkbox"/>	(8) A project that consists exclusively of a combination of any of the components of a project identified in items (1) to (7) above, inclusive.
<input type="checkbox"/>	(9) A project carried out by a city or county to reduce minimum parking requirements.

(continued on the following page)

Table 2: Other Project Eligibility Criteria – Public Resources Code Section 21080.25(c)	
The project must meet all the criteria listed below to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 2 does not apply to a project carried out by a city or county to reduce minimum parking requirements.	
<input checked="" type="checkbox"/>	(1) A public agency is carrying out the project and is the lead agency for the project.
<input checked="" type="checkbox"/>	(2) The project is located in an urbanized area.
<input checked="" type="checkbox"/>	(3) The project is located on or within an existing public right-of-way (or on property owned by the transit agency per Table 1, Item 6 above).
<input checked="" type="checkbox"/>	(4) The project shall not add physical infrastructure that increases new automobile capacity on existing rights-of-way except for minor modifications needed for the efficient and safe movement of transit vehicles, such as extended merging lanes. The project shall not include the addition of any auxiliary lanes.
<input checked="" type="checkbox"/>	(5) The construction of the project shall not require the demolition of affordable housing units.
<input checked="" type="checkbox"/>	(6) The project would not exceed one hundred million dollars (\$100,000,000) in 2020 United States dollars. ¹
¹ If the project exceeds \$100,000,000, then Section 21080.25(c)(6) imposes additional requirements. Please consult with the Planning Department staff.	
Table 3: Project Labor Requirements – Public Resources Code Section 21080.25(d)	
In addition to meeting the criteria in Table 2, the project must meet labor requirements to qualify for a Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 3 does not apply to a project carried out by a city or county to reduce minimum parking requirements.	
<input type="checkbox"/>	(1) Before granting an exemption under this section, the lead agency shall certify that the project will be completed by a skilled and trained workforce. (2) (A) Except as provided in subparagraph (B), for a project that is exempted under this section, the lead agency shall not enter into a construction contract with any entity unless the entity provides to the lead agency an enforceable commitment that the entity and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project or a contract that falls within an apprenticeship occupation in the building and construction trades in accordance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code. (B) Subparagraph (A) does not apply if any of the following requirements are met: (i) The lead agency has entered into a project labor agreement that will bind all contractors and subcontractors performing work on the project or the lead agency has contracted to use a skilled and trained workforce and the entity has agreed to be bound by that project labor agreement. (ii) The project or contract is being performed under the extension or renewal of a project labor agreement that was entered into by the lead agency before January 1, 2021. (iii) The lead agency has entered into a project labor agreement that will bind the lead agency and all its subcontractors at every tier performing the project or the lead agency has contracted to use a skilled and trained workforce.
<input type="checkbox"/>	A portion of the project would be constructed by SFMTA and/or Public Works Shops and this portion would not require the use of contractors for labor.
<input checked="" type="checkbox"/>	Not Applicable. The project would be entirely constructed by RPD, SFMTA and/or Public Works Shops and would not require the use of contractors for labor.

ATTACHMENT 1: DEFINITIONS

Definitions for terms 1 through 8 are the same as provided in the text of Senate Bill 288.

- (1) **“Affordable housing”** means any of the following:
 - (A) Housing that is subject to a recorded covenant, ordinance, or law that restricts rents or sales prices to levels affordable, as defined in Section 50052.5 or 50053 of the Health and Safety Code, to persons and families of moderate, lower, or very low income, as defined in Section 50079.5, 50093, or 50105 of the Health and Safety Code, respectively.
 - (B) Housing that is subject to any form of rent or price control through a public entity’s valid exercise of its police power.
 - (C) Housing that had been occupied by tenants within five years from the date of approval of the development agreement by a primary tenant who was low income and did not leave voluntarily.

- (2) **“Highway”** means a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. “Highway” includes a street.

- (3) **“New automobile capacity”** means any new lane mileage of any kind other than sidewalks or bike lanes.

- (4) **“Project labor agreement”** has the same meaning as defined in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.

- (5) **“Skilled and trained workforce”** has the same meaning as provided in Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.

- (6) **“Transit lanes”** means street design elements that delineate space within the roadbed as exclusive to transit use, either full or part time.

- (7) **“Transit prioritization projects”** means any of the following transit project types on highways:
 - (A) Signal coordination.
 - (B) Signal timing modifications.
 - (C) Signal phasing modifications.
 - (D) The installation of wayside technology and onboard technology.
 - (E) The installation of ramp meters.
 - (F) The installation of dedicated transit or very high occupancy vehicle lanes, and shared turning lanes.

- (8) **“Very high occupancy vehicle”** means a vehicle with six or more occupants.

- (9) For the purpose of this statutory exemption, **bikeway** is defined the same way as in Section 890.4 of the California Streets and Highways Code. “Bikeway” means all facilities that provide primarily for, and promote, bicycle travel. Bikeways shall be categorized as follows:
 - (a) Bike paths or shared use paths (Class I bikeways) provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows

by motorists minimized.

(b) Bike lanes (Class II bikeways) provide a restricted right-of-way designated for the exclusive or semi exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

(c) Bike routes (Class III bikeways) provide a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists. In San Francisco, many of these routes are marked with shared lane markings referred to as sharrows.

(d) Cycle tracks or separated bikeways (Class IV bikeways) promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are separated from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

(10) Pedestrian Facilities as a term is not defined in Senate Bill 288. The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) is a national standard approved by the Federal Highway Administrator in accordance with Title 23 of the U.S. Code. In the MUTCD, **Pedestrian Facilities** is “a general term denoting improvements and provisions made to accommodate or encourage walking.”² This definition will be used by San Francisco Planning Department to determine if a project or project component includes a pedestrian facility and meets the eligibility criteria of SB288.

² U.S. Department of Transportation, Federal Highway Administration. 2009. *Manual on Uniform Traffic Control Devices for Streets and Highways*. See page 17. Online at <https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/mutcd2009r1r2edition.pdf>. Accessed December 21, 2020

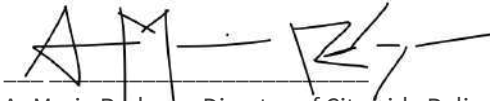


GENERAL PLAN REFERRAL

September 28, 2022

Case No.: 2022-008878GPR
Block/Lot No.: Upper Great Highway between Lincoln and Sloat
Project Sponsor: City and County of San Francisco, Recreation and Parks Dept
Applicant: Jordan Harrison (628) 652-6614
 jordan.harrison@sfgov.org
Staff Contact: Trent Greenan (415) 575-9097
trent.greenan@sfgov.org

Recommended By:


 AnMarie Rddgets, Director of Citywide Policy for
 Rich Hillis, Director of Planning

Recommendation: Finding the project, on balance, is **in conformity** with the General Plan

Project Description

The Great Highway Pilot project will transition the current temporary status of “car-free” Great Highway during specified times into a permanent designation. The project would create a car-free bicycle and pedestrian promenade on weekends, holidays, and a portion of Fridays by restricting private vehicle access to the Upper Great Highway between Lincoln Way and Sloat Boulevard (2.0 miles). When closed, the roadway will be available to pedestrians, bicyclists, maintenance vehicles, permitted vehicles, and emergency vehicles. The roadway will continue to operate as a four-lane vehicular roadway on weekdays from Monday to the Friday closure time. This Pilot is proposed as a three-year study to enable more recreational use and data gathering that could inform future actions.

The Great Highway has been under the jurisdiction of the Recreation and Park Commission since the 1870s. In March 2020, the roadway was closed to private vehicles by the RPD General Manager (GM) under an emergency ordinance. This was in response to the COVID-19-related shelter-in-place order to provide people more space to recreate outdoors while social distancing. Ultimately, the road was incorporated into part of the Slow Streets initiative, which continues as a temporary emergency response while San Francisco remains under a [State-of-Emergency](#) amidst the ongoing COVID-19 pandemic. In August 2021, the GM issued a directive reopening the

Upper Great Highway to private vehicles weekdays starting Monday at 6:00am through Friday at 12:00pm. This pilot will maintain these hours of closure and will begin upon legislative approval of the private vehicle restrictions by the SF BOS (anticipated Fall 2022) and end on December 31, 2025.

The re-purposing of the Great Highway during the previous closures has resulted in surge in walking and bicycling along the Great Highway, breaking the record for daily visits three times and setting a record at 11,661 people accessing the promenade in a single day.

Please see attachment A for project description narrative.

Attachment A, project description and project plans, omitted to reduce redundancy in CZT application

Environmental Review

On 9/28/2022, the project was determined to be statutorily exempt from the CEQA per Public Resources Code section 21080.25 (Planning Case No. 2022-007356ENV).

General Plan Compliance and Basis for Recommendation

As described below, the temporary closure of the Great Highway between Lincoln and Sloat is consistent with the Eight Priority Policies of Planning Code Section 101.1 and is, on balance, in conformity with the Objectives and Policies of the General Plan.

RECREATION AND OPEN SPACE ELEMENT

OBJECTIVE 1

ENSURE A WELL-MAINTAINED, HIGHLY UTILIZED, AND INTEGRATED OPEN SPACE SYSTEM.

POLICY 1.1

Encourage the dynamic and flexible use of existing open spaces and promote a variety of recreation and open space uses, where appropriate.

The continued closure of the Great Highway maintains the transformation of a high-speed auto thoroughfare (45 mph speed limit) into a dynamic, inviting promenade with an intimate relationship with Ocean Beach that does not otherwise exist. The project maintains car-free usage during peak recreational times and accommodates a large volume of residents and visitors with for a range of recreational opportunities.

POLICY 1.5

Prioritize the better utilization of McLaren Park, Ocean Beach, the Southeastern Waterfront and other underutilized significant open spaces.

Ocean Beach is one of the city's great open spaces but is currently underutilized. Opening the Great Highway to pedestrians and bicycles on a pilot basis improves the physical and experiential link between the city and beach, encouraging more activity and utilization of an immense public amenity.

POLICY 1.10

Ensure that open space is safe and secure for the City's entire population.

Keeping the Great Highway open to pedestrians and cyclists during peak recreational hours will reduce the risk of injury that would otherwise result from walking across four lanes of traffic to reach the beach. Additionally, the large number of visitors that the closure attracts fosters a safer environment by making pedestrians more visible and therefore more anticipated user of the roadway. Emergency vehicles will continue to have access to the roadway while closed to autos.

OBJECTIVE 2

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

POLICY 2.2

Provide and promote a balanced recreation system which offers a variety of high quality recreational opportunities for all San Franciscans.

Ocean Beach is the closest major open space for much of the west side of the city. When the Great Highway is dedicated to fast-moving vehicular traffic, a barrier is created between the communities and beach. The project will greatly improve this connection.

POLICY 2.4

Support the development of signature public open spaces along the shoreline.

The permanent closure creates a type of open space that does not currently exist in the city. The project provides a vast, paved promenade enabling a wide range of recreational opportunities and furthers the city's goal of creating continuous open spaces along the ocean.

OBJECTIVE 3

IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE.

POLICY 3.1

Creatively develop existing publicly-owned rights-of-way and streets into open space.

The Great Highway closure is a milestone in furthering the city's goals to use city owned streets as open space. The need to create additional open space to accommodate social distancing during the pandemic identified a larger opportunity to capture public roadway as an amenity for residents and visitors. The closure demonstrated a demand beyond the original intent for dynamic new type of open space.

POLICY 3.2

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

The closure provides a crucial pedestrian and cycling linkage between the Golden Gate Park and the extensive coastal open space to the south.

POLICY 3.4

Encourage non-auto modes of transportation – transit, bicycle and pedestrian access—to and from open spaces while reducing automobile traffic and parking in public open spaces.

The opening up of the roadway to pedestrians and cyclists will substantially encourage non-auto modes of transportation. San Francisco has a transit first policy emphasizing the importance of providing and prioritizing transportation via transit, walking, and bicycling for all trips in the City including to parks and open spaces. The Project would open up walking and cycling along one of the city’s biggest open spaces. The current Great Highway endangers pedestrians, limits access to open space, and endangers plant and animal life.

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.

The project improves pedestrian safety and comfort by eliminating the need for individuals to cross four lanes of high-speed traffic to reach Ocean Beach during closure hours.

OBJECTIVE 2

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

POLICY 2.2

Reduce pollution, noise, and energy consumption.

By promoting cycling and walking over auto use during the closure the project will reduce pollution, noise, and energy consumption, however, by maintaining automobile use the peak commute hours the project does not advance this policy as much as a complete transition would.

POLICY 2.4

Organize the transportation system to reinforce community identity, improve linkages among interrelated activities and provide focus for community activities.

OBJECTIVE 10

DEVELOP AND EMPLOY METHODS OF MEASURING THE PERFORMANCE OF THE CITY'S TRANSPORTATION SYSTEM THAT RESPOND TO ITS MULTI-MODAL NATURE.

POLICY 10.1

Assess the performance of the city's transportation system by measuring the movement of people and goods rather than merely the movement of vehicles.

The pilot will examine how the Upper Great Highway between Lincoln Way and Sloat Boulevard is used by pedestrians, bicyclists, vehicles, and other modes during the pilot period. The pilot does not propose any changes to traffic management or parking. The pilot will collect promenade user data, conduct public outreach, and will conduct network analysis of the broader circulation system to inform recommendations for future use of the Upper Great Highway. The pilot is proposed from late 2022 through December 2025 to provide a comparison of the data both before and after the Great Highway Extension is permanently closed as part of the Ocean Beach Climate Change Adaptation Project (estimated in 2024). Data collection will begin in 2023 and continue during the length of the pilot. The schedule and frequency of data collection is to be determined. The data will be used by the supervisor and RPD to develop recommendations for the use of the Upper Great Highway after the pilot is finished, based on a combination of how well used the promenade is and what effects it might have on neighboring streets.

OBJECTIVE 12

DEVELOP AND IMPLEMENT PROGRAMS IN THE PUBLIC AND PRIVATE SECTORS, WHICH WILL SUPPORT CONGESTION MANAGEMENT AND AIR QUALITY OBJECTIVES, MAINTAIN MOBILITY AND ENHANCE BUSINESS VITALITY AT MINIMUM COST.

POLICY 12.1

Develop and implement strategies which provide incentives for individuals to use public transit, ridesharing, bicycling and walking to the best advantage, thereby reducing the number of single occupant auto trips.

The pilot project does not directly advance this policy as it avoids disruptions to automobile traffic during peak commute hours. However, as a pilot project, that includes an assessment phase, information gained from this pilot may be used to inform more transformative designs, policies and outcomes in the future.

OBJECTIVE 18

ACHIEVE STREET SAFETY FOR ALL

POLICY 18.1

Prioritize safety in decision making regarding transportation choices and ensure safe mobility options for all in line with the City's commitment to eliminate traffic fatalities and severe injuries.

San Francisco adopted Vision Zero in 2014, a policy that commits us to ending traffic fatalities. "Vision Zero San Francisco commits city agencies to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and adopt policy changes that save lives." This project supports this goal by separating cyclists and

pedestrians from automobiles, eliminating potential conflicts during closure. Care should be given to ensure that safety is prioritized during during commute hours as well as during hours of closure to vehicular traffic.

OBJECTIVE 19

ESTABLISH A STREET HIERARCHY SYSTEM IN WHICH THE FUNCTION AND DESIGN OF EACH STREET ARE CONSISTENT WITH THE CHARACTER AND USE OF ADJACENT LAND.

Table 3, “Guide to the Vehicle Circulation Plan” under Objective 19 describes the design policy for the Great Highway: “The design capacity of this road should be reduced substantially to correspond with its recreational function; emphasis to be on slow pleasure traffic, bicycles and safe pedestrian crossings.” The pilot program will further the goal of enabling the Great Highway to meet its recreational function and test the right-of-way uses and configuration proposed for the pilot period.

POLICY 19.1

Wherever feasible, divert through automobile and commercial traffic from residential neighborhoods onto major and secondary arterials, and limit major arterials to nonresidential streets wherever possible.

While partial closure of the subject segment of the Great Highway represents taking intermittent reductions of a major road facility for vehicles, it intermittently opens the same facility for other non-vehicular users, and thereby providing recreational and other benefits to those users as described throughout this General Plan Referral. Moreover, in addressing the need to limit through traffic on nearby residential streets, the City implemented a series of traffic calming measures in 2020 and 2021 which were delivered to improve safety conditions for all users and to encourage traffic to use other high-capacity arterials, such as Lincoln Way, Sunset Boulevard and Sloat Boulevard.

POLICY 19.5

Mitigate and reduce the impacts of automobile traffic around parks and along shoreline recreation areas.

Closing the segment of the Great Highway between Sloat and Lincoln to vehicular traffic on a pilot basis will reduce the impacts of auto traffic to pedestrians and bicyclists.

OBJECTIVE 29

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

POLICY 29.1

Expand and improve access for bicycles on city streets and develop a well-marked, comprehensive system of bike routes in San Francisco.

The project greatly expands bicycle access on the west side of the city and combined with other routes creates a more comprehensive cycling network.

POLICY 29.9

Identify and expand recreational bicycling opportunities.

The project creates an expansive ocean-front cycling and pedestrian promenade during peak recreational hours that does not exist in the city.

OBJECTIVE 31

CITY GOVERNMENT SHOULD PLAY A LEADERSHIP ROLE IN INCREASING BICYCLE USE.

POLICY 31.1

Consider the needs of bicycling and the improvement of bicycle accommodations in all city decisions.

The proposed three-year pilot study continues the re-use of the roadway as public open space that originated from a need to provide for safe, physically distant exercise during the city emergency that subsequently became part of the Slow Streets Program.

POLICY 31.4

Encourage non-cyclists to become cyclists and encourage cyclists to ride more often.

The Great Highway closure allows for new cyclists or those that may not be comfortable riding on city streets the opportunity to enjoy an extensive ride without the concern for conflict with automobiles. These new riders may subsequently incorporate cycling into their daily routing as part of commuting or recreation. It also encourages existing cyclists to take advantage of closure to ride more often.

WESTERN SHORELINE AREA PLAN**OBJECTIVE 3**

ENHANCE THE RECREATIONAL CONNECTION BETWEEN GOLDEN GATE PARK AND THE BEACH FRONTAGE.

POLICY 3.1

Strengthen the visual and physical connection between the park and beach. Emphasize the naturalistic landscape qualities of the western end of the park for visitor use. When possible eliminate the Richmond-Sunset sewer treatment facilities.

The project will add gates or other physical control devices and signage/ paint to direct vehicular, pedestrian and bike traffic at Lincoln Way and Sloat Boulevard, improving the connection between Golden Gate Park and Ocean Beach.

Planning Code Section 101 Findings

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 proposed changes would not remove existing retail uses or impact future opportunities for resident employment. Increased bicycle and pedestrian activity as a result of the improvements is expected to increase patronage of local businesses relative to private vehicles passing-through.

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

The proposed changes would not change the existing housing and neighborhood character surrounding the Upper Great Highway because the Project's physical changes are limited in nature and do not substantially change the appearance the roadway.

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

The proposed changes would not affect the supply of affordable housing surrounding the Upper Great Highway or in the City because the Project would not negatively impact, remove, or prevent construction of affordable housing.

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

The proposed changes would not impede Muni transit service as they would not reroute or introduce any obstructions to existing Muni service to the area. The project would not result in the removal of any parking spaces.

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 proposed changes would not affect the industrial or service sectors because there is no proposal for, or inducement of, commercial office development associated with the Project.

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

The proposed changes would not negatively impact the City's preparedness in the event of an earthquake. The Project may create additional safe spaces to reconvene post-earthquake.

7. That the landmarks and historic buildings be preserved;

There are no identified landmark or historic buildings affected by the Project.

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

The Project would not impede access to sunlight or vistas. The Project would increase the opportunity for visitors to gain access to sunlight and vistas in the vicinity by increasing the area available for outdoor

recreation.

Recommendation: Finding the project, on balance, is in conformity with the General Plan



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

General Manager Directive 21-002
Motor Vehicles On Great Highway
August 15, 2021

To: Mayor's Office, Municipal Transportation Agency, RPD Operations Staff

From: Philip A. Ginsburg, General Manager

In March 2020, at the recommendation of Supervisor Gordon Mar and in consultation with Mayor London N. Breed and the San Francisco Municipal Transportation Agency, and pursuant to Park Code Section 3.03, I approved the closure of the Great Highway (from Lincoln to Sloat) to motor vehicle traffic except as permitted, to allow members of the public an opportunity for safe, socially-distanced recreation due to the COVID-19 emergency. The County Health Officer had imposed a shelter-in-place order that generally required people to stay indoors but allowed people to leave to engage in the essential activity of outdoor recreation. The closure was due to the emergency, in furtherance of the public interest, and necessary for the safety and protection of the many members of the public who sought out recreational opportunities along the Great Highway, to enable them to recreate in a safe and socially distanced manner.

The City has begun to make significant progress in response to the COVID-19 pandemic. Many people are vaccinated, and the City has developed protocols to allow recreational facilities that were initially closed, such as playgrounds and recreation centers, to reopen. In parallel, many businesses that were initially closed have also begun to return to normal operations. And schools are also reopening. These changes indicate that fewer people will be needing to recreate on the Great Highway, which is normally a major transportation artery, during the week. But based on usage patterns from the past year, there is still a clear public interest, and a continuing need in this emergency, to ensure the safety and protection of the many members of the public who will be engaging in recreational uses of the Great Highway on the weekends. Therefore, at the request of Supervisors Mar, Chan and Melgar and Mayor London N. Breed, I direct pursuant to Park Code Section 3.03 that the Great Highway shall be closed to motor vehicle traffic between Friday 12 pm until Monday 6 am, and on holidays, beginning on August 16, 2021 at 6 am, and until further notice.



CEQA Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
RPD: Great Highway Weekday Reopening		
Case No.		Permit No.
2021-008237ENV		
<input type="checkbox"/> Addition/ Alteration	<input type="checkbox"/> Demolition (requires HRE for Category B Building)	<input type="checkbox"/> New Construction
<p>Project description for Planning Department approval.</p> <p>The Recreation and Parks Department (RPD) General Manager proposes to direct that the Great Highway be closed to motor vehicle traffic between Friday 12 pm until Monday 6 am, and on holidays, until further notice. The General Manager is proposing to take this action pursuant to Park Code Section 3.03. In March 2020, at the recommendation of Supervisor Gordon Mar and in consultation with Mayor London N. Breed and the San Francisco Municipal Transportation Agency, and pursuant to Park Code Section 3.03, the RPD General Manager approved the closure of the Great Highway (from Lincoln Way to Sloat Boulevard) to motor vehicle traffic, except as permitted. He did so to allow members of the public the opportunity to recreate in a safe, socially-distanced manner, in the context of the COVID-19 emergency. The County Health Officer had imposed a shelter-in-place order that generally required people to stay indoors but allowed outdoor recreation as an essential activity. The closure was due to the emergency, in furtherance of the public interest, and necessary for the safety and protection of the many members of the public who sought out recreational opportunities along the Great Highway, to enable them to recreate in a safe and socially-distanced manner. The City has begun to make significant progress in response to the COVID-19</p> <p>FULL PROJECT DESCRIPTION ATTACHED</p>		

STEP 1: EXEMPTION TYPE

The project has been determined to be exempt under the California Environmental Quality Act (CEQA).	
<input type="checkbox"/>	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	Class 3 - New Construction. Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	<p>Class 32 - In-Fill Development. New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p>
<input checked="" type="checkbox"/>	Other _____ Section 15269 - Emergency Projects
<input type="checkbox"/>	Common Sense Exemption (CEQA Guidelines section 15061(b)(3)). It can be seen with certainty that there is no possibility of a significant effect on the environment.

STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT

TO BE COMPLETED BY PROJECT PLANNER

<input type="checkbox"/>	<p>Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g. use of diesel construction equipment, backup diesel generators, heavy industry, diesel trucks, etc.)? <i>(refer to the Environmental</i></p>
<input type="checkbox"/>	<p>Hazardous Materials: <input type="checkbox"/> Maher or <input type="checkbox"/> Cortese Is the project site located within the Maher area or on a site containing potential subsurface soil or groundwater contamination and would it involve ground disturbance of at least 50 cubic yards or a change of use from an industrial use to a residential or institutional use? Is the project site located on a Cortese site or would the project involve work on a site with an existing or former gas station, parking lot, auto repair, dry cleaners, or heavy manufacturing use, or a site with current or former underground storage tanks? <i>if Maher box is checked, note below whether the applicant has enrolled in or received a waiver from the San Francisco Department of Public Health (DPH) Maher program, or if Environmental Planning staff has determined that hazardous material effects would be less than significant.</i> Note that a categorical exemption shall not be issued for a project located on the Cortese List</p>
<input type="checkbox"/>	<p>Transportation: Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities? Would the project involve the intensification of or a substantial increase in vehicle trips at the project site or elsewhere in the region due to autonomous vehicle or for-hire vehicle fleet maintenance, operations or</p>
<input type="checkbox"/>	<p>Archeological Resources: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? If yes, archeology review is required.</p>
<input type="checkbox"/>	<p>Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? <i>(refer to the Environmental Information tab on https://sfplanningqis.org/PIM/)</i> If box is checked, Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Average Slope of Parcel = or > 25%, or site is in Edgehill Slope Protection Area or Northwest Mt. Sutro Slope Protection Area: Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, or (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area? <i>(refer to the Environmental Information tab on https://sfplanninggis.org/PIM/)</i> If box is checked, a geotechnical report is likely required and Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Seismic Hazard: <input type="checkbox"/> Landslide or <input type="checkbox"/> Liquefaction Hazard Zone: Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area, or (4) grading performed at a site in the landslide hazard zone? <i>(refer to the Environmental Information tab on https://sfplanninggis.org/PIM/)</i> If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</p>
<p>Comments and Planner Signature (optional): Don Lewis</p>	

**STEP 3: PROPERTY STATUS - HISTORIC RESOURCE
TO BE COMPLETED BY PROJECT PLANNER**

PROPERTY IS ONE OF THE FOLLOWING: (refer to Property Information Map)	
<input type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
<input checked="" type="checkbox"/>	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). GO TO STEP 6.

**STEP 4: PROPOSED WORK CHECKLIST
TO BE COMPLETED BY PROJECT PLANNER**

Check all that apply to the project.	
<input type="checkbox"/>	1. Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. Garage work. A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. Addition(s) that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
Note: Project Planner must check box below before proceeding.	
<input type="checkbox"/>	Project is not listed. GO TO STEP 5.
<input type="checkbox"/>	Project does not conform to the scopes of work. GO TO STEP 5.
<input type="checkbox"/>	Project involves four or more work descriptions. GO TO STEP 5.
<input type="checkbox"/>	Project involves less than four work descriptions. GO TO STEP 6.

**STEP 5: ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PRESERVATION PLANNER**

Check all that apply to the project.	
<input type="checkbox"/>	1. Reclassification of property status. (Attach HRER Part I) <input type="checkbox"/> Reclassify to Category A a. Per HRER b. Other (specify): <input type="checkbox"/> Reclassify to Category C (No further historic review)
<input type="checkbox"/>	2. Project involves a known historical resource (CEQA Category A) as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	3. Interior alterations to publicly accessible spaces that do not remove, alter, or obscure character defining features.
<input type="checkbox"/>	4. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	5. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.

<input type="checkbox"/>	6. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	7. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input type="checkbox"/>	8. Work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties (Analysis required)</i> :
<input type="checkbox"/>	9. Work compatible with a historic district (Analysis required):
<input type="checkbox"/>	10. Work that would not materially impair a historic resource (Attach HRER Part II).
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.	
<input type="checkbox"/>	Project can proceed with exemption review. The project has been reviewed by the Preservation Planner and can proceed with exemption review. GO TO STEP 6.
Comments (optional):	
Preservation Planner Signature:	

**STEP 6: EXEMPTION DETERMINATION
TO BE COMPLETED BY PROJECT PLANNER**

<input checked="" type="checkbox"/>	No further environmental review is required. The project is exempt under CEQA.	
	Project Approval Action: Issuance of RPD General Manager Directive	Signature: Don Lewis 08/15/2021
	<p>Supporting documents are available for review on the San Francisco Property Information Map, which can be accessed at https://sfplanninggis.org/PIM/. Individual files can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental record number (ENV) and then clicking on the "Related Documents" link. Once signed or stamped and dated, this document constitutes an exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code.</p> <p>In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination to the Board of Supervisors can only be filed within 30 days of the project receiving the approval action.</p>	

Full Project Description

The Recreation and Parks Department (RPD) General Manager proposes to direct that the Great Highway be closed to motor vehicle traffic between Friday 12 pm until Monday 6 am, and on holidays, until further notice. The General Manager is proposing to take this action pursuant to Park Code Section 3.03.

In March 2020, at the recommendation of Supervisor Gordon Mar and in consultation with Mayor London N. Breed and the San Francisco Municipal Transportation Agency, and pursuant to Park Code Section 3.03, the RPD General Manager approved the closure of the Great Highway (from Lincoln Way to Sloat Boulevard) to motor vehicle traffic, except as permitted. He did so to allow members of the public the opportunity to recreate in a safe, socially-distanced manner, in the context of the COVID-19 emergency. The County Health Officer had imposed a shelter-in-place order that generally required people to stay indoors but allowed outdoor recreation as an essential activity. The closure was due to the emergency, in furtherance of the public interest, and necessary for the safety and protection of the many members of the public who sought out recreational opportunities along the Great Highway, to enable them to recreate in a safe and socially-distanced manner.

The City has begun to make significant progress in response to the COVID-19 pandemic. Many people are vaccinated, and the City has developed protocols to allow recreational facilities that were initially closed, such as playgrounds and recreation centers, to reopen. In parallel, many businesses that were initially closed have also begun to return to normal operations. And schools are also reopening. These changes indicate that fewer people will be needing to recreate on the Great Highway, which is normally a major transportation artery, during the week. But based on usage patterns from the past year, there is still a clear public interest, and a continuing need in this emergency, to ensure the safety and protection of the many members of the public who will be engaging in recreational uses of the Great Highway on the weekends. Therefore, at the request of Supervisors Mar, Chan and Melgar and Mayor London N. Breed, the RPD General Manager has directed the changes described above, beginning on August 16, 2021, at 6 am.

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional

MODIFIED PROJECT DESCRIPTION

Modified Project Description:

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:

- | | |
|--------------------------|--|
| <input type="checkbox"/> | Result in expansion of the building envelope, as defined in the Planning Code; |
| <input type="checkbox"/> | Result in the change of use that would require public notice under Planning Code Sections 311 or 312; |
| <input type="checkbox"/> | Result in demolition as defined under Planning Code Section 317 or 19005(f)? |
| <input type="checkbox"/> | Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption? |

If at least one of the above boxes is checked, further environmental review is required

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

- | | |
|--------------------------|---|
| <input type="checkbox"/> | The proposed modification would not result in any of the above changes. |
|--------------------------|---|

If this box is checked, the proposed modifications are exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can

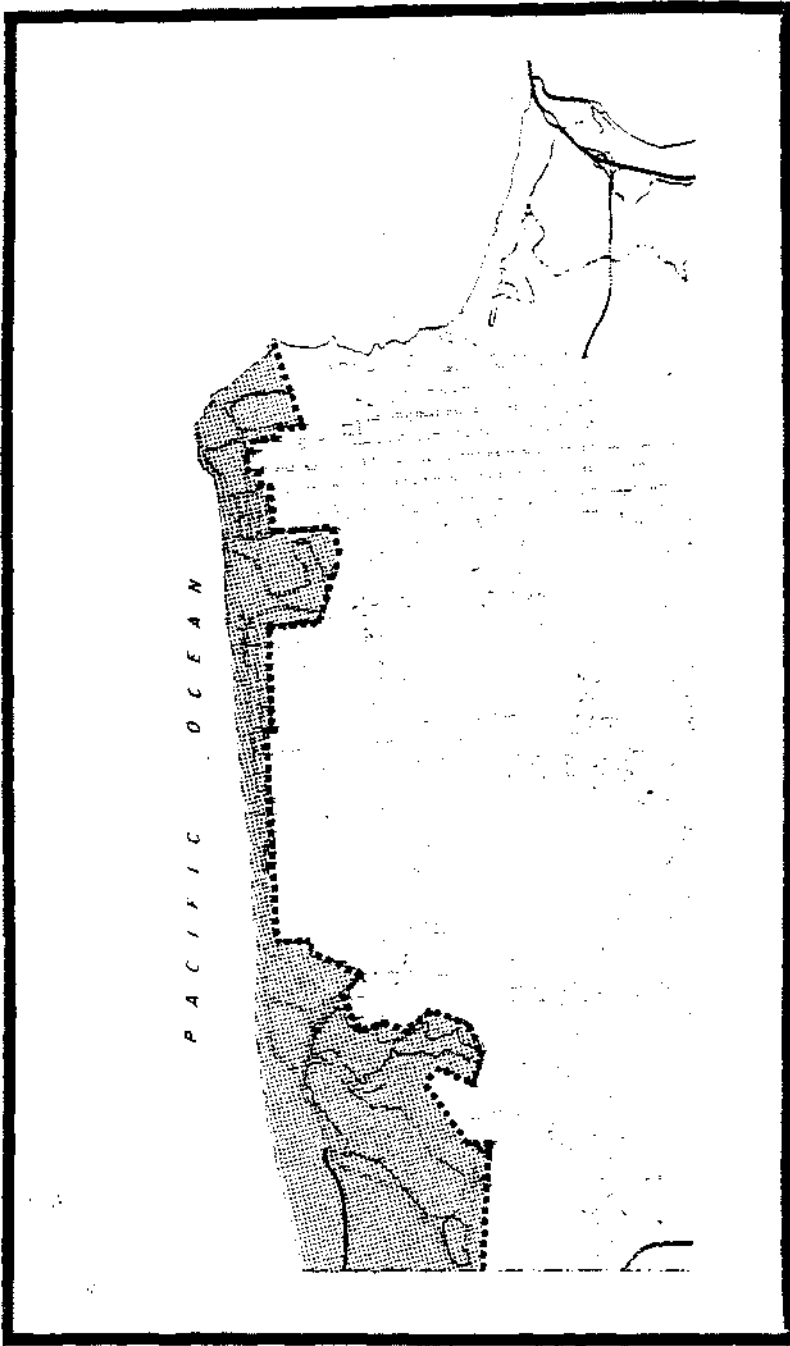
Planner Name:

Date:

EXHIBIT C

COASTAL ZONE PERMIT REVIEW PROCEDURES

SAN FRANCISCO CITY
PLANNING CODE



CERTIFIED AS LEGALLY ADEQUATE
BY THE CALIFORNIA COASTAL
COMMISSION ON 3/14/86
(A Portion of the Zoning
Ordinance)

SAN FRANCISCO DEPARTMENT OF CITY PLANNING

SAN FRANCISCO CITY PLANNING CODE

COASTAL ZONE PERMIT PROCEDURES

- Sec. 330. Purpose and Coastal Zone Permit Area.
- Sec. 330.1 Projects Requiring Coastal Zone Permit Review.
- Sec. 330.2 Definitions.
- Sec. 330.3 Projects Exempt from Coastal Zone Permit Review.
- Sec. 330.4 Projects Subject to Coastal Zone Permit Review.
- Sec. 330.4.1 Projects Requiring a Coastal Zone permit from the California Coastal Commission.
- Sec. 330.5 Application for a Coastal Zone Permit.
- Sec. 330.5.1 Permit Application Review for Consistency with the Local Coastal Program.
- Sec. 330.5.2 Findings.
- Sec. 330.5.3 Determination of Permit Jurisdiction.
- Sec. 330.5.4 Planning Commission Review of Coastal Zone Permits.
- Sec. 330.6 Coastal Commission Notification.
- Sec. 330.7 Public Notice.
- Sec. 330.8 Emergency Coastal Zone Permits.
- Sec. 330.9 Appeal Procedures.
- Sec. 330.10 Appealable Projects.
- Sec. 330.11 Who May Appeal a Coastal Zone Permit.
- Sec. 330.12 Permit Approval by Operation of Law.
- Sec. 330.13 Effective Date of Approved Projects.
- Sec. 330.14 Expiration Date and Extensions.
- Sec. 330.15 Coastal Zone Permit Fees.
- Sec. 330.16 Procedural Permit Review Changes.

SEC. 330. PURPOSE AND COASTAL ZONE PERMIT AREA.

- (a) **Purpose.** The purpose of Section 330 through 330.16 is to implement the process of reviewing projects within the Coastal Zone for consistency with the San Francisco Local Coastal Program as required by the California Coastal Act of 1976 as amended.
- (b) **Coastal Zone Permit Area.** The following regulations pertain to the San Francisco Coastal Zone Area designated on Section Maps CZ4, CZ5, and CZ13 of the Zoning Map.
(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.1. PROJECTS REQUIRING COASTAL ZONE PERMIT REVIEW.

All private projects, except those specifically exempt, shall be required to apply to the San Francisco Department of City Planning for a Coastal Zone Permit for demolition, construction, reconstruction, alterations, change of use, change of occupancy, condominium conversions or any other development on or affecting real property located within the designated boundary of the Coastal Zone.

All public projects, except those specifically exempt, shall be required to apply to the San Francisco Department of City Planning for a Coastal Zone Permit, including any development project or change of use in the coastal zone area of Golden Gate Park, the Zoo, or the Lake Merced area:

A Coastal Zone Permit shall be required in addition to any other permit application which may be required elsewhere by the Planning Code, Building Code, or other Municipal Code.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.2. DEFINITIONS.

For the purposes of this Section 330 through 330.16, the following definitions shall apply:

- (a) An "aggrieved person" for the purpose of appeals to the California Coastal Commission shall be any person who appears at a public hearing in connection with a decision or action appealed to the California Coastal Commission, or who by other appropriate means informed in writing the Zoning Administrator, Planning Commission, or Board of Permit Appeals.
- (b) "Emergency" is defined as a sudden unexpected occurrence demanding immediate action to prevent or mitigate loss or damage to life, health, property, or essential public services.

- (b) Enlargement or alteration of any structure other than a single-family residence or a public structure or facility, provided that these improvements do not have an adverse environmental effect, adversely affect public access, or involve a change in use contrary to any policy of the Local Coastal Program.
- (c) Repair or maintenance activities that do not result in an addition to, or enlargement or expansion of a structure or use, provided that it does not fall within the requirement in Sec. 330.4 (e), (h), and (i).
- (d) The replacement of any structure, other than a public structure or facility, destroyed by natural disaster. Such replacement structure shall (1) conform to applicable Building Code, other standards of this Code and zoning requirements, and other applicable Municipal Code, (2) shall be for the same use as the destroyed structure, (3) shall not exceed either the floor area, height, or bulk of the destroyed structure by more than 10 percent, and (4) shall be sited in the same location on the affected property as the destroyed structure.
- (e) The conversion of any existing multiple-unit residential structure to a time-share project, resort club, vacation club, estate, or other short-term use.
- (f) The installation, testing, and placement in service or the replacement of any necessary utility connection between an existing service facility and any development approved pursuant to this Code.
- (g) Recreation and Park tree trimming, reforestation and support services, landscaping improvements, vegetation removal and seasonal planting, replacement planting, maintenance, and other park landscaping and planting improvements, provided that this activity does not involve a change contrary to any policy of the Coastal Program.
- (h) Recreation and Park Department road maintenance, repairs, facilities and street lighting, and road and circulation improvements as proposed in the Golden Gate Park Transportation Management Plan.
- (i) Recreation and Park Department play structures, maintenance, and any other Park and Recreation activity that requires no building permit or is subject to section 330.4 (a) through (h) of this Code.
- (j) Maintenance dredging of existing navigation channels or moving dredged materials from such channels to a disposal area outside the coastal zone, pursuant to a permit from the United States Army Corps of Engineers.

- (k) Maintenance, improvements, and any other projects within the United States Federal lands in designated Golden Gate National Recreation Areas.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.4. PROJECTS SUBJECT TO COASTAL ZONE PERMIT REVIEW.

A Coastal project as defined in Section 330.2(e).

- (a) Construction of any residential or commercial building, structure, or project as defined in Section 330.2(d).
- (b) Any alteration, enlargement or reconstruction of a structure or building which increases the intensity of use of the structure or building.
- (c) Any alteration, enlargement or reconstruction made pursuant to a conversion of an existing structure from a multiple unit rental use or visitor-serving commercial use to a use involving a fee ownership or long-term leasehold including but not limited to a condominium conversion, stock cooperative conversion, motel/hotel or time-sharing conversion.
- (d) An enlargement or alteration that would result in an increase of 10 percent or more of internal floor area of the existing structure, or increase in height by more than 10 percent of an existing structure on property located between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tide of the sea where there is no beach, whichever is the greater distance, or in significant scenic resource areas as designated by the California Coastal Commission.
- (e) Any repair or maintenance to facilities, structures or public works located in an environmentally sensitive habitat area, any sand area within 50 feet of the edge of a coastal waters or streams that include the placement or removal, whether temporary or permanent, of rip-rap rocks, sand or other beach materials or any other forms of solid materials.
- (f) Alteration or reconstruction of any structure on a beach, wetland, stream, or lake seaward of the mean high tide line; where the structure or proposed improvement would encroach within 50 feet of the edge of a coastal bluff.
- (g) Any significant alteration of land forms including removal or placement of vegetation, on a beach, wetland or sand dune, or within 100 feet of the edge of a coastal bluff, or stream or in areas of natural vegetation.

- (h) Any method of routine maintenance dredging that involves:
1. The dredging of 100,000 cubic yards or more within a twelve month period.
 2. The placement of dredged spoils of any quantity within an environmentally sensitive habitat area, or a sand area, within 50 feet of the edge of a coastal bluff or environmentally sensitive habitat area, or within 20 feet of coastal waters or streams.
 3. The removal, sale, or disposal of dredged spoils of any quantity that would be suitable for beach nourishment in an area the California Coastal Commission has declared by resolution to have a critically short sand supply that must be maintained for protection of structures, coastal access or public recreational use.
- (i) Any repair or maintenance of a seawall revetment, bluff retaining wall, breakwater, groin, culvert, outfall, or similar shoreline work that involves:
1. Repair or maintenance involving substantial alteration of the protective work including pilings and other surface or subsurface structures.
 2. The placement, whether temporary or permanent, of rip-rap, artificial berms of sand or other beach materials, or any other form of solid materials, on a beach or in coastal waters, streams, wetlands, estuaries and lakes or on a shoreline protective work except for agricultural dikes within enclosed bays or estuaries.
 3. The replacement of 20 percent or more of the structural materials of an existing structure with materials of a different kind.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.4.1. PROJECTS REQUIRING A COASTAL ZONE PERMIT FROM THE CALIFORNIA COASTAL COMMISSION.

The California Coastal Commission shall retain coastal permit review jurisdiction over all tidelands, submerged lands below the mean high tide, and any other area so designated on Sectional Maps CZ4, CZ5, and CZ13 of the Zoning Map, including the Olympic Country Club, Lake Merced, and the Pacific Ocean shore extending 3 miles out to sea from the mean high tide.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.5. APPLICATION FOR A COASTAL ZONE PERMIT.

A Coastal Zone Permit shall be applied for at the Department of City Planning concurrent with other necessary project permit(s).

- (a) An application for a Coastal Zone Permit where a conditional use authorization is required shall be reviewed subject to the procedures for reviewing conditional use applications in Section 303 of the City Planning Code.
- (b) An application for a Coastal Zone Permit where a variance application is required shall be reviewed subject to the procedures for variances in Section 305 of the City Planning Code.
- (c) An application for a Coastal Zone Permit where a building permit authorization is required shall be reviewed subject to the procedures set forth in the Planning Code, Building Code and part III of the Municipal Code.
- (d) City Planning Code amendments and changes to the Zoning Map shall be conducted according to Section 302 of the City Planning Code.
 1. Amendments to the Local Coastal Program, include, but are not limited to, any action by the Planning Commission, or Board of Supervisors which authorizes a use of a parcel of land other than that designated in the certified Local Coastal Program as a permitted use of such parcel.
 2. Any proposed amendments, set-back proceedings, zoning map changes or interim zoning controls which may alter the Local Coastal Program shall be submitted as a request for an amendment of the Local Coastal Program for review by the California Coastal Commission. No more than three submittals may be made per calendar year. Such amendment shall take effect only after it has been certified by the California Coastal Commission.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.5.1. PERMIT APPLICATION REVIEW FOR CONSISTENCY WITH THE LOCAL COASTAL PROGRAM.

- (a) The City Planning Department shall review all Coastal Zone Permit Applications, Building Permit Applications, Conditional Use Applications, Variances, City Planning Code Amendments, and Zoning Map changes within the Coastal Zone for consistency with the requirements and objectives of the San Francisco Local Coastal Program.

(b) The Board of Permit Appeals shall review all appeals of coastal zone permit applications. Any appeals shall be reviewed by the Board of Permit Appeals for consistency with the requirements and objectives of the San Francisco Local Coastal Program.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.5.2. FINDINGS.

The Zoning Administrator or the City Planning Commission, or Board of Permit Appeals in reviewing a Coastal Zone Permit Application or an appeal thereof shall adopt factual findings that the project is consistent or not consistent with the Local Coastal Program. A Coastal Zone permit shall be approved only upon findings of fact establishing that the project conforms to the requirements and objectives of the San Francisco Local Coastal Program.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.5.3. DETERMINATION OF PERMIT JURISDICTION.

The Zoning Administrator shall determine whether or not a project is exempt or subject to a Coastal Permit Application pursuant to Section 330.2 through 330.4 of the City Planning Code. If the project requires a Coastal Zone Permit Application, the Zoning Administrator shall determine whether the project may be appealed to the California Coastal Commission, or whether the project can only be appealed locally to the Board of Permit Appeals.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.5.4. PLANNING COMMISSION REVIEW OF COASTAL ZONE PERMITS.

The City Planning Commission shall hold a public hearing on any Coastal Zone Permit Application for which the Zoning Administrator has determined from the findings that the project has a significant impact on the Coastal Zone. Any projects which may be appealed to the California Coastal Commission shall be scheduled for review by the Planning Commission. The City Planning Commission may schedule a public hearing on any Coastal Zone Permit Application on its own motion.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.6. COASTAL COMMISSION NOTIFICATION.

The Department of City Planning shall notify the California Coastal Commission of each Coastal Zone Permit Application received as follows:

- (a) A written notice to the California Coastal Commission shall be mailed within ten (10) calendar days of filing of a Coastal Zone Permit Application with the Department of City Planning. This notice shall include the application number, address or location, the nature of the project, determination of whether the project is exempt, or appealable to the California Coastal Commission, and schedule for permit review.
- (b) A written notice to the California Coastal Commission shall be mailed within seven (7) calendar days after a final decision has been made by the Zoning Administrator or City Planning Commission. Notice of approval shall include the findings, the action taken by the Zoning Administrator or City Planning Commission, conditions of approval if any, and procedures for appeal.
- (c) The Department of City Planning shall notify in writing the California Coastal Commission of any appeal of a Coastal Zone Permit Application to the Board of Permit Appeals. This notification shall take place within ten (10) calendar days of filing the appeal. A notice of final action on the appeal shall be mailed by the Department of City Planning to the California Coastal Commission within seven (7) calendar days of such action.
- (d) A local decision on a Coastal Zone Permit shall not be deemed complete until (1) the local decision on the application has been made and all required findings have been adopted, including specific factual findings supporting the legal conclusions that the proposed development is or is not consistent with the Local Coastal Program and (2) when all local rights of appeal have been exhausted.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.7. PUBLIC NOTICE.

In addition to the notice standards of Section 306 through 306.5 in this Code, and any other notice requirement by the Building Code or any other notice required by the Municipal Code, the Zoning Administrator shall mail notice of a Coastal Zone Permit Application to residents within 100 feet of the subject property, and mail notice to any person or group who specifically requests notice. The notice shall identify the nature of the project, its location within the coastal zone, the time and date of hearing if any, and appeal procedures.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.8.

EMERGENCY COASTAL ZONE AUTHORIZATION.

In case of an emergency, temporary emergency authorization to proceed may be given by the Director of Planning or his designee until such time as a full Coastal Zone Permit Application shall be filed.

- (a) An applicant may request an Emergency Coastal Zone Authorization by letter to the Director of Planning, in person or by telephone, if time does not allow. The following information shall be included in the request:
 - 1. The nature of the emergency.
 - 2. The cause of the emergency, insofar as this can be established.
 - 3. The location of the emergency.
 - 4. The remedial, protective, or preventive work required to deal with the emergency.
 - 5. The circumstances during the emergency that appeared to justify the cause(s) of action taken, including the probable consequences of failing to take action.

- (b) The Director shall verify the facts, including the existence and the nature of the emergency, insofar as time allows. The Director shall provide public notice of the emergency work, with the extent and type of notice determined on the basis of the nature of emergency. If time does not allow for public notice to be given before the emergency work begins, the Director shall provide public notice of the action taken soon thereafter. The Director may grant emergency authorization upon reasonable terms and conditions, including an expiration date and the necessity for a regular permit application later, if the Director finds that:
 - 1. An emergency exists that requires action more quickly than permitted by the procedures for administrative permits or for regular permits and the work can and will be completed within 30 days unless otherwise specified by the terms of the authorization.
 - 2. Public comment on the proposed emergency action has been reviewed, if time allows.
 - 3. The work proposed would be consistent with the requirements of the Local Coastal Program.

- (c) The Director shall not grant an Emergency Coastal Zone Authorization for any work that falls within an area that the Coastal Commission retains direct permit review authority as designated on Section Maps CZ4, CZ5, and CZ13 of the Zoning Map. In such areas, an applicant may request emergency authorization from the California Coastal Commission.
- (d) The Director shall report, in writing, to the Coastal Commission and to the Planning Commission, at its first scheduled meeting after authorizing the emergency work, the nature of the emergency and the work involved. Copies of this report shall be available at the meeting and shall be mailed to all persons who have requested such notification in writing. The report of the Director shall be informational only; the decision to grant an Emergency Coastal Zone Authorization is at the discretion of the Director of City Planning or his designee.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.9. APPEAL PROCEDURES.

- (a) All Coastal Zone Permits Applications may be appealed to the Board of Permit Appeals as described in Sections 308.2 of this Code. Local appeal of a Coastal Zone Permit is not subject to the aggrieved party provisions in Section 330.2(a) of this Code, but must comply with the appeal review procedures of Section 330.5.1(b) and Section 330.5.2 of this Code.
- (b) Appeal to the California Coastal Commission is available only for approved projects in the appealable area of the Coastal Zone, as designated in Sectional Maps CZ4, CZ5, and CZ13 of the Zoning Map. Disapproved Coastal Zone Permit Applications are not appealable to the California Coastal Commission.
- (c) A Coastal Zone Permit which may be appealed to the California Coastal Commission can be appealed by filing with the California Coastal Commission within 10 working days after the California Coastal Commission receives notice of final action from the Department of City Planning. Appeals to the California Coastal Commission are subject to the aggrieved party provisions in Section 330.2(a).
- (d) An applicant is required to exhaust local appeals before appealing to the California Coastal Commission.
- (e) Major public works and energy facilities within the Coastal Zone may be appealed to the California Coastal Commission whether approved or not by the local government.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.10. APPEALABLE PROJECTS.

The following projects may be appealed to the California Coastal Commission:

- (a) Projects approved between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tide line of the sea where there is no beach, or as otherwise indicated in Sectional Maps CZ4, CZ5, and CZ13 of the Zoning Map.
- (b) Projects approved and located on tidelands, submerged lands, public trust lands, within 100 feet of any wetland, estuary, stream or within 300 feet of the top of the seaward face of any coastal bluff.
- (c) Any project which constitutes a major public works project or a major energy facility, including the following:
 1. All production, storage, transmission, and recovery facilities for water, sewerage, telephone, and other similar utilities owned or operated by any public agency or by any utility subject to the jurisdiction of the Public Utilities Commission, except for energy facilities.
 2. All public transportation facilities, including streets, roads, highways, public parking lots and structures, ports, harbors, airports, railroads, and mass transit facilities and stations, bridges, trolley wires, and other related facilities. A railroad whose primary business is the transportation of passengers shall not be considered public works nor a development if at least 90 percent of its routes located within the coastal zone utilize existing rail or highway rights-of-way.
 3. All publicly financed recreational facilities, all projects of the State Coastal Conservancy, and any development by a special district.
 4. All community college facilities.
 5. Major public works or energy facility with an estimated cost of \$100,000 or more.
 6. Energy facilities is any public or private processing, producing, generating, storing, transmitting, or recovering facility for electricity, natural gas, petroleum, coal, or other source of energy.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.11. WHO MAY APPEAL A COASTAL ZONE PERMIT TO THE CALIFORNIA COASTAL COMMISSION.

Appeal of a local decision may be filed by: (1) an applicant; (2) any aggrieved person as defined in Section 330.2(a); or (3) any two members of the California Coastal Commission. In the case of appeal by two Coastal Commission members local appeal need not be exhausted.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.12. PERMIT APPROVAL BY OPERATION OF LAW.

- (a) If the City Planning Department has failed to act on a Coastal Zone Permit Application within a one year period from the date of which the application has been accepted as complete, the person claiming a right to proceed shall notify in writing the Zoning Administrator of his or her claim that the development has been approved by operation of law. Such notice shall specify the application which is claimed to be approved.
- (b) When an applicant claims that a Coastal Zone Permit Application has been approved by operation of law, a written notice shall be mailed by the Zoning Administrator within seven (7) calendar days of such action to the California Coastal Commission and any person entitled to receive notice that the application has been approved by operation of law. Approval of a Coastal Zone Permit Application by expiration of time limitation may be appealed to the California Coastal Commission.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.13. EFFECTIVE DATE OF APPROVED PROJECTS.

- (a) A final decision on an application for an appealable project shall become effective after a ten (10) working day appeal period to the California Coastal Commission has expired, unless either of the following occur: (1) a valid appeal is filed in accordance with City and State regulations, or (2) local government requirements are not met per section 330.6(b). When either of the above occur, the California Coastal Commission shall, within five (5) calendar days of receiving notice of that circumstance, notify the local government and the applicant that the local government action has been suspended. The applicant shall cease construction immediately if that occurs.
- (b) Coastal Zone Permits for projects not appealable to the California Coastal Commission shall become effective only after other required planning or building permit applications have been issued.

(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.14. EXPIRATION DATE AND EXTENSIONS.

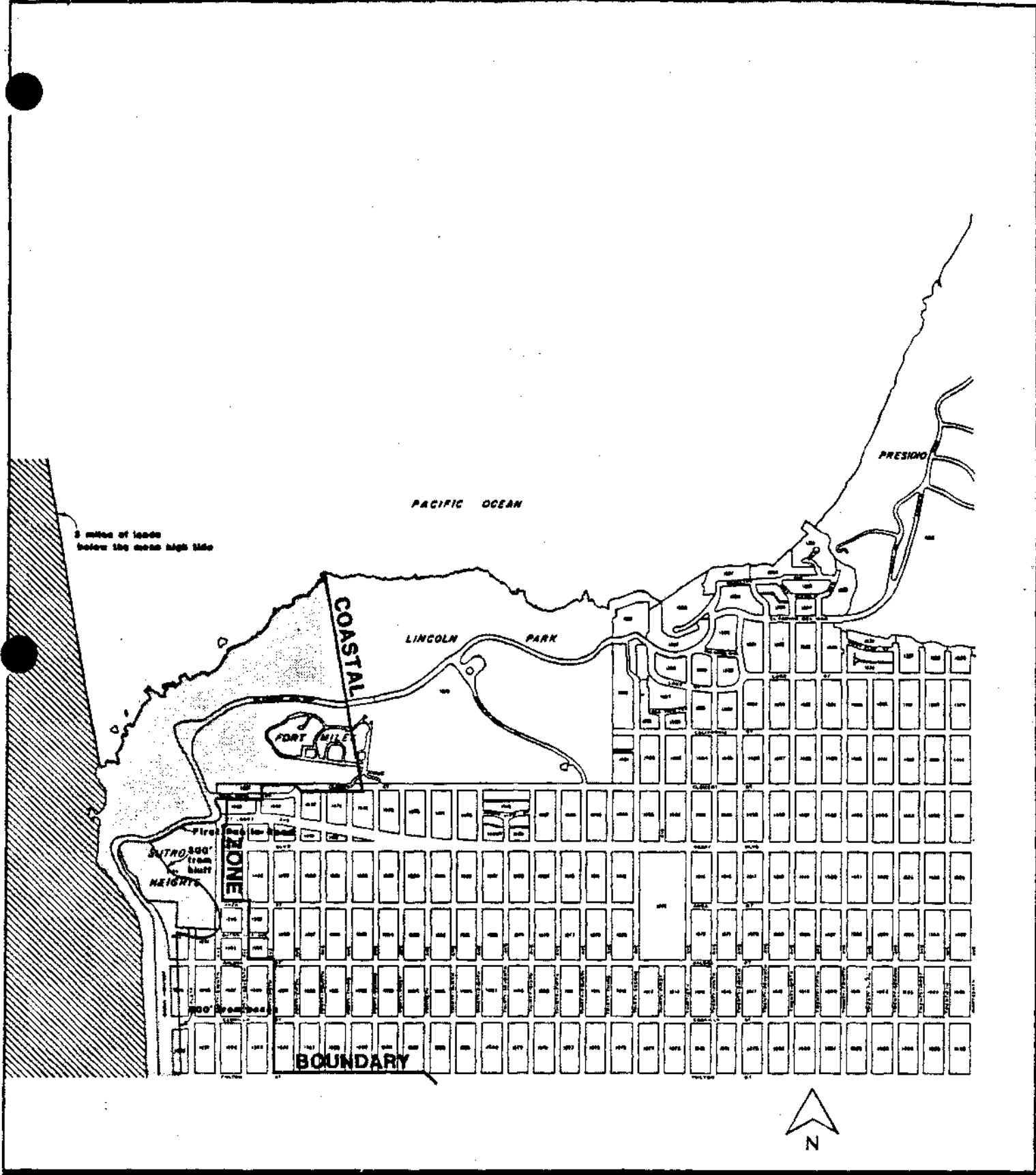
A Coastal Zone Permit shall expire one year from the date of issuance unless otherwise explicitly modified by approval conditions for the project. The Zoning Administrator may extend a Coastal Zone Permit prior to its expiration for up to 12 months from its original date of expiration. Coastal Zone Permit extensions may be granted upon findings that the project continues to be in conformance with the Local Coastal Program.
(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.15. COASTAL ZONE PERMIT FEES.

Before accepting any Coastal Zone Permit Application for filing, the Department of City Planning shall charge and collect a fee as set forth in Section 351(d) for processing a Coastal Zone Permit Application. No fees shall be established for appealing any Coastal Zone Permit.
(Added Ord. 509-85, Approved 11/22/85)

SEC. 330.16. PROCEDURAL PERMIT REVIEW CHANGES.




Any proposed changes in the Coastal Zone Permit procedures specified in Sections 330 through 330.16, or any subsequent action by the Board of Supervisors, Planning Commission or Zoning Administrator pertaining to the permit review process of Coastal Zone Permits shall be submitted to the California Coastal Commission for its review prior to final approval. The California Coastal Commission shall take action on any such amendments within a reasonable time period after the submittal of any such proposals.
(Added Ord. 509-85, Approved 11/22/85)



COASTAL ZONE AREA

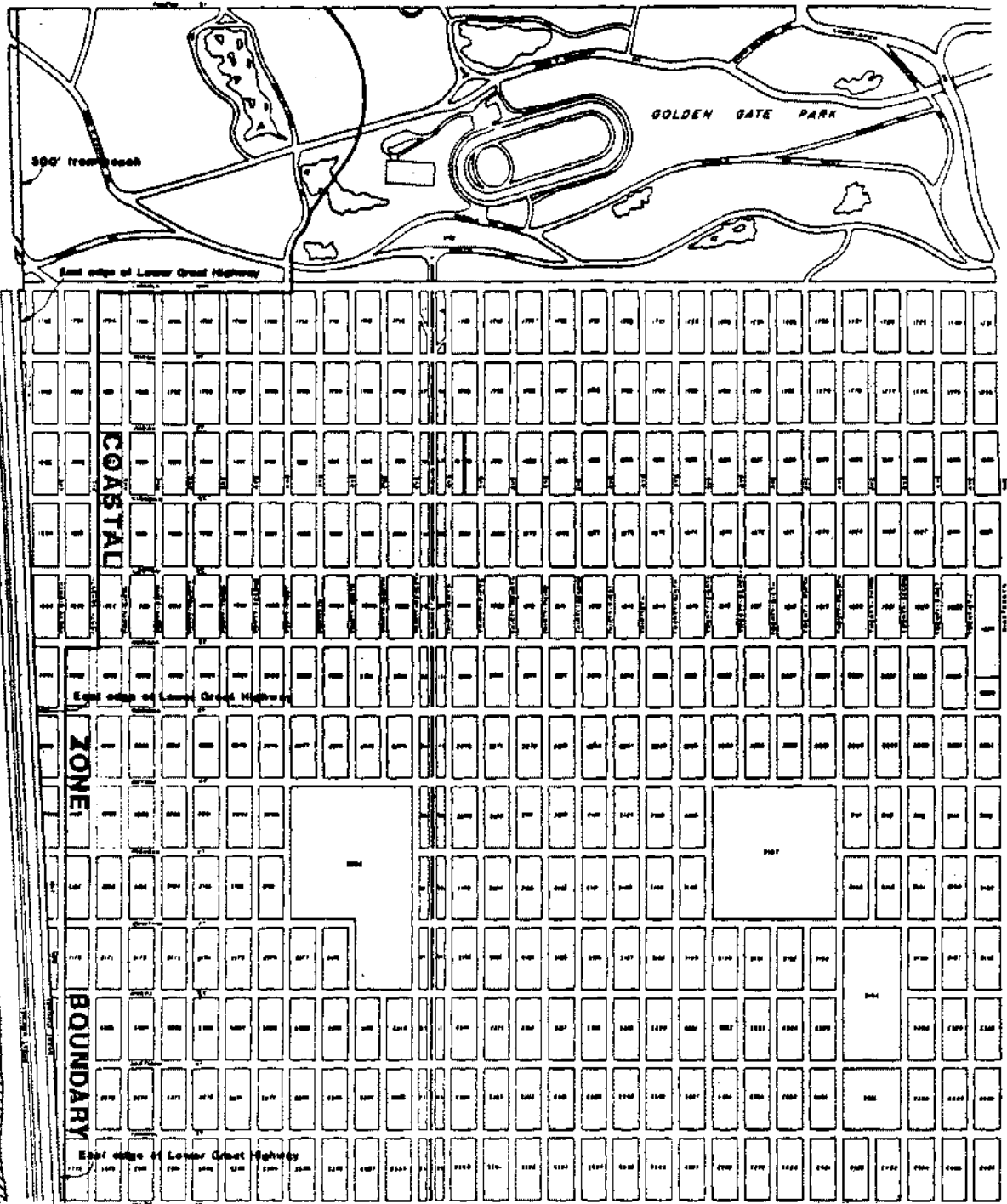
SHEET

CZ4

-  Local Coastal Zone Permit Area
-  Area appealable to the California Coastal Commission*
-  Jurisdiction retained by the California Coastal Commission

San Francisco Municipal Code
 Part II, Chapter II, Section 330
 through 330.16, 1985




* If a parcel is bisected by the appeal area boundary, only that portion of the parcel within the appeal area is subject to appeal to the California Coastal Commission



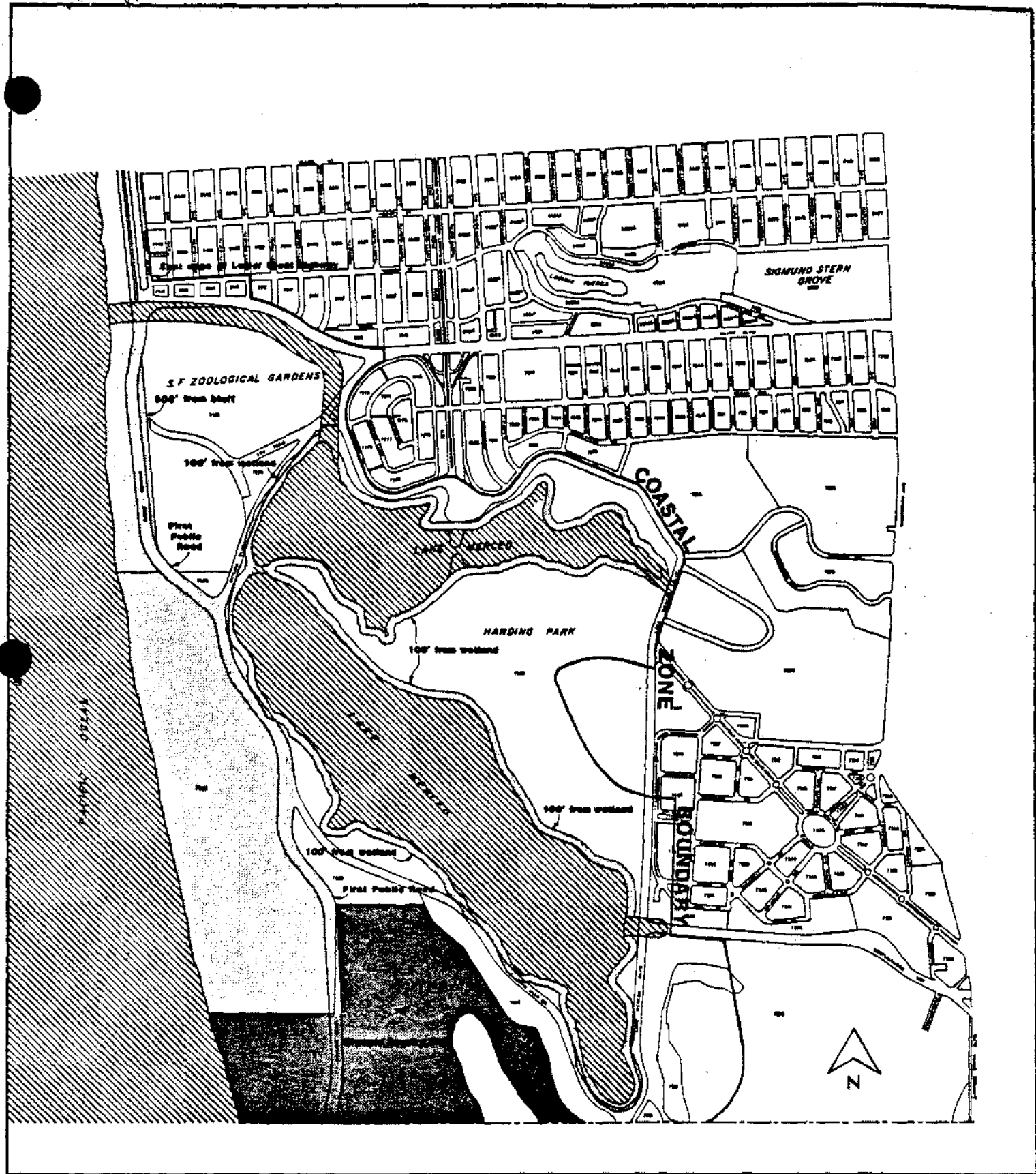
COASTAL ZONE AREA

SHEET

CZ5

-  Local Coastal Zone Permit Area
-  Area appealable to the California Coastal Commission
-  Jurisdiction retained by the California Coastal Commission





San Francisco Municipal Code
Part II, Chapter II, Section 330
through 330.16, 1985



COASTAL ZONE AREA

SHEET

CZ13

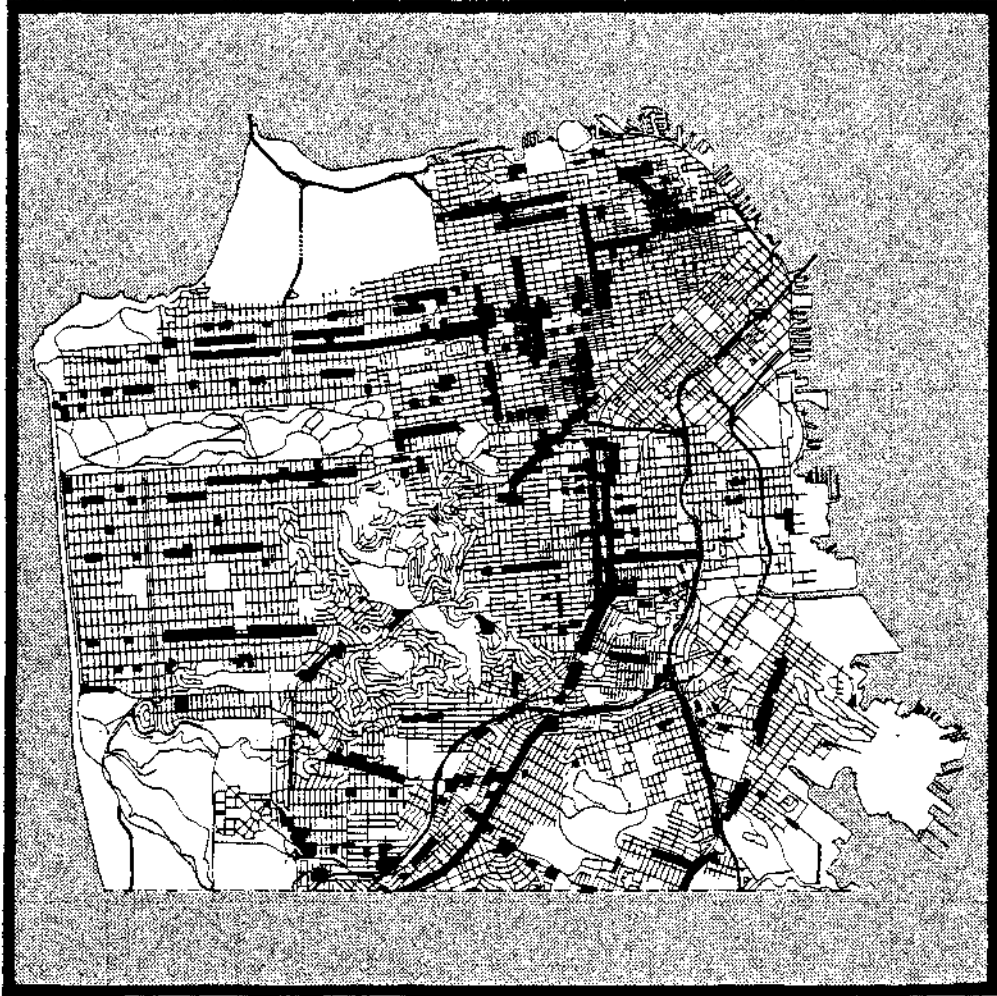
-  Local Coastal Zone Permit Area
-  Area appealable to the California Coastal Commission
-  Jurisdiction retained by the California Coastal Commission
-  Segmentation of Olympic Country Club Area by the California Coastal Commission

San Francisco Municipal Code
Part II, Chapter II, Section 330
through 330.16, 1985

EXHIBIT D

NEIGHBORHOOD

NEIGHBORHOOD



COMMERCIAL

COMMERCIAL

CERTIFIED AS LEGALLY ADEQUATE
BY THE CALIFORNIA COASTAL
COMMISSION ON 3/14/86

(A Portion of the Zoning
Ordinance)

SAN FRANCISCO DEPARTMENT OF CITY PLANNING
FEBRUARY 1985



NEIGHBORHOOD COMMERCIAL REZONING

PROPOSAL FOR ADOPTION

Department of City Planning
City and County of San Francisco
February 1985

CONTENTS

Page

INTRODUCTION	1
MASTER PLAN AMENDMENTS	3
Commerce and Industry Element	4
Transportation and Residence Elements	28
PLANNING CODE TEXT AMENDMENTS	31
Article 7 - Neighborhood Commercial Districts	32
Sec. 701 - Neighborhood Commercial District Provisions	33
Sec. 702 - Classes of Neighborhood Commercial Districts.	33
Sec. 703 - Neighborhood Commercial District Requirements	34
Sec. 709 - Guide to Understanding the Neighborhood Commercial Zoning Control Table	38
Sec. 710 - NC-1--Neighborhood Commercial Cluster District	39
Sec. 711 - NC-2--Small-Scale Neighborhood Commercial District	45
Sec. 712 - NC-3--Moderate-Scale Neighborhood Commercial District	51
Sec. 713 - NC-S--Neighborhood Commercial Shopping Center District	57
Sec. 714 - Broadway Neighborhood Commercial District	62
Sec. 715 - Castro Street Neighborhood Commercial District	68
Sec. 716 - Inner Clement Street Neighborhood Commercial District	74
Sec. 717 - Outer Clement Street Neighborhood Commercial District	79
Sec. 718 - Upper Fillmore Street Neighborhood Commercial District	84
Sec. 719 - Haight Street Neighborhood Commercial District	89
Sec. 720 - Hayes-Gough Neighborhood Commercial District.	94
Sec. 721 - Upper Market Street Neighborhood Commercial District	99
Sec. 722 - North Beach Neighborhood Commercial District	105
Sec. 723 - Polk Street Neighborhood Commercial District	111
Sec. 724 - Sacramento Street Neighborhood Commercial District	116
Sec. 725 - Union Street Neighborhood Commercial District	121
Sec. 726 - Valencia Street Neighborhood Commercial District	126
Sec. 727 - 24th Street-Mission Neighborhood Commercial District	131
Sec. 728 - 24th Street-Noe Valley Neighborhood Commercial District	136
Sec. 790 - Definitions for Neighborhood Commercial Districts.	141
Sec. 799 - References to Other Sections of the City Planning Code.	150
Article 1 - General Zoning Provisions	153
Article 1.2 - Dimensions, Areas, and Open Space	154
Article 1.5 - Off-Street Parking and Loading	180
Article 1.7 - Compliance	182
Article 2 - Use Districts	189
Article 2.5 - Height and Bulk Districts	237
Article 3 - Zoning Procedures.	239
Article 3.5 - Fees	253
Article 6 - Signs	257
PLANNING CODE MAP AMENDMENTS.	271
General Area Districts.	272
Individual Area Districts	296
INDEX OF RECOMMENDED ZONING MAP CHANGES BY STREET NAME.	327
DRAFT ORDINANCE FOR PLANNING CODE AMENDMENTS	337
PROPOSED AND EXISTING CONTROLS (FOLD OUT CHARTS)	

MAPS

	<u>Page</u>
1. Residential Service Area of Neighborhood Commercial Districts and Uses	15
2. Generalized Neighborhood Commercial Land Use Plan	17
3. Residence Element Map B: Residential Density.	30
4,5. Zoning Map Sheet No. 1.	272
6,7. Zoning Map Sheet No. 2.	274
8,9. Zoning Map Sheet No. 3.	276
10,11. Zoning Map Sheet No. 4.	278
12,13. Zoning Map Sheet No. 5.	280
14,15. Zoning Map Sheet No. 6.	282
16,17. Zoning Map Sheet No. 7.	284
18,19. Zoning Map Sheet No. 8.	286
20,21. Zoning Map Sheet No. 10	288
22,23. Zoning Map Sheet No. 11	290
24,25. Zoning Map Sheet No. 12	292
26,27. Zoning Map Sheet No. 13	294
28. Broadway Neighborhood Commercial District	296
29. Castro Street Neighborhood Commercial District.	297
30. Inner Clement Neighborhood Commercial District	298
31. Outer Clement Neighborhood Commercial District	300
32. Upper Fillmore Neighborhood Commercial District	301
33. Haight Street Neighborhood Commercial District.	303
34. Hayes-Gough Neighborhood Commercial District.	304
35. Upper Market Street Neighborhood Commercial District	306
36. North Beach Neighborhood Commercial District	307
37. Polk Street Neighborhood Commercial District.	308
38. Sacramento Street Neighborhood Commercial District	311
39. Union Street Neighborhood Commercial District	312
40. Valencia Street Neighborhood Commercial District (14th-20th Sts.)	314
41. Valencia Street Neighborhood Commercial District (20th-Army Sts.)	316
42. 24th Street-Mission Neighborhood Commercial District	318
43. 24th Street-Noe Valley Neighborhood Commercial District	320
44. Broadway and North Beach Height and Bulk District	321
45. Automotive Special Use District and Special District for Sign Illumination	322
46. Washington-Broadway Special Use District No. 1	323
47. Northern Waterfront Special Use District No. 2	324
48. Hayes-Gough Special Use District	325
49. Special Districts for Sign Illumination.	326

TABLES

	<u>Page</u>
1. NC-1 Controls	40
2. NC-2 Controls	46
3. NC-3 Controls	52
4. NC-S Controls	58
5. Broadway Neighborhood Commercial District Controls	63
6. Castro Street Neighborhood Commercial District Controls	69
7. Inner Clement Street Neighborhood Commercial District Controls	75
8. Outer Clement Street Neighborhood Commercial District Controls	80
9. Upper Fillmore Street Neighborhood Commercial District Controls	85
10. Haight Street Neighborhood Commercial District Controls	90
11. Hayes-Gough Neighborhood Commercial District Controls	95
12. Upper Market Street Neighborhood Commercial District Controls	100
13. North Beach Neighborhood Commercial District Controls	106
14. Polk Street Neighborhood Commercial District Controls	112
15. Sacramento Street Neighborhood Commercial District Controls	117
16. Union Street Neighborhood Commercial District Controls	122
17. Valencia Street Neighborhood Commercial District Controls	127
18. 24th Street-Mission Neighborhood Commercial District Controls	132
19. 24th Street-Noe Valley Neighborhood Commercial District Controls	137
Proposed Controls for Neighborhood Commercial Districts	(Fold-Out)
Existing Controls for Neighborhood Commercial Districts	(Fold-Out)



INTRODUCTION

This volume contains proposed amendments to the Master Plan and the text and maps of the City Planning Code necessary for the comprehensive revision of zoning controls for San Francisco's neighborhood commercial districts.

BACKGROUND

Detailed investigation of neighborhood commercial planning issues began in 1978, based on concerns raised during Department studies leading to adoption of new residential zoning controls and the Commerce and Industry Element of the Master Plan. At the request of neighborhood residents and local merchants, the Board of Supervisors passed a resolution calling for a zoning study and establishing a temporary moratorium on approval of permits for bars, restaurants, take-out foods, and branch banks on Union Street. Recommendations for Special Use District zoning controls on Union Street were adopted by the City Planning Commission in 1979. Further work led to adoption of similar controls for eleven other neighborhood commercial special use districts and moratoria on bars, restaurants, financial institutions and/or other uses for six other streets. These Special Use Districts and moratoria were adopted pending completion of a citywide neighborhood commercial rezoning study. This report completes that study and contains its recommendations for changes in the City's Master Plan and Planning Code, which is the City's zoning ordinance.

SUMMARY OF PROPOSAL

This Proposal for Adoption contains Master Plan amendments, Planning Code text and Zoning Map amendments for approximately 220 neighborhood commercial areas ranging from large active districts, such as North Beach and Polk Street, to small corner clusters of grocery and convenience stores. Existing zoning for most commercial areas currently zoned C-1, C-2, RC-1, RC-2, and RC-3 is proposed to be replaced by the following new districts:

- NC-1 Neighborhood Commercial Cluster (e.g. small corner grocery stores)
- NC-2 Small-Scale Neighborhood Commercial District (e.g. Chestnut Street)
- NC-3 Moderate-Scale Neighborhood Commercial District (e.g. Outer Geary Boulevard, Inner Mission Street)
- NC-S Neighborhood Shopping Center (e.g. Laurel Village, Petrini Plaza)

In addition, separate individual zoning districts are recommended for 15 neighborhood commercial areas which have been the subject of careful evaluation as interim Special Use Districts and moratorium areas. Permanent controls designed to meet unique conditions are proposed for the following districts:

Broadway	Haight Street	Sacramento Street
Castro Street	Hayes-Gough	Union Street
Inner Clement Street	Upper Market Street	Valencia Street
Outer Clement Street	North Beach	24th Street-Mission
Upper Fillmore Street	Polk Street	24th Street-Noe Valley

Some main provisions contained in the proposed program are:

- New controls for eating and drinking establishments in all neighborhood , commercial districts including:
 - Prohibition of new eating and drinking establishments in seven districts,
 - Conditional use review of eating and drinking establishments in three districts,
 - Conditional use review of fast-food restaurants and take-out food uses in the remaining districts;
- Review of development on lots which exceed certain size thresholds and review of uses which exceed certain size thresholds;
- Regulation of residential conversions and demolitions by story;
- Controls of entertainment uses;
- Guidelines for location and design of financial services;
- Separate controls of upper-story medical, personal and business services;
- Rear yard requirements by story;
- Exclusion of residential space from the floor area ratio calculation;
- Controls on outdoor activities, drive-up facilities, walk-up facilities, and general treatment of street frontage in new buildings and alterations to existing buildings;
- Limits on hours of operation of commercial uses in most districts;
- Requirements for street trees for new development in all districts;
- Higher maximum residential densities in about 40 district locations;
- Controls on awnings, marquees and canopies, and limits on the size and location of signs.

REPORT CONTENTS

Master Plan amendments necessary to implement the Neighborhood Commercial rezoning proposal include thorough revisions of policies of Objective 8 of the Commerce and Industry Element (with detailed guidelines for land use, conversion and demolition of residential units, and urban design) and minor additions to Objective 2, Policy 4 of the Residence Element.

The main feature of the rezoning proposal is Article 7, a new part of the Planning Code, which establishes a comprehensive, flexible system of neighborhood commercial zoning controls. It contains four general area districts and fifteen individual area districts with controls which embrace the full range of land use issues in each district. A description and purpose statement for each district is accompanied by a chart which displays all applicable zoning controls, either directly or by reference to other sections of the Code. Article 7 also includes sections describing standards, permitted uses, definitions, and references to other Code sections. Two fold-out charts at the end of the report summarize the existing and proposed controls for neighborhood commercial districts.

All other sections of the Code which are to be modified to implement the neighborhood commercial zoning proposal are also presented in the report. These include amendments to Articles 1, 1.2, 1.5, 1.7, 2, 2.5, 3, and 6. This volume also contains maps showing existing and proposed zoning boundaries for neighborhood commercial districts and a complete index of recommended zoning map changes by street name.



MASTER PLAN AMENDMENTS

INTRODUCTION

This chapter presents revisions to the Master Plan necessary to implement the Neighborhood Commercial rezoning proposal. In conjunction with the development of new zoning controls, each element of the Master Plan was thoroughly reviewed for consistency with the new zoning and, if appropriate, updated, revised or expanded. Only those elements which directly address neighborhood commercial districts or require changes are addressed in this report.

The Commerce and Industry Element, dating from 1975, has been updated to reflect current land use patterns and planning goals. Objective 8 is thoroughly revised and now contains seven policies, including guidelines for land use, conversion and demolition of residential units, and urban design for use by the Planning Commission in its review of permit applications.

Other Master Plan elements address various other aspects relating to neighborhood commercial districts, either in general policies applicable citywide or in specific policies pertinent to neighborhood commercial districts. Specific policies in the Transportation and Residence Elements are listed for reference. One policy in the Residence Element is expanded to include reference to the proposed new neighborhood commercial zoning districts.

COMMERCE AND INDUSTRY ELEMENT

OBJECTIVE 8

MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

San Francisco is well known as a city with many distinct neighborhoods whose diverse characteristics are expressed on their commercial streets. Many of these neighborhood shopping areas reflect the surrounding neighborhood's ethnic and lifestyle characteristics, building scale and architectural style, topography, and historical development.

Neighborhood commercial districts also constitute an important part of the city's economic base, contributing to the city's fiscal stability through business taxes, and providing employment opportunities for local residents. They create a public domain where individuals can choose from a wide array of activities as well as have opportunities for leisure, cultural activities and entertainment. Many districts maintain an active street life and pedestrian character which enhances the city's stature as a walking city.

The continuing viability of a neighborhood commercial district is dependent primarily on its ability to provide required services and maintain customer patronage. The successful district provides a variety of goods and services in an atmosphere of safety, convenience, and attractiveness.

POLICY 1

Ensure and encourage the provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.

One of the unique charms and features of San Francisco is the diversity of its neighborhoods and their shopping areas. Neighborhood commercial areas vary widely in function, trade area, form, design and character; but they all serve a common purpose in providing goods and services to meet the needs of City residents. In particular, convenience goods and services, such as groceries, personal toiletries, shoe repair, hair cutting, film processing, laundry and dry cleaning, should be readily available to residents in nearby shopping areas. Residents require easy access to such goods and services in order to satisfy their basic personal and household needs.

While all neighborhood commercial districts provide for the convenience needs of residents in adjacent neighborhoods, many also provide specialty and comparison goods and services to a larger, often citywide trade area. A district may specialize in uses which cater to its surrounding neighborhood's lifestyle. However, as a district becomes more specialized, it may need to draw from a broader geographical market area in order to sustain itself with sufficient customer patronage. The function of a district is also influenced by its proximity to other commercial areas. Some relatively isolated districts may serve nearly all the retail and service needs for a residential neighborhood. Other districts may serve a community in conjunction with other nearby commercial districts, each with varying degrees of specialization.

Neighborhood shopping areas also differ in the size, scale, and configuration of their lots and buildings. They range from a small cluster of lots to linear shopping districts, extending two or more blocks along arterials or thoroughfares. Neighborhood shopping centers and supermarkets with extensive on-site parking are also scattered throughout the city. The differing sizes of lots and blocks, which are determined in part by the neighborhood's topography, influence the configuration of the commercial district and its surrounding lots. The variation in topography, lot size and juxtaposition with surrounding uses, in addition to the district's historic development, all contribute to the variety in size, shape, and architectural style of a district's buildings.

The scale and extent of commercial activity, relative to other uses, also varies among districts. Commercial uses may occupy from one to four stories, in a continuous series or interspersed among residential buildings. In many linear shopping districts, the commercial activity is often concentrated on a primary street or streets, with side streets or alleys containing a mix of commercial and residential uses.

The variation in function and character of commercial districts should be maintained through controls on building form, scale, ground story and upper story commercial and residential uses, and operation which reflect the differences between districts and reinforce the variations in individual land use patterns.

The essential character of neighborhood commercial districts should be maintained by encouraging uses which are compatible in scale or type with the district in which they are to be located. However, districts also should be allowed to evolve over time in response to changes in the neighborhoods they serve and changes in consumer tastes and preferences.

The determination of the appropriateness of various land uses in neighborhood commercial districts should consider the following basic aspects:

- Individual district character;
- Customer orientation of the district;
- Residential community living within and adjacent to the district;
- Necessity and desirability of the use to the community; and
- Environmental impacts of the use.

The following guidelines, in addition to others in this objective for neighborhood commercial districts, should be employed in the development of overall district zoning controls as well as in the review of individual permit applications which require case by case review and City Planning Commission approval. In general, commercial uses should be encouraged which meet the guidelines; conversely, commercial uses should be discouraged which do not.

Guidelines for All Uses

- The use should be consistent with the purpose of the district in which it is located as stated in the Planning Code.
- The use primarily should serve the local community and not attract a major part of its clientele from outside the district in which it is located. (This guideline should not apply to districts specifically intended to serve a citywide or regional clientele.)
- The use should contribute to the variety of commercial goods and services offered in the district and avoid an undesirable concentration of one type of use in a certain location. In low-intensity districts, a balanced mix of various neighborhood-serving uses, with no concentration of a particular use, is desirable. In higher-intensity districts with a special orientation to one type of use (such as antique stores), clustering of such specialty uses may be appropriate. However, one type of use should not occupy an entire block frontage.
- The size of the use should not be larger than necessary to serve the district's trade area. Individual use sizes may vary depending on the type of merchandise offered. For example, a supermarket may require a larger floor area than a shoe repair shop in order to serve the same trade area.
- The use should not detract from the livability of the district or adjacent residential areas by causing offensive noise, odors, or light, particularly in the late night or very early morning hours. Establishments operating in the late night or early morning hours should be of a type which provide goods and services which it is necessary and desirable to make available to the community at those hours. For example, longer hours of operation may be appropriate for neighborhood-serving convenience stores such as groceries or pharmacies.
- If locating at the ground story, the use should contribute to an active retail frontage. In districts with continuous active retail frontage, individual uses which do not serve the general public during regular business hours, such as churches, are encouraged to share ground story space with more active uses. This guideline may not apply in those districts or parts of a district where retail uses are interspersed with fully residential buildings and institutional facilities. However, in most areas, provisions should be made to allow future conversion of non-commercial ground story space in order to accommodate future commercial growth in the district.
- The use should fully utilize available floor area. Uses which occupy a limited amount of ground story frontage, such as limited financial services and hotel lobbies, should provide access to remaining space for use by other establishments.
- The use should not significantly increase traffic congestion or parking demand (See Auto-Oriented or Drive-Up Facilities section for more specific guidelines on parking).

Guidelines for Specific Uses

In some districts, the balanced mix of commercial activities has been upset by the proliferation of certain uses such as financial services, restaurants and bars, take-out food and quick-stop establishments and entertainment uses.. The concerns are not limited to the number and concentration of these uses but also include the related nuisances they create and their impacts on the neighborhood. Other uses, such as automotive repair and principal non-accessory parking, also can create noise and traffic problems. Special controls should be adopted for these uses in districts where they are a particular problem. These uses should adhere to the following guidelines, in addition to those general guidelines noted above.

Financial Services

- Financial offices should not be located near other financial uses. It is preferable that they be at least 300 feet apart. In districts where the number of financial services has seriously upset the balance of commercial uses, the distance may be increased for additional financial services. Also, the distribution pattern of existing financial services and the form of the district may be considered in increasing the distance factor. For example, to provide for the same number of additional financial establishments, a non-linear district with a concentration of financial services might warrant greater distances between existing and proposed uses than a linear district with an even distribution of financial services.
- Financial services should provide retail banking services to serve the business community as well as the residential community.
- The location of new or expanding financial services should, if feasible, avoid the demolition of sound buildings which are compatible in scale and character with other buildings in the district.
- If new construction is necessary, inclusion of other commercial uses and/or residential units is desirable. New structures should have continuous retail frontage along the shopping street or mall except where access to upper-level uses, accessory parking, loading or public open space is necessary. New development should be compatible in scale, design and use with the rest of the district.
- In neighborhood commercial districts where drive-up facilities are not permitted, financial offices should be pedestrian-oriented. In cases where drive-up facilities are permitted or parking is required, interruptions of the continuous retail frontage should be kept to a minimum.

Eating and Drinking Establishments

Eating and drinking establishments include bars, restaurants, fast food restaurants, and take-out food. Guidelines for eating and drinking establishments are needed to achieve the following purposes:

- Regulate the distribution and proliferation of eating and drinking establishments, especially in districts experiencing increased commercial activity;
- Control nuisances associated with their proliferation;
- Preserve storefronts for other types of local-serving businesses; and
- Maintain a balanced mix of commercial goods and services.

The regulation of eating and drinking establishments should consider the following:

- Balance of retail sales and services;
- Current inventory and composition of eating and drinking establishments;
- Total occupied commercial linear frontage, relative to the total district frontage;
- Uses on surrounding properties;
- Available parking facilities, both existing and proposed;
- Existing traffic and parking congestion; and
- Potential impacts on the surrounding community.

In districts where the proliferation of eating and drinking establishments could generate problems, the following guidelines should be employed in the consideration of new establishments:

- The balance of commercial uses may be threatened when eating and drinking establishments occupy more than 20% of the total occupied commercial frontage. Proposals for eating and drinking establishments which would increase the proportion of total occupied commercial frontage above 20% should be reviewed to ensure that they would not reduce the variety of neighborhood-serving uses; nor create substantial noise, traffic, parking problems, or other nuisances in the district or surrounding neighborhood. Those establishments that would do the above should not be permitted. Except in districts primarily designed to accommodate a strong eating and drinking trade, such as North Beach, such establishments should not occupy more than 25% of the total commercially-occupied frontage in a district.
- It is preferable that the proposed new use be at least 100 feet from the nearest eating and drinking establishment. Two or more uses within that distance may be troublesome.
- In most cases, accessory parking should not be provided unless the Planning Code requires parking for the use. Where the district's parking supply cannot adequately accommodate the demand generated by the use and traffic and parking congestion is expected to increase significantly, then the establishment should not be permitted (See Auto-Oriented or Drive-Up Facilities section for more specific guidelines on parking).

Fast Food Restaurants, Take-Out Food, Convenience Stores, and Similar Quick-Stop Establishments

Quick-stop establishments include fast food restaurants and take-out food, convenience stores and other quick-stop establishments which may or may not involve food service. These latter uses may include small or medium-sized grocery stores, film processing stores, video rental outlets, dry cleaners, and other establishments which primarily provide convenience goods and services and generate a high volume of customer trips.

- These uses should be interspersed with other retail businesses and avoid undue concentration of one type of product.
- Fast food restaurants usually include large kitchens, service counter(s), customer queuing areas and other features which are intended to serve more customers than the use can physically accommodate for eating on-site. New or expanding fast food restaurants should be evaluated for their anticipated customer volumes. If high customer volumes are anticipated, the use should be designed to avoid concomitant traffic and other nuisance problems for the surrounding neighborhood.
- The site should provide adequate waiting space for either walk-in or drive-in patrons.
- The site should be equipped with sufficient outdoor trash receptacles to avoid litter problems in the surrounding neighborhood.

Entertainment and Adult Entertainment Uses

Adult entertainment uses are generally inappropriate in most neighborhood commercial districts because:

- Neighborhood commercial districts are located near family-oriented residential areas; since adult entertainment uses may attract criminal activity, their proximity to residential areas, parks, schools, and churches may introduce criminal activity in such neighborhoods, or may tend to reduce property values;
- They appeal to a more specialized clientele, drawing customers from outside the neighborhood who may drive and create or add to parking congestion, and occupy space that could be devoted to uses which serve a broader segment of the immediate neighborhood.
- There is adequate provision of space for these uses in other areas of the city.

Adult entertainment and entertainment uses in other districts may be appropriate in certain districts or parts of districts. The following guidelines should be used in their review:

- Except in the Broadway district, entertainment uses should not be open after 2:00 a.m. in order to minimize disruption to residences in and around a district. For uses involving liquor service, potentially loud music, dancing or large patron volumes, earlier closing hours may be necessary.

- Entertainment uses should be sufficiently insulated for noise and operated so as to reasonably protect surrounding residences. Fixed source equipment noise should not exceed the decibel levels specified in the San Francisco Noise Control Ordinance. Ventilation systems should be adequate to permit doors to stay closed during performances.
- Except for movie theaters, entertainment uses should not involve electronic amplification after midnight, in order to minimize disruption to surrounding residences.
- New adult entertainment uses should be at least 1000 feet from the nearest existing adult entertainment use.

Auto Repair Services

- When converting a gas station with minor repair facilities to an auto repair service, adequate building space should be provided for carrying out all repair services inside the building.
- Auto repair facilities should be large enough to accommodate all cars on site and avoid on-street parking of cars before or after repair work is done. If temporary on-site storage of cars must be outside the building, suitable landscaping or screening should be provided.

Auto-Oriented or Drive-Up Facilities

The following guidelines apply to auto-oriented facilities which include those designed primarily for drive-to or drive-through trade, providing service to patrons in automobiles and providing off-street parking, such as gas and service stations, car washes, auto-repair facilities, supermarkets, and principal parking facilities:

- Non-thoroughfare transit-preferential streets, collector, local and recreational streets which are located in residential areas, as designated in the Transportation Element of the Master Plan, are not considered appropriate for auto-oriented facilities. Certain other major and secondary thoroughfares are appropriate for auto-oriented or drive-up facilities.
- Auto-oriented or drive-up facilities should not be located in areas of heavy pedestrian concentration. To avoid potential pedestrian-vehicle conflicts where large numbers of children are present, the site should not be within 500-foot walking distance of an elementary or secondary school.
- Potential traffic demand generated by the use should be evaluated. Sufficient parking to provide for the parking demand should be located on-site or within easy walking distance of the site and should be designed to prevent traffic congestion. Parking should not be provided unless the Planning Code requires parking for the use, or it can be shown that such parking is necessary and will be sufficient to meet all demand generated on site without disrupting retail and pedestrian continuity, or causing circulation congestion, or violating other guidelines in this objective. If parking is required, the number of spaces provided generally should be limited to the amount defined in the Planning Code for accessory parking. If such off-street parking is expected to be insufficient to provide for the anticipated parking demand and could thereby lead to increases in traffic and parking congestion, more parking

may be necessary. As an alternative to, or in addition to, providing parking on or near the site, other measures such as carpooling for employees or shuttle bus service for patrons to existing or new parking facilities elsewhere in the district may be necessary and appropriate to reduce or provide for the expected parking demand. If no parking is provided or other measures are not taken to address parking or traffic congestion, the location of the use on the subject site should not be permitted.

- To avoid cumulative impacts of auto-oriented facilities and drive-up facilities on the traffic flow, sites should not be within 500-foot walking distance of another auto-oriented establishment, unless specific traffic volumes and patterns could accommodate such facilities.
- Preferable sites are those which are vacant or already devoted to an open use such as a service station or parking lot.
- To avoid underutilization of land, accessory parking should be made available for general public use when not being utilized by the facility.
- The site plan and operating policy of the drive-in use should allow vehicles to enter promptly without having to wait in line on the street or across the sidewalk.
- Ingress or egress for parking should not occur on streets or alleys having predominantly residential use.
- Parking areas, if provided, should not be placed at the commercial street frontage if such placement would disrupt a continuous streetwall with an active retail frontage. Parking areas should be well screened or landscaped, and easily monitored so as not to encourage loitering or vandalism.

POLICY 2

Preserve and promote the mixed commercial-residential character in neighborhood commercial districts. Strike a balance between the preservation of existing affordable housing and needed expansion of commercial activity.

Most neighborhood commercial districts contain dwelling units in addition to commercial uses. Flats, apartments, and residential hotels are frequently located above ground-story commercial uses; fully residential buildings are common in some districts. The retention of this mix is desirable. Among other things, it ensures the presence of people on the streets at different times which increases safety and business vitality on evenings and weekends. Residents in commercial areas help to create an active street life, which promotes interaction between people in the neighborhood.

The mixed residential-commercial character of neighborhood commercial districts should be promoted by encouraging new construction of upper-story residential units above commercial development in mixed-use buildings. In order to make feasible such mixed-use projects, higher residential density and/or reductions in required parking may be warranted in districts with a reduced need for auto ownership or where anticipated parking demand can be accommodated off-site.

Existing residential units in neighborhood commercial districts comprise a valuable affordable housing resource which provides for the needs of San Francisco's diverse population. Most of these units are in sound or rehabilitable wood-frame structures and they are among the least expensive rental units in the city.

On the other hand, conversion of this housing is an important means of providing competitive and affordable commercial space. Conversions of ground-story residential units should be permitted in all neighborhood commercial districts without special review. In many neighborhood commercial districts, the physical location and structural aspects of the upper-story housing units make it attractive and feasible to convert them to commercial use. Due to the limited supply of vacant land, some commercial expansion into the residential space may be the only feasible way to adequately meet the commercial needs of the trade area served by the district.

The amount of commercial space necessary and desirable to serve the retail and service function of a district varies depending on the size of the trade area, proximity to other commercial districts, and competition from other land uses.

In neighborhood commercial districts consisting of a small cluster of lots, commercial uses at the ground story only can provide for the convenience needs (such as groceries and laundry) of nearby residents. In these districts no new commercial use should be permitted above the ground story, nor should conversions of existing residential units above the ground story be permitted.

In small-scale neighborhood commercial districts most of the anticipated demand for commercial growth can be accommodated through new construction at the first two stories on vacant or underused parcels without the necessity to convert upper story residential units. However in some of these districts where demand for commercial space is particularly strong, allowing commercial uses above the second story in new construction and allowing some conversion of existing residential units above the ground story may be appropriate as long as the general equilibrium between retail, office, and residential uses is maintained.

In larger, moderate-scale neighborhood commercial districts which are intended to provide a wider range of goods and services to a larger trade area, growth opportunities through new construction at the first two stories on vacant or underused parcels may be insufficient to meet the demand for commercial space. While the retention of mixed use buildings and the construction of new mixed use buildings is desirable in these districts, construction of new, fully commercial structures, and some conversion of existing upper story residential units may be appropriate to meet demand if the increased commercial activity would not adversely affect existing traffic or parking congestion.

Because the appropriateness of residential conversions depends on many factors which vary from district to district, land use controls should be adjusted to reflect the different needs of each district. In most districts certain conversions, such as those at the ground story or third story, can be regulated by permitting or prohibiting them without special review, while those at the second story may need case-by-case review by the City Planning Commission. In other districts, however, proposed conversions at all stories may need case-by-case review. A balance must be struck between the need to retain the housing and the need to provide for commercial expansion. Some upper-story conversions may be appropriate, if based on a review of an individual case, it is found that the need for commercial expansion clearly outweighs the need to preserve affordable housing. In that case-by-case review the following guidelines should be employed:

Guidelines for Residential Conversions

- The need for the proposed commercial use in the district should be clearly established. The need to preserve affordable housing may be presumed in light of the citywide shortage of such housing and established policy in the Residence Element.
- The conversion should be disallowed if commercial space suitable for occupancy by the proposed commercial use is available elsewhere in the district.
- Many small businesses providing personal, medical, professional and business services to neighborhood residents and the general public seek affordable space in the upper stories; they should be accommodated as long as the conversions are not so numerous as to upset the general equilibrium between commercial and residential uses or to constitute a substantial loss of housing. Commercial and institutional uses which do not primarily serve the general public usually are not appropriate in neighborhood commercial areas unless they are minor uses ancillary to those which do serve the general public, such as a small dental laboratory or small business accountant.
- Conversions are more appropriate if the units are located in an active commercial district and are isolated from other residential units.
- Along secondary side streets and alleys of linear or areawide districts, conversions are inappropriate. The more residential character of the secondary streets should be protected to provide a transition between the commercial and surrounding residential districts.
- Conversion may be appropriate if the unit(s) is unsuitable for residential occupancy because offensive noise, especially from traffic or late night activity, is generated on the same site or near the unit; or a building adjacent to or near the unit(s) blocks the residents' access to light and air.
- Conversion may be appropriate if the housing unit is declared by the Superintendent of the Bureau of Building Inspection or the Chief of the Bureau of Fire Prevention to be unsafe and/or incapable of being made habitable for residential occupancy. However, if the property owner has shown possible willful neglect or a pattern of negligence in performing ordinary maintenance, thereby resulting in uninhabitable or unsafe units, the conversion should not be permitted, or the property owner should add other replacement rental units to the city's housing supply.
- Conversions should not adversely impact the livability of any remaining units in the building. In buildings where re-conversion back to dwelling units may be desirable, the kitchens should be retained.
- In evaluating proposed conversions, consideration should be given to economic hardships which might result from the denial of the conversion application.
- Tenants should be notified prior to filing the application to convert the unit(s) and for any conversion that is permitted relocation assistance should be made available to displaced tenants, i.e. efforts to identify housing comparable in size, price, and location; and the provision of a relocation allowance, particularly in the case of units occupied by low or moderate income residents.

The same considerations that apply to conversions apply to demolition of housing units. Therefore, demolitions should be reviewed on a case-by-case basis using the same guidelines that are to be used in reviewing conversions. Demolition permits should be reviewed in conjunction with the permits for the replacement structures whenever possible. When this is not possible, conditions applying to future buildings permits may be attached to the demolition permit or the new building permit may require further review. The replacement structure should include housing units, for which there is an exhibited demand, or replacement rental units should be added to the city's housing supply. In order to encourage prompt replacement of demolished structures, permits should not be approved for temporary uses, such as general advertising signs or parking, unless such uses are appropriate permanent uses.

POLICY 3

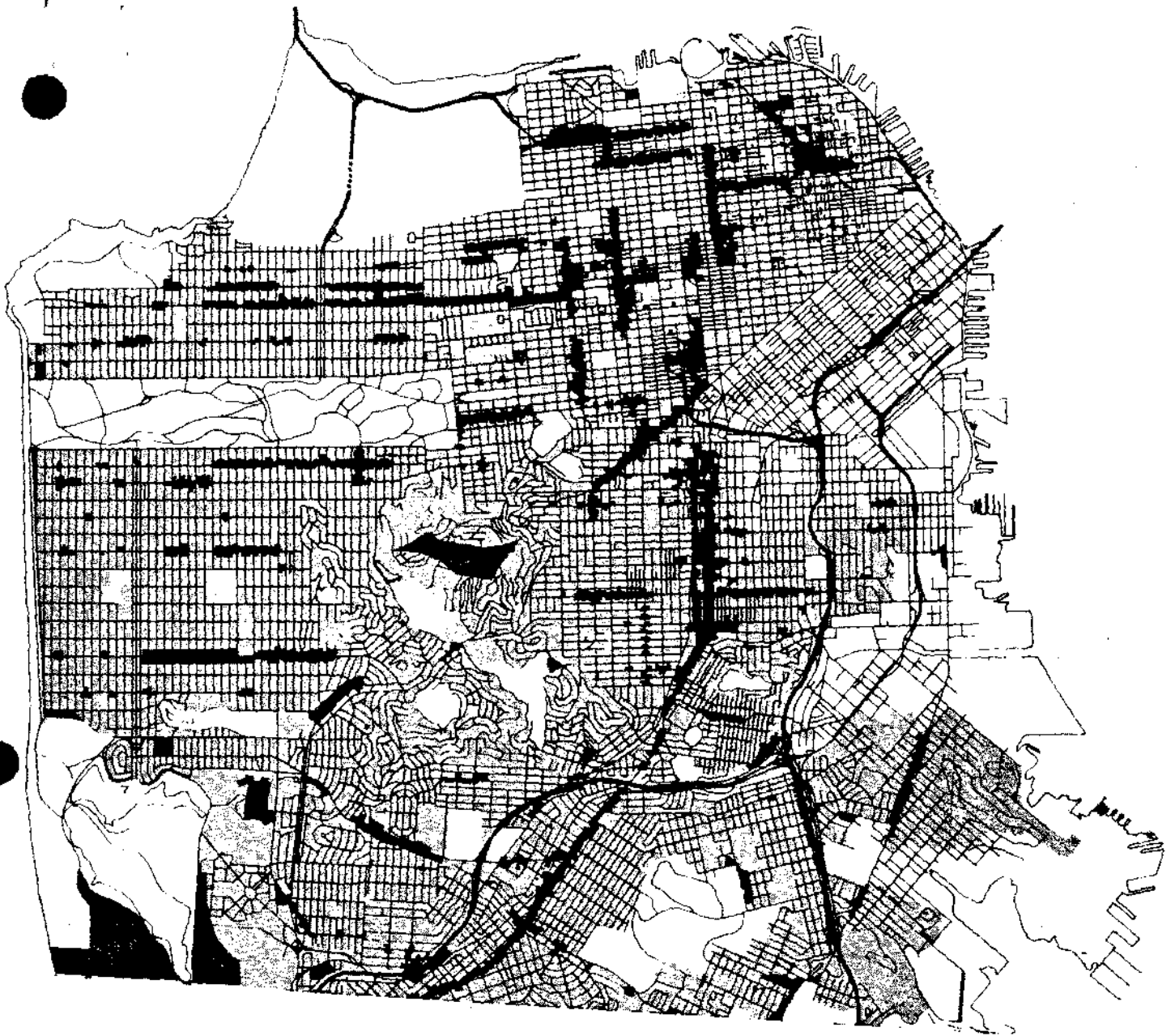
Encourage the location of neighborhood shopping areas throughout the city so that essential retail goods and personal services are accessible to all residents.

Neighborhood shopping districts should be distributed throughout the city so that all residential areas are within a service radius of one-quarter to one-half mile, depending upon the population density and topography of the area served. Most residential areas meet this service area standard, as can be seen on Map 1. Some remaining residential areas which are not served by commercial districts within these distances are served by individual commercial uses located within a quarter of a mile. These individual uses are typically corner grocery stores which are open long hours, providing a range of food and household convenience goods. The few remaining residential areas, which are neither served by neighborhood commercial districts nor by individual commercial uses, are typically of such low density that they cannot economically support nearby commercial activity. It would be appropriate to revise the zoning to allow a smaller convenience commercial use in those areas if a market demand develops, as long as the location meets the criteria of Objective 6, Policy 2 of the Residence Element.

POLICY 4

Discourage the creation of major new commercial areas except in conjunction with new supportive residential development and transportation capacity.

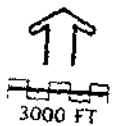
Economic growth exhibited in any given commercial area, when viewed from a citywide or regional perspective may not represent "real" or absolute growth, but rather a relocation of economic activity from another commercial area, contributing to its decline. "Real" growth of retail activity requires an actual increase in expenditures which is directly linked to increases in disposable personal income. Because there are opportunities for business expansion within existing commercial areas, the creation of major new commercial areas should be discouraged unless a significant new market is being created to support the proposed development.



**RESIDENTIAL SERVICE AREAS OF NEIGHBORHOOD
COMMERCIAL DISTRICTS AND USES**

- NEIGHBORHOOD OR GENERAL COMMERCIAL DISTRICT**
 Service Radius : 1/2 Mile
- COMMERCIAL SERVICE AREAS**
- RESIDENTIAL AREAS OUTSIDE SERVICE BOUNDARIES**

Map 1



POLICY 5

Adopt specific zoning districts which conform to a generalized neighborhood commercial land use plan.

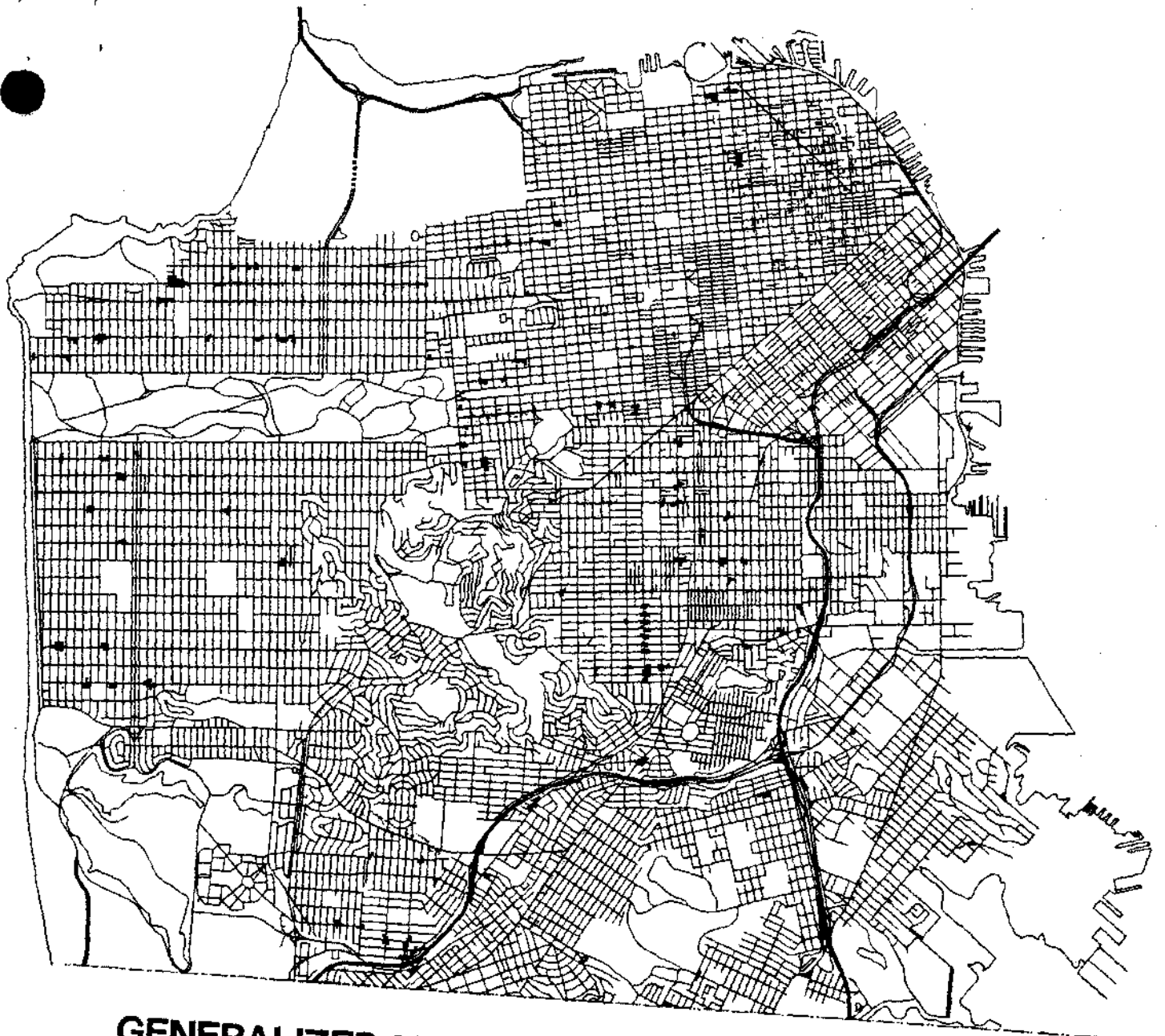
The application of other policies under this "neighborhood commercial" objective results in land use distribution patterns shown on the Generalized Neighborhood Commercial Land Use Plan Maps. Neighborhood Commercial zoning districts should conform to the map, although minor variations consistent with the policies may be appropriate. The Generalized Neighborhood Commercial Land Use Plan provides for the following categories of neighborhood commercial districts:

Neighborhood Commercial Clusters. These districts provide a limited range of convenience retail goods and services to residents in the immediate neighborhood typically during daytime hours. In general, these districts should be limited to no more than one or two blocks and commercial uses should be limited to the ground floor. The upper stories should be generally residential. These districts are intended to be located in neighborhoods which do not have the need for or capacity to handle larger-scale commercial activities.

Small-Scale Neighborhood Commercial Districts. These districts provide convenience goods and services to the local neighborhood as well as limited comparison shopping to a wider market area. The size of these districts may vary from one to three blocks to several blocks in length. Commercial building intensity should be limited to the first two stories with residential development occasionally interspersed. Upper stories should be reserved for residential use. These districts are typically linear and should be located along collector and arterial streets which have transit routes.

Moderate-Scale Neighborhood Commercial Districts. These districts provide a wide range of comparison and specialty goods and services to a population greater than the immediate neighborhood, additionally providing convenience goods and services to local residents. These districts can be quite large in size and scale and may include up to four stories of commercial development, although most districts have less. They may include residential units on the upper stories. Due to the moderately-large scale and levels of activity, these districts should be located along heavily-trafficked thoroughfares which also serve as major transit routes.






Neighborhood Shopping Centers. These districts provide retail goods and services for car-oriented shoppers. Goods and services can range from groceries for local residents to a full range of merchandise for a citywide clientele. Commercial building intensity can approach up to four times the lot area, but is much lower in most cases because a substantial amount of each lot is devoted to automobile parking and building heights generally are limited to prevailing heights in surrounding areas. Residential uses are permitted but are uncommon. Because these districts provide an alternative building format with more parking opportunities than the traditional linear shopping districts, they should be located where their design is compatible with existing neighborhood scale and where they compatibly supplement other traditional commercial districts in serving new or low-density residential areas.



GENERALIZED NEIGHBORHOOD COMMERCIAL LAND USE PLAN

Map 2



-  NEIGHBORHOOD CLUSTER
-  SMALL SCALE NEIGHBORHOOD DISTRICT
-  MODERATE SCALE NEIGHBORHOOD DISTRICT
-  NEIGHBORHOOD SHOPPING CENTER
-  INDIVIDUAL NEIGHBORHOOD DISTRICT

COMMERCIAL INTENSITY (Stories)

- 1
- 1 - 2
- 1 - 4
- 1 - 4
- 1 - 4

Individual Neighborhood Commercial Districts. These districts are generally small or moderate scale commercial districts generally located in neighborhoods undergoing rapid economic change. Separate zoning controls specific to each district's particular needs and characteristics are needed to deal with the economic growth and land use changes which each area is experiencing. In some districts, eating and drinking uses have proliferated, displacing other types of retail goods and services needed by the neighborhood. Financial institutions, such as banks and savings and loan associations, have multiplied in certain districts, displacing other types of businesses, tending to concentrate and create nodes of congestion, and sometimes detracting from the visual and design character of the district. In many individual districts, special controls are necessary to protect existing housing from conversion to commercial use and encourage the development of new housing.

POLICY 6

Promote high quality urban design on commercial streets.

Most of San Francisco's neighborhood commercial districts were developed concurrently with residential development and have physical forms which relate to the needs and tastes prevalent during the first half of this century. During this period, commercial units were built along streetcar lines and at major street intersections, often with residential flats on the upper floors, thus creating the familiar "linear" or "strip" commercial districts.

The small lot pattern prevalent at that time also encouraged the development of small buildings and businesses. The resulting scale has come to characterize San Francisco's attractive and active neighborhood commercial districts. The small-scale character should be maintained through the regulation of the size of new buildings and commercial uses.

Continuous commercial frontage at the street level is especially important. It prevents the fragmentation and isolation of fringe areas, improves pedestrian accessibility, and enhances the physical and aesthetic cohesiveness of the district. The design of new buildings should harmonize with the scale and orientation of existing buildings. Additionally, a correspondence of building setbacks, proportions, and texture helps establish visual coherence between new development and existing structures on a commercial street.

The appeal and vitality of a neighborhood commercial district depends largely on the character, amenities, and visual quality of its streets. The main function of neighborhood commercial streets is to provide retail goods and services in a safe, comfortable, and attractive pedestrian environment.

Urban Design Guidelines

The following guidelines for urban design are intended to preserve and promote positive physical attributes of neighborhood commercial districts and facilitate harmony between business and residential functions. The pleasant appearance of an individual building is critical to maintaining the appeal and economic vitality of the businesses located in it, as

well as of the whole neighborhood commercial district. An individual project's building design and site layout should be compatible with the character of surrounding buildings and the existing pattern of development in neighborhood commercial districts.

The physical characteristics of the property and district which should be considered in the design of new development include:

- Overall district scale;
- Individual street character and form;
- Lot development patterns;
- Adjacent property usage;
- Proposed site development and building design;
- Potential environmental impacts; and
- Feasible mitigation measures.

Site Layout

- The site plan of a new building should reflect the arrangement of most other buildings on its block, whether set back from, or built out to its front property lines.
- In cluster and linear districts with continuous street building walls, front set-backs are discouraged, in order to maintain a continuous block facade line. However, outdoor activities such as sidewalk cafes and walk-up windows may be accommodated by recessing the ground story. Front set-back areas of existing buildings may be used for outdoor activities.
- New development should respect open space corridors in the interior of blocks and not significantly impede access of light and air nor block views of adjacent buildings.
- On irregularly shaped lots, through-lots or those adjacent to fully-built lots, open space located elsewhere than at the rear of a property may improve the access of light and air to residential units.
- Outdoor activities associated with an eating and drinking or entertainment establishment which abut residentially-occupied property should be discouraged.

Scale, Height and Bulk

- In most cases, small lots with narrow building fronts should be maintained in districts with this traditional pattern.
- When new buildings are constructed on large lots, the facades should be designed in units which are compatible with the existing scale of the district.

- The height of a proposed development should relate to the individual neighborhood character and the height and scale of adjacent buildings to avoid an overwhelming or dominating appearance of new structures. On a street of varied building heights, transitions between high and low buildings should be provided. While three- and four-story buildings are appropriate in most locations, two-story facades with upper stories set back from the street wall may be preferable in some areas with lower-scale development.
- The height and bulk of new development should be designed to maximize sun access to nearby parks, plazas, and major pedestrian corridors.

Frontage

- Facades of new development should be consistent with design features of adjacent facades that contribute to the visual qualities of the neighborhood commercial district.
- To encourage continuity of "live" retail sales and services, at least one-half of the total width of any new or reconstructed building, parallel to and facing the commercial street, should be devoted to entrances, show windows, or other displays. Where a substantial length of windowless wall is found to be unavoidable, eye-level display, a contrast in wall treatment, offset wall line, outdoor seating and/or landscaping should be used to enhance visual interest and pedestrian vitality.
- Clear, untinted glass should be used at and near the street level to allow maximum visual interaction between sidewalk areas and the interior of buildings. Mirrored, highly reflective glass or densely-tinted glass should not be used except as an architectural or decorative accent.
- Where unsightly walls of adjacent buildings become exposed by new development, they should be cleaned, painted or screened by appropriate landscaping.
- Walk-up facilities should be recessed and provide adequate queuing space to avoid interruption of the pedestrian flow.

Architectural Design

- The essential character of neighborhood commercial districts should be preserved by discouraging alterations and new development which would be incompatible with buildings which are architecturally significant or which contribute to the scale and character of the district as a whole. Specifically, the facades and building lines of existing buildings should be continued, and the details, material, texture or color of existing architecturally significant or distinctive buildings should be complemented by new development.
- Existing structures in sound or rehabilitable condition and of worthwhile architectural character should be reused where feasible to retain the unique character of a given neighborhood commercial district.

- The design of new buildings, building additions and alterations, and facade renovations should reflect the positive aspects of the existing scale and design features of the area. Building forms should complement and improve the overall neighborhood environment.

Materials

- The materials, textures and colors of new or remodeled structures should be visually compatible with the predominant materials of nearby structures. In most neighborhood commercial districts, painted wood or masonry are the most appropriate and traditional exterior facade materials.

Details

- Individual buildings in the city's neighborhood commercial districts are rich in architectural detailing, yet vary considerably from building to building, depending upon the age and style of their construction. Despite their stylistic differences, Victorian, Classical and Art Deco buildings share some design motifs. Vertical lines of columns or piers, and horizontal lines of spandrels or cornices are common to many styles as are mouldings around windows and doors. These elements add richness to a flat facade wall, emphasizing the contrast of shapes and surfaces.
- A new building should relate to the surrounding area by displaying scale and textures derived from existing buildings. Nearby buildings of architectural distinction can serve as primary references. Existing street rhythms should also be continued on the facade of a new building, linking it to the rest of the district. This can be accomplished in part by incorporating prevailing cornice and belt course lines.

Rooftop Mechanical Equipment

- Rooftop mechanical equipment which may create disturbing noises or odors should be located away from areas of residential use and screened and integrated with the design of the building.

Signs

- The character of signs and other features attached to or projecting from buildings is an important part of the visual appeal of a street and the general quality and economic stability of the area. Opportunities exist to relate these signs and projections more effectively to street design and building design. Neighborhood commercial districts are typically mixed-use areas with commercial units on the ground or lower floors and residential uses on upper floors. As much as signs and other advertising devices are essential to a vital commercial district, they should not be allowed to interfere with or diminish the livability of residences within the neighborhood commercial district or in adjacent residential districts. Sign sizes and design should relate and be compatible with the character and scale of the neighborhood commercial district. Unless otherwise allowed in the Planning Code, facades of residentially-occupied stories should not be used for attaching signs nor should the illumination of signs be directed into windows of residential units.

Landscaping and Street Design

- Street trees should be provided in each new development. If a district tree planting program or streetscape plan exists, new development should be landscaped in conformity with such plans. In places where tree planting is not appropriate due to inadequate sidewalk width, interference with utilities, undesirable shading, or other reasons, other means such as window boxes, planter boxes or trellises may be chosen.
- A permanent underground sprinkler system should be installed in landscaped areas which will provide sufficient water for plant material used. Automatic timing devices may be required. Container plants which cannot adequately be watered by an underground sprinkler system should have adequate hose bibs installed to permit watering.
- Open uses such as parking lots should be visually screened along the street frontage by low walls, earth berms and/or landscaping. However, the safety of the lots should not be reduced through these measures.
- A landscaped buffer of trees and shrubs should be used along those edges of a parking lot bordering residential properties.
- In addition to landscaping at the periphery of the parking lot, planting islands between parked vehicles should be located within the lot, whenever feasible. Trees and other plantings provide shade and variety to the visual monotony of parked automobiles, especially when the lot is viewed from adjacent residences.

POLICY 7

Promote neighborhood commercial revitalization, including community-based and other economic development efforts where feasible.

While most commercial districts have healthy economies, some districts have declined. The latter areas are underused, and are often characterized by vacant lots and boarded up or deteriorating storefronts. As a consequence, there is inadequate provision of convenience goods and services to nearby residents. The City should participate in a variety of efforts to revitalize these districts.

However, the ultimate success of a neighborhood commercial district depends upon factors which are beyond the scope of the public sector. Almost all successful neighborhood commercial revitalization efforts are initiated by local businessmen with a strong desire and commitment to upgrade their businesses, property, and neighborhoods. Because revitalization of an entire commercial district requires diligence and cooperation of all merchants and property owners sustained over a long period of time, a strong merchants' association is essential. The City should provide businessmen who have exhibited a strong commitment to upgrade their areas with assistance in organizing or strengthening their merchants' association and preparing and carrying out their improvements.

For its part the City should provide the physical improvements and public services necessary to ensure confidence in local investors. These include police and fire protection, adequate maintenance of streets, sidewalks and sanitation services, as well as proper enforcement of zoning, health, and building codes to ensure the health and safety of merchants, residents, and shoppers. Capital improvements should be made as required, including lighting, street furnishings, public spaces, and mini-parks. Traffic circulation, transit, and parking availability should be managed to allow maximum accessibility to the retail corridor with a minimum of congestion and disruption to the neighborhood.

Community development corporations can also assist in revitalization efforts by providing employment and community services to local residents through community-owned local business enterprises. Encouragement and assistance should be given to organizations having the potential of successfully carrying out local economic development projects.

Efforts to upgrade neighborhood commercial districts should occur in conjunction with efforts to improve the quality of the surrounding community, with respect to physical condition of the housing stock, recreation and open space, and delivery of services.

TRANSPORTATION ELEMENT

Objectives and policies of the Transportation Element (as amended by Resolution No. 9434, June 24, 1982, reprinted January 1983) which specifically refer to neighborhood commercial districts are listed below. No amendments are proposed.

	<u>Page</u>
● General Objectives and Policies	
Criteria for Priority for Walking, Bicycling, or Short Distance Transit Vehicles, Number 3	13
● Pedestrian Circulation Plan, Policy 4	32
● Bicycle Plan, Objective 2, Policy 1	36
● Citywide Parking Plan	
Objective 1, Policy 1, Criterion 14	49
Objective 4, Policy 1	52

RESIDENCE ELEMENT

Objectives and policies of the Residence Element (as amended by Resolution 10045, June 28, 1984) which specifically refer to neighborhood commercial districts are listed below. No amendments to these policies are proposed.

	<u>Page</u>
● Objective 1, Policy 4, 3rd bullet	2.2
● Objective 2, Policy 2, 2nd paragraph	2.4
● Objective 3, Policies 1 and 2	2.8
● Objective 6, Policy 2	2.16
● Objective 8, Policy 1	2.25

In addition, the residential density table and Map B in Objective 2, Policy 4 should be amended as shown below.

- Policy 4

Adopt Specific Zoning Districts Which Conform to a Generalized Residential Land Use Plan.

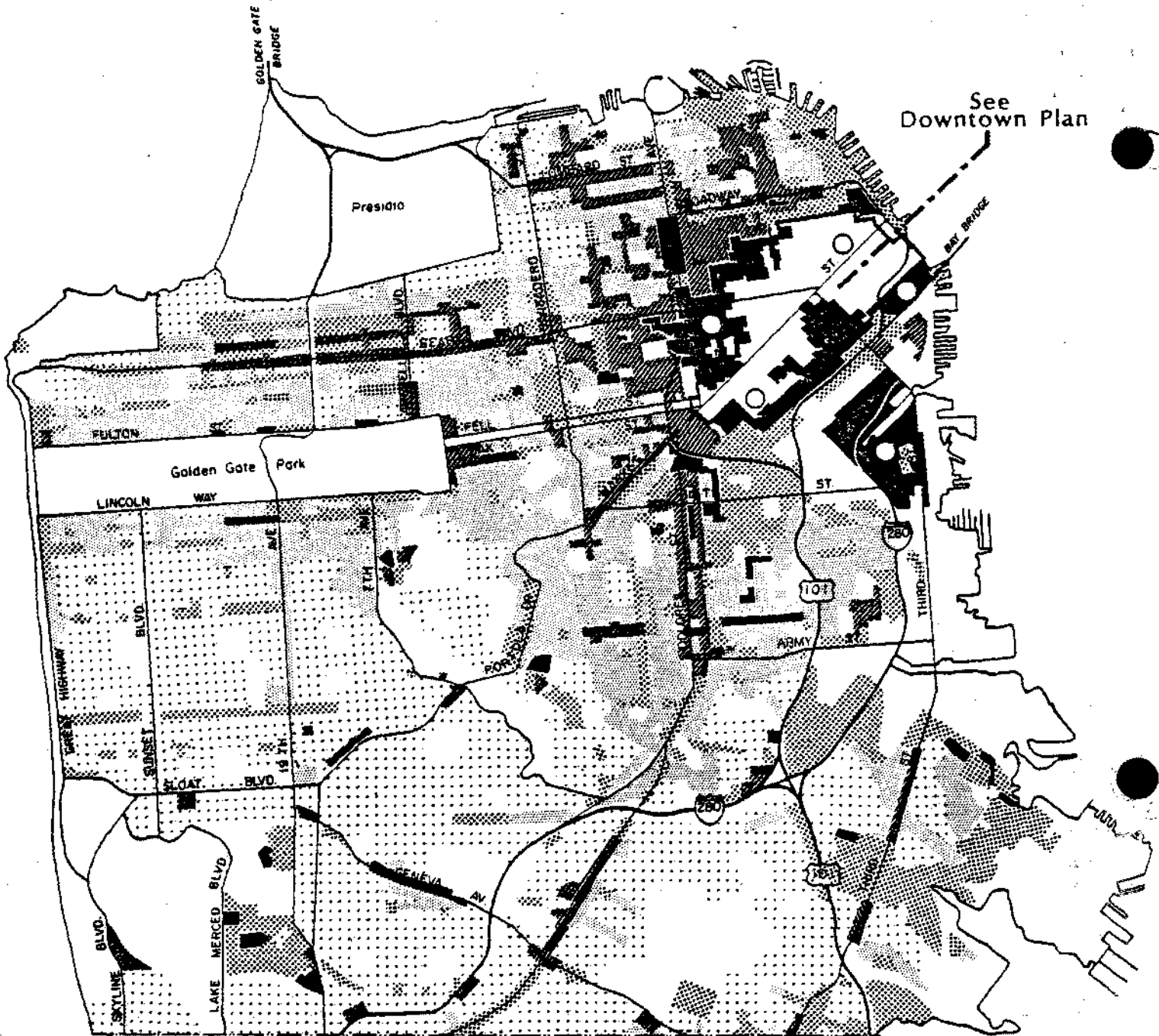
Applying policies under this Objective 2 results in density patterns shown on the accompanying Generalized Residential Land Use Plan Map. Specific zoning districts should conform generally to this map, although minor variations consistent with the general density policies may be appropriate.

The Generalized Residential Land Use Plan provides for five density categories:

**Potential Residential and Population Density
By Zoning Districts**

Classification	Zoning Districts	Average Units Per Acre	Average Persons Per Acre*	General Location
Low Density	RH-1	14	24-31	Appropriate in areas for single families, located predominantly in the southern and western parts of the city.
Moderately-Low Density	RH-2 RH-3	36	64-94	Appropriate in the central hills areas, along Diamond Heights, Twin Peaks, and Potrero Hill, around Golden Gate Park in the Richmond, and northern part of the Sunset districts and in the Marina district.
Medium Density	RM-1, RC-1 C-1, C-2 M-1, M-2, <u>NC-1, NC-2,</u> <u>Sacramento,</u> <u>Street</u>	54	118	Appropriate for <u>some low-intensity neighborhood commercial districts and mixed-use ((non-))residential-commercial and industrial districts,</u> and certain areas adjacent to the commercial zones.
Moderately-High Density	RM-2, RM-3, RC-2, RC-3, NC-3, NC-S, <u>Broadway,</u> <u>Castro Street,</u> <u>Inner Clement Street,</u> <u>Outer Clement Street,</u> <u>Upper Fillmore Street,</u> <u>Haight Street,</u> <u>Hayes-Gough,</u> <u>Upper Market Street,</u> <u>North Beach NCD,</u> <u>Polk Street NCD,</u> <u>Union Street NCD,</u> <u>Valencia Street,</u> <u>24th Street-Mission,</u> <u>24th Street-Noe Valley</u>	91	160-240	Appropriate for the more intensely developed north-eastern part of the city, <u>certain neighborhood commercial districts with moderately high existing residential development and good transit accessibility,</u> for major transit corridors such as Van Ness Avenue, in major redevelopment areas such as the Western Addition and the Golden Gateway areas, and in Nob Hill, Chinatown and North Beach.
High Density	RM-4, RC-4 C-3, C-M	283	475-760	Appropriate for certain areas in the northeastern part of the city, including downtown districts as well as heavy-commercial districts.

* Based on city-wide average household size of 2.19. See map on following page for average household size by Census Tract.



RESIDENCE ELEMENT MAP B : RESIDENTIAL DENSITY

↑
NCRS
Map 3

<p>●●●●●●●●●● LOW DENSITY Average 12 units per acre</p> <p>●●●●●●●●●● MODERATELY LOW DENSITY Average 36 units per acre</p> <p>●●●●●●●●●● MEDIUM DENSITY Average 54 units per acre</p>	<p>▨▨▨▨▨▨▨▨ MODERATELY HIGH DENSITY Average 91 units per acre</p> <p>■ ■ ■ ■ ■ ■ ■ ■ HIGH DENSITY Average 283 units per acre</p> <p>□ PUBLIC AND HEAVY INDUSTRIAL AREAS</p>
--	--

○ **AREAS PROPOSED FOR REZONING**
See Map A (Appropriate densities will be determined in the rezoning studies)



PLANNING CODE TEXT AMENDMENTS

INTRODUCTION

This chapter presents language to establish Article 7, a new part of the City Planning Code, which establishes a comprehensive, flexible system of neighborhood commercial zoning controls. It contains four general area districts and fifteen individual area districts with controls which embrace the full range of land use issues in each district. A description and purpose statement for each district is accompanied by a chart which displays all applicable zoning controls, either directly or by reference to other sections of the Code. Article 7 also includes sections describing standards, permitted uses, definitions, and references to other Code sections.

All other sections of the Code to be modified are also presented in this chapter. These include all amendments to Articles 1, 1.2, 1.5, 1.7, 2, 2.5, 3, and 6, including minor references to neighborhood commercial (NC) districts and amendments which restructure or repeat provisions which already apply to the affected lots. These sections are presented in ordinance form appropriate for legislative action by the Board of Supervisors; code sections are included in their entirety, regardless of the extent of amendment to the section. Additions are indicated by underlined text. Deletions are indicated by ((double parentheses)) and in the case of large portions of text, by lines crossed through the deleted portions. Amendments which are in effect on an interim basis for the Downtown (C-3) districts are also indicated for the sections presented.

ARTICLE 7

NEIGHBORHOOD COMMERCIAL DISTRICTS

SEC. 701	NEIGHBORHOOD COMMERCIAL DISTRICT PROVISIONS
SEC. 702	CLASSES OF NEIGHBORHOOD COMMERCIAL DISTRICTS
SEC. 703	NEIGHBORHOOD COMMERCIAL DISTRICT REQUIREMENTS
SEC. 709	GUIDE TO UNDERSTANDING THE NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROLS
SEC. 710	NC-1—NEIGHBORHOOD COMMERCIAL CLUSTER DISTRICT
SEC. 711	NC-2—SMALL-SCALE NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 712	NC-3—MODERATE-SCALE NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 713	NC-S—NEIGHBORHOOD COMMERCIAL SHOPPING CENTER DISTRICT
SEC. 714	BROADWAY NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 715	CASTRO STREET NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 716	INNER CLEMENT STREET NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 717	OUTER CLEMENT STREET NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 718	UPPER FILLMORE STREET NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 719	HAIGHT STREET NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 720	HAYES-GOUGH NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 721	UPPER MARKET STREET NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 722	NORTH BEACH NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 723	POLK STREET NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 724	SACRAMENTO STREET NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 725	UNION STREET NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 726	VALENCIA STREET NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 727	24TH STREET-MISSION NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 728	24TH STREET-NOE VALLEY NEIGHBORHOOD COMMERCIAL DISTRICT
SEC. 790	DEFINITIONS FOR NEIGHBORHOOD COMMERCIAL DISTRICTS
SEC. 799	REFERENCES TO OTHER SECTIONS OF THE CITY PLANNING CODE

ARTICLE 7

NEIGHBORHOOD COMMERCIAL DISTRICTS

SEC. 701 NEIGHBORHOOD COMMERCIAL DISTRICT PROVISIONS.

This Article is adopted specifically for Neighborhood Commercial districts, as shown on the Zoning Map of the City and County of San Francisco. The provisions set forth or referenced in Article 7 shall apply to any use, property, structure, or development which is located in a Neighborhood Commercial district, unless otherwise provided for within this Code. In the event of conflict between provisions of Article 7 and other provisions of this Code, the provisions of Article 7 shall prevail.

SEC. 701.1 Purpose of Article 7. This Article is intended to provide a comprehensive and flexible zoning system for Neighborhood Commercial districts which is consistent with the objectives and policies set forth in the San Francisco Master Plan. More specifically, the purposes of this Article are:

- (a) To provide in one article a complete listing of or cross-reference to all of the zoning categories, definitions, control provisions, and review procedures which are applicable to properties or uses in Neighborhood Commercial districts.
- (b) To establish a zoning system which will accommodate all classes of Neighborhood Commercial districts including general districts for citywide area groupings and individual districts which are tailored to the unique characteristics of specific areas.
- (c) To provide zoning control categories which embrace the full range of land use issues in all Neighborhood Commercial districts, in order that controls can be applied individually to each district class to address particular land use concerns in that district.

SEC. 702 CLASSES OF NEIGHBORHOOD COMMERCIAL DISTRICTS.

SEC. 702.1 Neighborhood Commercial Use Districts. The following districts are established for the purpose of implementing the Commerce and Industry element and other elements of the Master Plan, according to the objective and policies stated therein. Description and Purpose Statements outline the main functions of each Neighborhood Commercial (NC) district in the Zoning Plan for San Francisco, supplementing the statements of purpose contained in Section 101 of this Code.

The description and purpose statements and land use controls applicable to each of the general and individual area districts are set forth in Sections 710 through 728 for each district class. The boundaries of the various Neighborhood Commercial districts are shown on the Zoning Map referred to in Section 105, subject to the provisions of Section 105.

General Area Districts	<u>Section Number</u>
NC-1—Neighborhood Commercial Cluster District	§ 710
NC-2—Small-Scale Neighborhood Commercial District	§ 711
NC-3—Moderate-Scale Neighborhood Commercial District	§ 712
NC-S—Neighborhood Commercial Shopping Center District	§ 713

Individual Area Districts	<u>Section Number</u>
Broadway Neighborhood Commercial District	§ 714
Castro Street Neighborhood Commercial District	§ 715
Inner Clement Street Neighborhood Commercial District	§ 716
Outer Clement Street Neighborhood Commercial District	§ 717
Upper Fillmore Street Neighborhood Commercial District	§ 718
Haight Street Neighborhood Commercial District	§ 719
Hayes-Gough Neighborhood Commercial District	§ 720
Upper Market Street Neighborhood Commercial District	§ 721
North Beach Neighborhood Commercial District	§ 722
Polk Street Neighborhood Commercial District	§ 723
Sacramento Street Neighborhood Commercial District	§ 724
Union Street Neighborhood Commercial District	§ 725
Valencia Street Neighborhood Commercial District	§ 726
24th Street-Mission Neighborhood Commercial District	§ 727
24th Street-Noe Valley Neighborhood Commercial District	§ 728

SEC. 702.2

Special Use Districts. In addition to the Neighborhood Commercial use districts established by Section 702.1 of this Code, certain special use districts established in Sections 236 through 245 are located within certain Neighborhood Commercial district boundaries. The designations, locations, and boundaries of the special use districts are as provided below.

	<u>Section Number</u>
Garment Shop Special Use District	§ 236
Northern Waterfront Special Use District	§ 240
Ocean Avenue Affordable Housing Special Use District	§ 243
Monterey Boulevard Affordable Housing Special Use District	§ 244

SEC. 703

NEIGHBORHOOD COMMERCIAL DISTRICT REQUIREMENTS.

The Neighborhood Commercial district zoning control categories consist of building standards listed in Section 703.1 and permitted uses listed in Section 703.2. The controls are either stated, or summarized and cross-referenced to the Sections in other Articles of this Code containing the requirements, in Sections 710 through 728, for each of the district classes listed in Section 702.1.

SEC. 703.1

Building Standards. Building standards are controls which regulate the general size, shape, character, and design of development in Neighborhood Commercial districts. They are set forth or summarized and cross-referenced in the zoning control categories as listed in paragraph (a) below in Sections 710 through 728 for each district class.

- (a) **Building Standard Categories.** The building categories which govern Neighborhood Commercial districts are listed below by zoning control category and number and cross-referenced to the Code Section containing the standard and the definition.

<u>No.</u>	<u>Zoning Control Categories for Building Standards</u>	<u>Section Number of Standard</u>	<u>Section Number of Definition</u>
.10	Height and Bulk	Zoning Map	§ 102.11
.11	Lot Size [Per Development]	§ 121.5	§ 790.56
.12	Rear Yard	§ 134(a)(e)	§ 134
.13	Street Frontage	§ 145.1	
.14	Awning	§ 136.1(a)	§ 790.20
.15	Canopy	§ 136.1(b)	§ 790.26
.16	Marquee	§ 136.1(c)	§ 790.58
.17	Street Trees	§ 143	
.20	Floor Area Ratio	§§ 123-124	§ 102.8-.10
.21	Use Size [Non-Residential]	§ 121.7	§ 790.130
.22	Off-Street Parking, Commercial and Institutional	§ 151	§ 150
.23	Off-Street Freight Loading	§ 152	§ 150
.30	General Advertising Sign	§ 607.1(c)	§ 602.7
.31	Business Sign	§ 607.1(d)	§ 602.3
.91	Residential Density, Dwelling Units	§ 207.2	§ 207
.92	Residential Density, Other	§ 208	§ 208
.93	Usable Open Space	§ 135(d)	§ 135
.94	Off-Street Parking, Residential	§ 151	§ 150

SEC. 703.2

Uses Permitted in Neighborhood Commercial Districts. A use is the specific purpose for which a property or building is used, occupied, maintained, or leased. Whether or not a use is permitted in a specific district is set forth or summarized and cross-referenced in the zoning control categories as listed in paragraph (a) below in Sections 710 through 728 for each district class.

- (a) **Use Categories.** The uses, functions, or activities, which are permitted in each Neighborhood Commercial district class are listed below by zoning control category and number and cross-referenced to the Code Section containing the definition.

<u>No.</u>	<u>Zoning Control Categories for Uses</u>	<u>Section Number of Use Definition</u>
.24	Outdoor Activity Area	§ 790.70
.25	Drive-Up Facility	§ 790.30
.26	Walk-Up Facility	§ 790.140
.27	Hours of Operation	§ 790.48
.38	Residential Conversion	§ 790.84
.39	Residential Demolition	§ 790.86
.40	Other Retail Sales and Services	§ 790.102
.41	Bar	§ 790.22

.42	Full-Service Restaurant	\$ 790.92
.43	Fast Food Restaurant	\$ 790.90
.44	Take-Out Food	\$ 790.122
.45	Movie Theater	\$ 790.64
.46	Adult Entertainment	\$ 790.36
.47	Other Entertainment	\$ 790.38
.48	Amusement Game Arcade	\$ 790.4
.49	Financial Service	\$ 790.110
.50	Limited Financial Service	\$ 790.112
.51	Medical Service	\$ 790.114
.52	Personal Service	\$ 790.116
.53	Business or Professional Service	\$ 790.108
.54	Massage Establishment	\$ 790.60
.55	Tourist Hotel	\$ 790.46
.56	Automobile Parking	\$ 790.8
.57	Automotive Gas Station	\$ 790.14
.58	Automotive Service Station	\$ 790.17
.59	Automotive Repair	\$ 790.15
.60	Automotive Wash	\$ 790.18
.61	Automobile Sale or Rental	\$ 790.12
.62	Animal Hospital	\$ 790.6
.63	Ambulance Service	\$ 790.2
.64	Mortuary	\$ 790.62
.65	Trade Shop	\$ 790.124
.70	Administrative Service	\$ 790.106
.71	Light Manufacturing or Wholesale Sales	\$ 790.54
.80	Hospital or Medical Center	\$ 790.44
.81	Other Institutions	\$ 790.50
.82	Public Use	\$ 790.80
.90	Residential Use	\$ 790.88
.95	Community Residential Parking	\$ 790.10

(b) **Use Limitations.** The uses set forth in Paragraph (a) above, are permitted in Neighborhood Commercial districts as either principal, conditional, accessory, or temporary uses as stated in this Section, and as set forth or summarized and cross-referenced in the zoning control categories as listed in Paragraph (a) below in Sections 710 through 728 for each district class.

1. **Permitted Uses.** All permitted uses shall be conducted within an enclosed building in Neighborhood Commercial districts, unless otherwise specifically allowed in this Code.

If there are two or more uses in a structure and none is classified below under Section 703.2(b)1.(C) as accessory, then each of these uses will be considered separately as independent principal or conditional uses.

(A) **Principal Uses.** Principal uses are permitted as of right in a Neighborhood Commercial district, when so indicated in Sections 710 through 728 for each district class.

(B) **Conditional Uses.** Conditional uses are permitted in a Neighborhood Commercial district when authorized by the City Planning Commission; whether a use is

conditional in a given district is indicated in Sections 710 through 728. Conditional uses are subject to the provisions set forth in Section 315.

- (C) **Accessory Uses.** Subject to the limitations set forth below and in Sections 204.1 (Accessory Uses for Residential Uses) and 204.5 (Parking and Loading as Accessory), a related minor use which is either necessary to the operation or enjoyment of a lawful principal use or conditional use, or is appropriate, incidental and subordinate to any such use, shall be permitted as an accessory use when located on the same lot.

No use will be considered accessory to a permitted principal or conditional use which involves or requires any of the following:

- (i) Any restaurant, take-out food, other entertainment, or other retail establishment which establishment serves liquor for consumption on-site, as defined in Section 790.22.
- (ii) Any deli counter operating as a fast food restaurant or take-out food service within a retail grocery or specialty food store when such store occupies less than 3500 square feet of gross floor area.
- (iii) The wholesaling, manufacturing or processing of foods, goods, or commodities on the premises of an establishment which does not also operate as a retail storefront that is open during normal business hours to the general public.

- (D) **Temporary Uses.** Temporary uses are permitted uses, subject to the provisions set forth in Section 205 of this Code.

2. Not Permitted Uses.

- (A) Uses which are not specifically listed in this Article are not permitted unless determined by the Zoning Administrator to be permitted uses in accordance with Section 307(a) of this Code.
- (B) No use, even though listed as a permitted use, shall be permitted in a Neighborhood Commercial District which, by reason of its nature or manner of operation, creates conditions that are hazardous, noxious, or offensive through the emission of odor, fumes, smoke, cinders, dust, gas, vibration, glare, refuse, water-carried waste, or excessive noise.

GUIDE TO UNDERSTANDING THE NEIGHBORHOOD COMMERCIAL DISTRICT ZONING CONTROLS.

Neighborhood Commercial district controls are set forth in the Zoning Control Tables in Sections 710 through 728 of this Code.

- (a) The first column in the Zoning Control Table, titled "No." provides a category number for each zoning control category.
- (b) The second column in the table, titled "Zoning Control Category," lists each zoning control category which is regulated in Article 7.
- (c) The third column, titled "§ References," contains numbers of other sections in the Planning Code and other City codes, in which additional control provisions, including definitions, are contained.
- (d) In the fourth column, the controls applicable to the various Neighborhood Commercial districts are indicated either directly or by reference to other Code sections which contain the controls.

The following symbols are used in this table:

- P — Permitted as a principal use.
- C — Permitted as a conditional use, subject to the provisions set forth in Section 315.
- A blank space on the table indicates that the use or feature is not permitted. Unless a use or feature is specifically listed as permitted or required, such use or feature is prohibited.
- # — See specific provisions listed by Section and Zoning Category number at the end of the table.
- 1st — 1st story and below
- 2nd — 2nd story
- 3rd — 3rd story and above

SEC. 710.1

NC-1—Neighborhood Commercial Cluster District.

NC-1 districts are intended to serve as local neighborhood shopping clusters, providing convenience retail goods and services for the immediately surrounding neighborhoods primarily during daytime hours.

These NC-1 districts are characterized by their location in residential neighborhoods, often in outlying areas of the city. These districts have the lowest intensity commercial development in the city, generally consisting of less than one or two blocks and in most cases having less than 600 feet of commercial frontage. The NC-1 districts include small clusters with three or more commercial establishments, commonly grouped around a corner; and in some cases short linear commercial strips with low-scale, interspersed mixed-use (residential-commercial) development.

Building controls for the NC-1 district promote low intensity development which is compatible with the existing scale and character of these neighborhood areas within the predominant 40-foot height district. Commercial development is limited to one story. Rear yard requirements at all levels preserve existing backyard space.

NC-1 commercial use provisions encourage the full range of neighborhood commercial convenience retail sales and services at the first story provided that the use size is limited to 2,500 square feet. However, commercial uses and features which could impact residential livability are prohibited, such as auto uses, financial services, general advertising signs, drive-up facilities, hotels, and late night activity; eating and drinking establishments are restricted, depending upon the intensity of such uses in nearby commercial districts.

Housing development in new buildings is encouraged above the ground story. Existing residential units are protected by prohibitions of conversions above the ground story and limitations on demolitions.

**SEC. 710
NEIGHBORHOOD COMMERCIAL CLUSTER DISTRICT
NC-1 ZONING CONTROL TABLE**

			SEC. 710
			NC-1
No.	Zoning Category	§ References	Controls

BUILDING STANDARDS

.10	Height and Bulk	§§ 102.11, 105, 106, 250-252, 260 270, 271	40-X See Zoning Map
.11	Lot Size [Per Development]	§§ 790.56, 121	P up to 5000 sq.ft., C 5001 sq.ft. & above § 121.5
.12	Rear Yard	§§ 130, 134, 136	Required at grade level and above § 134(a)(e)
.13	Street Frontage		Required § 145.1
.14	Awning	§ 790.20	P § 136.1(a)
.15	Canopy	§ 790.26	
.16	Marquee	§ 790.58	
.17	Street Trees		Required § 143

COMMERCIAL AND INSTITUTIONAL STANDARDS AND USES

.20	Floor Area Ratio	§§ 102.8, 102.10, 123	1.8 to 1 § 124(a)(b)
.21	Use Size [Non-Residential]	§ 790.130	P up to 2500 sq.ft., C 2501 sq.ft. & above § 121.7
.22	Off-Street Parking, Commercial and Institutional	§§ 150, 153-157, 159-160, 204.5	Generally, none required if occupied floor area is less than 5000 sq.ft. §§ 151, 161(g)

			SEC. 710
			NC-1
No.	Zoning Category	§ References	Controls
.23	Off-Street Freight Loading	§§ 150,153-155 204.5	Generally, none required if gross floor area is less than 10,000 sq.ft. §§ 152,161(b)
.24	Outdoor Activity Area	§ 790.70	P in front; C elsewhere
.25	Drive-Up Facility	§ 790.30	
.26	Walk-Up Facility	§ 790.140	P if recessed 3 ft. C otherwise
.27	Hours of Operation	§ 790.48	P: 6 a.m. - 11 p.m. C: 11 p.m. - 2 a.m.
.30	General Advertising Sign	§§ 602-604,608.1 608.2,608.5-.8	
.31	Business Sign	§§ 602-604,608.1 608.2,608.5-.8	P § 607.1(d)

			Controls by Story		
			1st	2nd	3rd +
		§ 790.118			
.38	Residential Conversion	§ 790.84	P		
.39	Residential Demolition	§ 790.86	C	C	C

Retail Sales and Services

.40	Other Retail Sales and Services [Not Listed Below]	§ 790.102	P		
.41	Bar	§ 790.22	P#		
.42	Full-Service Restaurant	§ 790.92	P#		
.43	Fast Food Restaurant	§ 790.90	C#		
.44	Take-Out Food	§ 790.122	C#		

SEC. 710

NC-1

Controls by Story

No.	Zoning Category	§ References	1st	2nd	3rd +
.45	Movie Theater	§ 790.64			
.46	Adult Entertainment	§ 790.36			
.47	Other Entertainment	§ 790.38	C		
.48	Amusement Game Arcade	§ 790.4 § 1036 Police Code			
.49	Financial Service	§ 790.110			
.50	Limited Financial Service	§ 790.112	P		
.51	Medical Service	§ 790.114	P		
.52	Personal Service	§ 790.116	P		
.53	Business or Professional Service	§ 790.108	P		
.54	Massage Establishment	§ 790.60 § 2700 Police Code			
.55	Tourist Hotel	§ 790.46			
.56	Automobile Parking	§§ 790.8, 156, 160	C		
.57	Automotive Gas Station	§ 790.14			
.58	Automotive Service Station	§ 790.17			
.59	Automotive Repair	§ 790.15			
.60	Automotive Wash	§ 790.18			
.61	Automobile Sale or Rental	§ 790.12			
.62	Animal Hospital	§ 790.6			
.63	Ambulance Service	§ 790.2			
.64	Mortuary	§ 790.62			

			SEC. 710		
			NC-1		
			Controls by Story		
No.	Zoning Category	§ References	1st	2nd	3rd +
.65	Trade Shop	§ 790.124	P		

Non-Retail Sales and Services

.70	Administrative Service	§ 790.106			
.71	Light Manufacturing or Wholesale Sales	§ 790.54			

Institutions

.80	Hospital or Medical Center	§ 790.44			
.81	Other Institutions	§ 790.50	C	C	
.82	Public Use	§ 790.80	C	C	C

RESIDENTIAL STANDARDS AND USES

.90	Residential Use	§ 790.88	P	P	P
.91	Residential Density, Dwelling Units	§§ 207,207.1, 790.88(a)	Generally, 1 unit per 800 sq.ft. lot area § 207.2		
.92	Residential Density, Group Housing	§§ 207.1,208, 790.88(b)	Generally, 1 bedroom per 275 sq.ft. lot area § 208		
.93	Usable Open Space [Per Residential Unit]	§§ 135,136	Generally, either 100 sq.ft. if private, or 133 sq.ft. if common § 135(d)		
.94	Off-Street Parking, Residential	§§ 150,153-157, 159-160,204.5	Generally, 1 space per unit §§ 151,161(a)(g)		
.95	Community Residential Parking	§ 790.10	C	C	C

SPECIFIC PROVISIONS FOR NC-1 DISTRICTS

<u>Section</u>	<u>Zoning Controls</u>
710.41 710.42	P if located more than one-quarter mile from any district with more restrictive controls; otherwise, same as more restrictive control
710.43 710.44	C if located more than one-quarter mile from any district with more restrictive controls; otherwise, same as more restrictive control

SEC. 711.1

NC-2—Small-Scale Neighborhood Commercial District.

The NC-2 district is intended to serve as the city's small-scale neighborhood commercial district. These districts are linear shopping streets which provide convenience goods and services to the surrounding neighborhoods as well as limited comparison shopping goods for a wider market. The range of comparison goods and services offered is varied and often includes specialty retail stores, restaurants, and neighborhood-serving offices. NC-2 districts are commonly located along both collector and arterial streets which have transit routes.

These districts range in size from two or three blocks to many blocks, although the commercial development in longer districts may be interspersed with housing or other land uses. Buildings typically range in height from two to four stories with occasional one-story commercial buildings.

The small-scale district controls provide for mixed-use buildings which approximate or slightly exceed the standard development pattern. Rear yard requirements above the ground story and at residential levels preserve open space corridors of interior blocks.

Most new commercial development is permitted at the ground and second stories. Eating and drinking, entertainment, and financial service uses, however, are confined to the ground story. The second story may be used by some retail stores, personal services, and medical, business and professional offices. Parking and hotels are monitored at the first and second stories. Limits on late-night activity, drive-up facilities, and other automobile uses protect the livability within and around the district, and promote continuous retail frontage.

Housing development in new buildings is encouraged above the ground story. Existing residential units are protected by limitations on demolition and upper-story conversions.

**SEC. 711
SMALL-SCALE NEIGHBORHOOD COMMERCIAL DISTRICT
NC-2 ZONING CONTROL TABLE**

			SEC. 711
			NC-2
No.	Zoning Category	§ References	Controls

BUILDING STANDARDS

.10	Height and Bulk	§§ 102.11, 105, 106, 250-252, 260 270, 271	Generally, 40-X See Zoning Map
.11	Lot Size [Per Development]	§§ 790.56, 121	P up to 10,000 sq.ft., C 10,001 sq.ft. & above § 121.5
.12	Rear Yard	§§ 130, 134, 136	Required at the second story and above and at all residential levels § 134(a)(e)
.13	Street Frontage		Required § 145.1
.14	Awning	§ 790.20	P § 136.1(a)
.15	Canopy	§ 790.26	P § 136.1(b)
.16	Marquee	§ 790.58	P § 136.1(c)
.17	Street Trees		Required § 143

COMMERCIAL AND INSTITUTIONAL STANDARDS AND USES

.20	Floor Area Ratio	§§ 102.8, 102.10, 123	3.6 to 1 § 124(a)(b)
.21	Use Size [Non-Residential]	§ 790.130	P up to 3500 sq.ft., C 3501 sq.ft. & above § 121.7
.22	Off-Street Parking, Commercial and Institutional	§§ 150, 153-157, 159-160, 204.5	Generally, none required if occupied floor area is less than 5000 sq.ft. §§ 151, 161(g)

			SEC. 711
			NC-2
No.	Zoning Category	§ References	Controls
.23	Off-Street Freight Loading	§§ 150,153-155 204.5	Generally, none required if gross floor area is less than 10,000 sq.ft. §§ 152,161(b)
.24	Outdoor Activity Area	§ 790.70	P in front; C elsewhere
.25	Drive-Up Facility	§ 790.30	
.26	Walk-Up Facility	§ 790.140	P if recessed 3 ft. C otherwise
.27	Hours of Operation	§ 790.48	P: 6 a.m. - 2 a.m. C: 2 a.m. - 6 a.m.
.30	General Advertising Sign	§§ 602-604,608.1 608.2,608.5-.7	P § 607.1(c)
.31	Business Sign	§§ 602-604,608.1 608.2,608.5-.7	P § 607.1(d)

			Controls by Story		
			1st	2nd	3rd +
		§ 790.118			
.38	Residential Conversion	§ 790.84	P	C	
.39	Residential Demolition	§ 790.86	C	C	C

Retail Sales and Services

.40	Other Retail Sales and Services [Not Listed Below]	§ 790.102	P	P	
.41	Bar	§ 790.22	P		
.42	Full-Service Restaurant	§ 790.92	P		
.43	Fast Food Restaurant	§ 790.90	C		
.44	Take-Out Food	§ 790.122	C		

SEC. 711

NC-2

Controls by Story

No.	Zoning Category	§ References	1st	2nd	3rd +
.45	Movie Theater	§ 790.64	P		
.46	Adult Entertainment	§ 790.36			
.47	Other Entertainment	§ 790.38	P		
.48	Amusement Game Arcade	§ 790.4 § 1036 Police Code			
.49	Financial Service	§ 790.110	P		
.50	Limited Financial Service	§ 790.112	P		
.51	Medical Service	§ 790.114	P	P	
.52	Personal Service	§ 790.116	P	P	
.53	Business or Professional Service	§ 790.108	P	P	
.54	Massage Establishment	§ 790.60 § 2700 Police Code	P	P	
.55	Tourist Hotel	§ 790.46	C	C	
.56	Automobile Parking	§§ 790.8, 156, 160	C	C	
.57	Automotive Gas Station	§ 790.14			
.58	Automotive Service Station	§ 790.17			
.59	Automotive Repair	§ 790.15			
.60	Automotive Wash	§ 790.18			
.61	Automobile Sale or Rental	§ 790.12			
.62	Animal Hospital	§ 790.6	C		
.63	Ambulance Service	§ 790.2			
.64	Mortuary	§ 790.62			

SEC. 711
NC-2
Controls by Story

No.	Zoning Category	§ References	1st	2nd	3rd +
.65	Trade Shop	§ 790.124	P	C	

Non-Retail Sales and Services

.70	Administrative Service	§ 790.106	C	C	
.71	Light Manufacturing or Wholesale Sales	§ 790.54	C#	#	

Institutions

.80	Hospital or Medical Center	§ 790.44			
.81	Other Institutions	§ 790.50	C	C	
.82	Public Use	§ 790.80	C	C	C

RESIDENTIAL STANDARDS AND USES

.90	Residential Use	§ 790.88	P	P	P
.91	Residential Density, Dwelling Units	§§ 207,207.1, 790.88(a)	Generally, 1 unit per 800 sq.ft. lot area # § 207.2		
.92	Residential Density, Group Housing	§§ 207.1,208, 790.88(b)	Generally, 1 bedroom per 275 sq.ft. lot area § 208		
.93	Usable Open Space [Per Residential Unit]	§§ 135,136	Generally, either 100 sq.ft. if private, or 133 sq.ft. if common § 135(d)		
.94	Off-Street Parking, Residential	§§ 150,153-157, 159-160,204.5	Generally, 1 space per unit §§ 151,161(a)(g)		
.95	Community Residential Parking	§ 790.10	C	C	C

SPECIFIC PROVISIONS FOR NC-2 DISTRICTS

Section	Zoning Controls
§ 711.71	§ 236 - Garment Shop Special Use District Applicable only for portions of the Pacific Avenue NC-2 District as mapped on Sectional Map No. 1 SUa P for garment shops on the 1st and 2nd story
§ 711.91	§ 244 - Monterey Boulevard Affordable Housing Special Use District Applicable only for portions of the Monterey Boulevard NC-2 District as mapped on Sectional Map 12 SU 1 unit per 600 sq.ft. lot area by Conditional Use

SEC. 790 **DEFINITIONS FOR NEIGHBORHOOD COMMERCIAL DISTRICTS.**

This Section provides the definitions for Neighborhood Commercial districts. In case of conflict between the following definitions and those set forth in Section 102, the following definitions shall prevail for Neighborhood Commercial districts.

SEC. 790.2 **Ambulance Service.** A retail use which provides medically-related transportation services.

SEC. 790.4 **Amusement Game Arcade. (Mechanical Amusement Devices)** A retail use which provides amusement games such as video games, pinball machines, pool tables, or other such similar mechanical and electronic amusement devices, as regulated in Section 1036 of the Police Code.

SEC. 790.6 **Animal Hospital.** A retail use which provides medical care and accessory boarding services for animals, not including a commercial kennel as specified in Section 224(c) of this Code.

SEC. 790.8 **Automobile Parking.** A use which provides temporary parking accommodations for private vehicles whether conducted within a garage or on an open lot, excluding community residential parking, as defined in Section 790.10. Provisions regulating automobile parking are set forth in Sections 155, 156, 157 and other provisions of Article 1.5 of this Code.

SEC. 790.10 **Automobile Parking, Community Residential.** A use which provides parking accommodations, including a garage or lot for the overnight storage of private passenger automobiles for residents of the vicinity or meeting the requirements of Section 159 and other sections in Article 1.5 of this Code.

SEC. 790.12 **Automobile Sale or Rental.** A retail use which provides vehicle sales or rentals whether conducted within a building or on an open lot.

SEC. 790.14 **Automotive Gas Station.** A retail automotive service use which provides motor fuels, lubricating oils, air, and water directly into motor vehicles and without providing automotive repair services, including self-service operations which sell motor fuel only.

SEC. 790.15 **Automotive Repair.** A retail automotive service use which provides any of the following automotive repair services when conducted within an enclosed building having no openings, other than fixed windows or exits required by law, located within 50 feet of any R district: minor auto repair, engine repair, rebuilding, or installation of power train components, reconditioning of badly worn or damaged motor vehicles, collision service, or full body paint spraying.

- SEC. 790.16** **Automotive Service.** A retail use which provides services for motor vehicles including automotive gas station, automotive service station, automotive repair, and automotive wash.
- SEC. 790.17** **Automotive Service Station.** A retail automotive service use which provides motor fuels and lubricating oils directly into motor vehicles and minor auto repairs (excluding engine repair, rebuilding, or installation of power train components, reconditioning of badly worn or damaged motor vehicles, collision service, or full body paint spraying) which remain accessory to the principal sale of motor fuel. Repairs shall be conducted within no more than three enclosed service bays in buildings having no openings, other than fixed windows or exits required by law, located within 50 feet of any R district .
- SEC. 790.18** **Automotive Wash.** A retail automotive service use which provides cleaning and polishing of motor vehicles, including self-service operations, when such cleaning and polishing are conducted within an enclosed building having no openings, other than fixed windows or exits required by law, and which has an off-street waiting and storage area outside the building which accommodates at least one-fourth the hourly capacity in vehicles of the enclosed operations.
- SEC. 790.20** **Awning.** A light roof-like structure, supported entirely by the exterior wall of a building; consisting of a fixed or moveable frame covered with cloth, plastic or metal; extending over doors, windows, and show windows; with the purpose of providing protection from sun and rain and/or embellishment of the facade; as further regulated in Sections 4506 and 5211 of the Building Code.
- SEC. 790.22** **Bar.** A retail use which provides on-site alcoholic beverage sales for drinking on the premises, serving beer, wine and/or liquor to the customer, including bars where no person under 21 years is admitted (with Alcoholic Beverage Control [ABC] licenses 42, 48, or 61) and drinking establishments (with ABC licenses 47 or 60) in conjunction with other uses which admit minors, such as restaurants, movie theaters, and other entertainment.
- SEC. 790.26** **Canopy.** A light roof-like structure, supported by the exterior wall of a building and on columns or wholly on columns, consisting of a fixed or moveable frame covered with approved cloth, plastic or metal, extending over entrance doorways only, with the purpose of providing protection from sun and rain and embellishment of the facade, as further regulated in Sections 4505, 4506, 4508, and 5213 of the Building Code.
- SEC. 790.30** **Drive-Up Facility.** A structure designed primarily for drive-to or drive-through trade which provides service to patrons while in private motor vehicles; excluding gas stations, service stations, and auto repair garages, as defined in Sections 790.14, 790.15, and 790.17.

- SEC. 790.34** **Eating and Drinking Use.** A retail use which provides food and spirits for either on- or off-site food consumption including bars, full-service restaurants, fast food restaurants, and take out food.
- SEC. 790.36** **Entertainment, Adult.** A retail use which includes the following: adult bookstore, as defined by Section 791 of the Police Code; adult theater, as defined by Section 791 of the Police Code; and encounter studio, as defined by Section 1072.1 of the Police Code. Such use shall be located no less than 1,000 feet from another adult entertainment use.
- SEC. 790.38** **Entertainment, Other.** A retail use which provides live entertainment, including dramatic and musical performances, and dance halls which provide amplified taped music for dancing on the premises, including but not limited to those defined in Section 1060 of the Police Code.
- SEC. 790.44** **Hospital or Medical Center.** A public or private institutional use which provides medical facilities for in-patient care, including medical offices, clinics, and laboratories. It shall also include employee or student dormitories adjacent to medical facilities when the dormitories are operated by and affiliated with a medical institution.
- SEC. 790.46** **Hotel, Tourist.** A retail use which provides tourist services including guest rooms or suites. A tourist guest room is intended or designed to be used, rented, or hired out to guests (transient visitors) intending to occupy the room for less than 32 consecutive days. A hotel does not include a tourist motel, which provides tourist services, including guest rooms or suites which are independently accessible from the outside, with garage or parking space located on the lot, and designed for, or occupied by, automobile-traveling transient visitors. Hotels are further regulated by the Residential Hotel Conversion and Demolition Ordinance, Chapter 41 of the San Francisco Administrative Code.
- SEC. 790.48** **Hours of Operation.** The permitted hours during which any commercial establishment, not including automated teller machines, may be open for business. Other restrictions on the hours of operation of movie theaters, adult entertainment, and other entertainment uses, as defined in Sections 790.64, 790.36., and 790.38, respectively, shall apply pursuant to provisions in Section 303(c)4, when such uses are permitted as conditional uses.
- SEC. 790.50** **Institutions, Other.** A public or private, commercial or non-commercial use which provides services to the community excluding hospitals and medical centers and including but not limited to the following:
- (a) **Assembly and Social Service.** A use which provides social, fraternal, counseling or recreational gathering services to the community. It includes a private non-commercial club house, lodge, meeting hall,

recreation building, or community facility not publicly owned. It also includes an unenclosed recreation area or non-commercial horticulture area not publicly owned.

- (b) **Child Care.** A use which provides less than 24-hour care for children by licensed personnel and which meets the requirements of the State of California and other authorities.
- (c) **Educational Service.** A use certified by the State Educational Agency which provides educational services. It may include, on the same premises, employee or student dormitories and other housing operated by and affiliated with the institution.
- (d) **Religious Facility.** A use which provides religious services to the community. It may include on the same lot, the housing of persons who engage in supportive activity for the institution.
- (e) **Residential Care.** A medical use which provides lodging, board, and care 24 hours or more to persons in need of specialized aid by personnel licensed by the State of California and which provides no outpatient services; including but not limited to, a board and care home, rest home, or home for the treatment of the addictive, contagious, or other diseases or physiological disorders.

SEC. 790.54

Light Manufacturing, Wholesale Sales. Non-retail sales and services use, including light manufacturing or wholesale sales, as defined in subsections (a) and (b) below.

- (a) **Light Manufacturing.** A non-retail use which provides for the fabrication or production of goods, by hand or machinery, primarily involving the assembly, packaging, repairing, or processing of previously prepared materials, when conducted in an enclosed building having no openings other than fixed windows or exits required by law located within 50 feet of any R district. Light manufacturing uses include production and custom activities where items are made to order, usually involving individual or special design, or handiwork, such as the following fabrication or production activities defined by the Standard Industrial Classification Code Manual as light manufacturing uses:

1. Food processing
2. Apparel and other garment products
3. Furniture and fixtures
4. Printing
5. Leather products
6. Pottery
7. Glass blowing
8. Measuring, analyzing, and controlling instruments; photographic, medical and optical goods; watches and clocks.

- (b) **Wholesale Sales.** A non-retail use which provides merchant middleman services, providing goods or commodities for resale or business use, not including a non-accessory storage warehouse.

- SEC. 790.56** **Lot Size [Per development].** The permitted gross lot area for new construction or expansion of existing development. Lot is defined in Section 102.12.
- SEC. 790.58** **Marquee.** A permanent roofed structure attached to and supported entirely by a building; including any object or decoration attached to or part of said marquee; no part of which shall be used for occupancy or storage; with the purpose of providing protection from sun and rain or embellishment of the facade; as further regulated in Sections 414 and 4506 of the Building Code.
- SEC. 790.60** **Massage Establishment.** A retail use as defined in Section 2700 of the Police Code provided that the use is located no less than 1000 feet from the premises of any other massage establishment; except that this requirement shall not apply where massage services are incidental to the institutional uses permitted in Sections 217(a)-(c) or to the use by an individual member of the facilities of a health club, gymnasium, or other facility with a regular membership which health club, gymnasium or other facility is used primarily for instruction and training in body building, exercising, reducing, sports, dancing, or other similar physical activities.
- SEC. 790.62** **Mortuary.** A retail use which provides funeral services, funeral preparation, or burial arrangements.
- SEC. 790.64** **Movie Theater.** A retail use which displays motion pictures, slides, or closed circuit television pictures.
- SEC. 790.70** **Outdoor Activity Area.** An area, not including primary circulation space or any public street, located outside of a building or in a courtyard which is provided for the use or convenience of patrons of a commercial establishment including, but not limited to, sitting, eating, drinking, dancing, and food service activities.
- SEC. 790.80** **Public Use.** A publicly- or privately-owned use which provides public services to the community and which has operating requirements which necessitate location within the district, including civic structures, public libraries, police stations, transportation facilities, utility installations (excluding service yards, machine shops, garages, and incinerators), and wireless transmission facilities.
- SEC. 790.84** **Residential Conversion.** The change in occupancy (as defined and regulated by the Building Code) of any residential use to a non-residential use.

SEC. 790.86 Residential Demolition. The demolition (as defined by the Building Code) of any building or structure or portion thereof containing a residential use.

SEC. 790.88 Residential Use. A use which provides housing for San Francisco residents, rather than visitors, including a dwelling unit, group housing, or residential hotel as defined in Subsections (a) and (b) below.

- (a) **Dwelling Unit.** A residential use which consists of a suite of two or more rooms and includes sleeping, bathing, cooking, and eating facilities, but has only one kitchen.
- (b) **Group Housing.** A residential use which provides lodging or both meals and lodging without individual cooking facilities for a week or more at a time in a space not defined as a dwelling unit. Group housing includes, but is not limited to, a rooming house, boarding house, guest house, lodging house, residence club, commune, fraternity and sorority house, monastery, nunnery, convent, and ashram. It also includes group housing operated by a medical or educational institution when not located on the same lot as such institution.

SEC. 790.90 Restaurant, Fast Food. A retail eating or eating and drinking use with tables and chairs which provides ready-to-eat cooked foods generally served in disposable wrappers or containers, for consumption on or off the premises.

This use provides a public service area, including counter and queuing areas designed specifically for the sale and distribution of foods and beverages.

This definition is applicable to most franchise fast food restaurants and to independent businesses such as delis, taquerias, and bagelries.

This use may provide on-site beer and/or wine sales for drinking on the premises (with ABC licenses 40, 41 or 60). If the use serves liquor for drinking on the premises (with ABC licenses 42, 47, 48, or 61), or does not admit minors, then the use shall also be considered a bar, as defined in Section 790.20.

SEC. 790.92 Restaurant, Full Service. A retail eating or eating and drinking use with tables and chairs which provides customers with table service for the consumption of prepared, ready-to-eat cooked foods on the premises.

This use provides suitable kitchen facilities necessary for the preparing, cooking and serving of meals to restaurant guests.

This use may provide on-site beer and/or wine sales for drinking on the premises (with ABC licenses 40, 41 or 60). If the use serves liquor for

drinking on the premises (with ABC licenses 42, 47, 48, or 61), or does not admit minors, then the use shall also be considered a bar, as defined in Section 790.20.

- SEC. 790.100** **Sales and Services, Non-Retail.** A commercial use which provides sales or services to the business community rather than to the general public, including light manufacturing, wholesale sales, and administrative services, as defined in Sections 790.54 and 790.106, respectively.
- SEC. 790.102** **Sales and Services, Other Retail.** A retail use which provides goods and services but is not listed as a separate zoning category in subsections .41 through .63 of Sections 710 through 728, including but not limited to sale or provision of the following goods and services:
- General groceries;
 - Specialty groceries such as cheese, coffee, meat, produce;
 - Pharmaceutical drugs and personal toiletries;
 - Personal items such as tobacco and magazines;
 - Self-service laundromats and dry cleaning;
 - Household goods and services (including hardware); and
 - Variety merchandise.
- SEC. 790.104** **Sales and Services, Retail.** A commercial use which sells goods or provides services directly to the consumer and is accessible to the general public during business hours.
- SEC. 790.106** **Service, Administrative.** A non-retail use, as defined in Section 790.100, which provides organizational services to the business community and is not available to the general public.
- SEC. 790.108** **Service, Business or Professional.** A retail use which provides general business or professional services including, but not limited to, architects, accountants, attorneys, consultants, realtors, and travel agents.
- SEC. 790.110** **Service, Financial.** A retail use which provides banking services and products to the public, such as banks, savings and loans, and credit unions, when occupying less than 15 feet of linear frontage or 200 square feet of gross floor area.
- SEC. 790.112** **Service, Limited Financial.** A retail use which provides banking services, when not occupying more than 15 feet of linear frontage or 200 square feet of floor area. Automated teller machines, if installed within such a facility or on an exterior wall as a walk-up facility, are included in this category; however, these machines are not subject to the hours of operation, as defined in Section 790.48 and set forth in zoning category number .27 of Sections 710 through 728 for each district.

SEC. 790.114 Service, Medical. A retail use which provides health services to the individual by physicians, surgeons, dentists, podiatrists, psychologists, psychiatrists, acupuncturists, chiropractors, or any other health-care professionals when licensed by a State-sanctioned Board overseeing the provision of medically-oriented services.

SEC. 790.116 Service, Personal. A retail use which provides grooming services to the individual, including salons, cosmetic services, tattoo parlors, and health spas, or instructional services not certified by the State Educational Agency, such as art, dance, exercise, martial arts, and music classes.

SEC. 790.118 Story. That portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the ceiling or roof above.

For purposes of this definition, grade is the point of elevation of the finished surface of the ground, paving or sidewalk within the area between the building and the property line or, when the property line is more than 5 feet from the building, between the building and a line 5 feet from the building. Provisions in Section 102.11 of this Code shall apply in defining the point of measurement at grade.

(a) **Story, First.** For structures existing at the effective date of Ordinance No. (this ordinance), the lowest story of a building which qualifies as a story, as defined herein, except that a story in a building having only one floor level shall be classified as a first story, provided such floor level is not more than 4 feet below grade for more than 50 percent of the total perimeter, or more than 8 feet below grade at any point. If the finished floor level directly above a basement or unused under-floor space is more than 6 feet above grade for more than 50 percent of the total perimeter or is more than 12 feet above grade at any point, such basement or unused under-floor space shall be considered as a story.

For new structures or alterations which involve changing the elevation of any story, the floor level of the first story shall be within 1 foot of grade at the primary retail frontage.

(b) **Story, Second.** The story above the first story.

(c) **Story, Third and Above.** The story or stories of a building above the second story and below the ceiling of the topmost story of a building.

SEC. 790.122 Take-Out Food. A retail use which without tables and chairs primarily sells prepared, ready-to-eat foods in disposable wrappers for immediate consumption on or off the premises.

This use may provide off-site beer, wine, and/or liquor sales for consumption off the premises (with ABC licenses 20, 21, or 40).

This definition is applicable to bakeries, cookie and candy stores, as well as carry out sandwich and deli counters without seating on the premises. This definition is not applicable to general grocery stores or specialty grocery stores, subject to accessory use provisions in Section 703.2(b)1.(C)ii.

- SEC. 790.124 Trade Shop.** A retail use which provides custom crafted goods and services for sale directly to the consumer, reserving some storefront space for display and retail service; if conducted within an enclosed building having no openings other than fixed windows or exits required by law located within 50 feet of any R district. A trade shop includes, but is not limited to, repair and upholstery services, carpentry, printing, blueprinting, tailoring and other artisan craft uses.
- SEC. 790.130 Use Size [Non-Residential].** The permitted gross floor area allowed each individual non-residential use. Gross floor area is defined in Section 102.8 of this Code.
- SEC. 790.140 Walk-Up Facility.** A structure designed for provision of pedestrian-oriented services when located on an exterior building wall, including window service, self-service operations, and automated bank teller machines (ATMs).

OTHER APPLICABLE SECTIONS OF THE CITY PLANNING CODE.

Reference should be made to other sections which also apply to neighborhood commercial districts. These sections and their titles are listed below.

General Provisions

- Section 101 Purposes
- Section 109 Severability

Definitions

- Section 102 Definitions

Zoning Map

- Section 104 Zoning Map
- Section 106 Zoning Map Incorporated Herein

Building Standards

- Section 122 Height and Bulk
- Section 250 Height and Bulk Districts Established
- Section 251 Height and Bulk Districts - Purpose
- Section 252 Classes of Height and Bulk Districts
- Section 260 Height Limits - Method of Measurement
- Section 262 Additional Height Limits - Applicable to Signs
- Section 270 Bulk limits - Measurement
- Section 271 Bulk Limits - Special Exceptions
- Section 121 Minimum Lot Width
- Section 130 Yard and Setback Requirements
- Section 131 Legislated Setback Line
- Section 136 Obstructions over Street and Alleys
- Section 140 All Dwelling Units to Face and Open Area
- Section 141 Screening of Rooftop Features
- Section 142 Screening of Parking Areas

Parking

- Section 153 Rules for Calculation of Required Spaces
- Section 154 Minimum Dimensions for Required Off-Street Parking & Loading Spaces
- Section 155 General Standards as to Location & Arrangement of Off-Street Parking and Loading Spaces
- Section 156 Parking Lots
- Section 157 Conditional Use Applications for Parking Exceeding Accessory Amounts

Signs

- Section 602 Definitions
- Section 603 Exemption
- Section 604 Permits and Conformity
- Section 607 Commercial and Industrial Districts
- Section 608 Special Sign Districts
- Section 609 Amortization Period

Uses

Section 203	Effect on Certain Public Services
Section 204	Accessory Uses General
Section 204.4	Dwelling Units Accessory to Other Uses
Section 204.5	Parking and Loading as Accessory Uses
Section 205	Temporary Uses
Section 236	Garment Shop Special Use District
Section 240	Northern Waterfront Special Use Districts
Section 243	Ocean Avenue Affordable Housing Special Use District
Section 244	Monterey Boulevard Affordable Housing Special Use District

Landmarks

Article 10	Preservation of Historical, Architectural and Aesthetic Landmarks (Inclusive)
------------	---

Procedures

Section 301	General Description
Section 302	Amendments
Section 303	Conditional Uses
Section 304.5	Institutional Master Plans
Section 305	Variances

Compliance

Section 170	Applicability of Requirements
Section 171	Compliance of Uses Required
Section 172	Compliance of Structures, Open Spaces, and Off-Street Parking and Loading
Section 173	Compliance of Lots Required
Section 174	Compliance of Conditions
Section 175	Approval of Permits
Section 176	Enforcement Against Violations
Section 179	Automatic Conditional Uses
Section 180	Nonconforming Uses, Noncomplying Structures, and Substandard Lots
Section 181	Nonconforming Uses: Enlargements, Alterations, or Reconstruction
Section 182	Nonconforming Uses: Changes of Use
Section 183	Nonconforming Uses: Discontinuance and Abandonment
Section 184	Short-Term Continuance of Certain Nonconforming Uses
Section 186	Exemption of Limited Commercial Nonconforming Uses
Section 187	Garment Shops and Garment Factories as Nonconforming Uses
Section 188	Noncomplying Structures: Enlargements, Alterations and Reconstruction

ARTICLE 1

GENERAL ZONING PROVISIONS

[Section 101 is unchanged.]

SEC. 102 DEFINITIONS.

For the purposes of this Code, certain words and terms used herein are defined as set forth in this and the following sections. Additional definitions applicable only to Article 7, Neighborhood Commercial Districts, are set forth in Section 790. All words used in the present tense shall include the future. All words in the plural number shall include the singular number and all words in the singular number shall include the plural number, unless the natural construction of the wording indicates otherwise. The word "shall" is mandatory and not directory. Whenever any of the following terms is used it shall mean the corresponding officer, department, board or commission of the City and County of San Francisco, State of California herein referred to as the City: Assessor, Board of Supervisors, Department of City Planning, Department of Public Works, Director of Planning, City Planning Commission, Zoning Administrator. In each case the term shall be deemed to include an employee of any such officer or department of the City who is lawfully authorized to perform any duty or exercise any power as a representative or agent of that officer or department.

[Sections 102.1 through 102.3 are unchanged.]

SEC. 102.4

District. A portion of the territory of the city, as shown on the Zoning Map, within which certain regulations and requirements or various combinations thereof apply under the provisions of this Code. The term "district" shall include any use, special use, height and bulk, or special sign district. The term "R district" shall mean any RH-1(D), RH-1, RH-1(S), RH-2, RH-3, RM-1, RM-2, RM-3, RM-4, RC-1, RC-2, RC-3, or RC-4 district. The term "C district" shall mean any C-1, C-2, C-3, or C-M district. The term "M district" shall mean any M-1 or M-2 district. The term "RH district" shall mean any RH-1(D), RH-1, RH-1(S), RH-2, or RH-3 district. The term "RM district" shall mean any RM-1, RM-2, RM-3, or RM-4 district. The term "RC district" shall mean any RC-1, RC-2, RC-3, or RC-4 district. The term "C-3 district" shall mean any C-3-O, C-3-R, C-3-G, or C-3-S district. The term "NC district" shall mean any NC-1, NC-2, NC-3, NC-S, and any neighborhood commercial district identified by street name in Section 702.1.

[Sections 102.5 through 109 are unchanged.]

ARTICLE 1.2

DIMENSIONS, AREAS AND OPEN SPACES

[Section 121 is unchanged.]

SEC. 121.5 Development on Large Lots, Neighborhood Commercial Districts.

In order to promote, protect, and maintain a scale of development which is appropriate to each district and compatible with adjacent buildings, new construction or enlargement of existing buildings on lots larger than the square footage stated in the table below shall be permitted as conditional uses subject to the provisions set forth in Section 315.

<u>District</u>	<u>Lot Size Limits</u>
<u>NC-1, Broadway, Castro Street, Inner Clement Street, Outer Clement Street, Upper Fillmore Street, Haight Street, North Beach, Sacramento Street, Union Street, 24th Street-Mission, 24th Street-Noe Valley</u>	<u>5000 sq.ft.</u>
<u>NC-2, NC-3, Hayes-Gough, Upper Market Street, Polk Street, Valencia Street</u>	<u>10,000 sq.ft.</u>
<u>NC-S</u>	<u>Not Applicable</u>

In addition to the criteria of Section 303(c) the City Planning Commission shall find that the following criteria are met:

1. The mass and facade of the proposed structure are compatible with the existing scale of the district.
2. The facade of the proposed structure is consistent with design features of adjacent facades that contribute to the positive visual quality of the district.
3. The site plan of the proposed structure reflects the arrangement of most other buildings on its block. In cluster and linear districts with continuous street building walls, the proposed structure maintains a continuous block facade line.

SEC. 121.7

Use Size Limits (Non-Residential), Neighborhood Commercial Districts.

In order to protect and maintain a scale of development appropriate to each district, non-residential uses which exceed the square footage stated in the table below may be permitted only as conditional uses subject to the provisions set forth in Section 315. The use area shall be measured as the gross floor area for each individual non-residential use.

<u>District</u>	<u>Use Size Limits</u>
<u>NC-1, Castro Street, Inner Clement Street, Outer Clement Street, Upper Fillmore Street, Haight Street, North Beach, Sacramento Street, Union Street, 24th Street-Mission, 24th Street-Noe Valley</u>	<u>2500 sq.ft.</u>
<u>Broadway, Hayes-Gough, Upper Market Street, Polk Street, Valencia Street</u>	<u>3000 sq.ft.</u>
<u>NC-2</u>	<u>3500 sq.ft.</u>
<u>NC-3, NC-5</u>	<u>5000 sq.ft.</u>

In addition to the criteria of Section 303(c), the Commission shall find that the following criteria are met:

1. The intensity of activity in the district is not such that allowing the larger use will be likely to foreclose the location of other needed neighborhood-serving uses in the area.
2. The proposed use will serve the neighborhood, in whole or in significant part, and the nature of the use requires a larger size in order to function.
3. The building in which the use is to be located is designed in discrete elements which respect the scale of development in the district.

[Sections 122 and 123 are unchanged.]

BASIC FLOOR AREA RATIO.

- (a) Except as provided in Subsections (b), (c), (d), and (e) of this section, the basic floor area ratio limits specified in the following table shall apply to each building or development in the districts indicated.

TABLE I

Basic Floor Area Ratio Limits

District	Basic Floor Area Ratio Limits
RH-1(D), RH-1, RH-1(S), RH-2, RH-3, RM-1, RM-2,	1.8 to 1
RM-3	3.6 to 1
RM-4	4.8 to 1
RC-1, RC-2	1.8 to 1
RC-3	3.6 to 1
RC-4	4.8 to 1
<u>NC-1</u>	<u>1.8 to 1</u>
<u>NC-2, NC-3, NC-S, Broadway, Castro Street, Inner Clement Street, Outer Clement Street, Upper Fillmore Street, Haight Street, Hayes-Gough, Upper Market Street, North Beach, Polk Street, Sacramento Street, Union Street, Valencia Street, 24th Street-Mission, 24th Street-Noe Valley</u>	<u>3.6 to 1</u>
C-1, C-2	3.6 to 1

NOTE: To implement the Downtown Plan, the following amendment is proposed. It is currently effective as an interim control.

C-3-O	10.0 to 1
C-3-R, C-3-G, C-3-O (SD)	6.0 to 1
C-3-S	5.0 to 1

C-M	9.0 to 1
M-1, M-2	5.0 to 1

- (b) In R and NC districts, the above floor area ratio limits shall not apply to dwellings.
- (c) In a C-2 district, the basic floor area ratio limit shall be 4.8 to 1 for a lot which is nearer to an RM-4 or RC-4 district than to any other R district, and 10.0 to 1 for a lot which is nearer to a C-3 district than to any R district. The distance to the nearest R district or C-3 district shall be measured from the midpoint of the front line, or from a point directly across the street therefrom, whichever gives the greatest ratio.
- (d) In the Automotive Special Use District, as described in Section 237 of this Code, the basic floor area ratio limit shall be 10.0 to 1.
- (e) In the Northern Waterfront Special Use Districts, as described in Sections 240 through 240.3 of this Code, the basic floor area ratio limit in any C district shall be 5.0 to 1.

NOTE: To implement the Downtown Plan, the following amendment is proposed. It is currently effective as an interim control.

- (f) In C-3-G and C-3-S districts, additional square footage above that permitted by the base floor area ratio limits set forth above may be approved for dwellings, in accordance with the conditional use procedures and criteria as provided in Section 303 of this Code.
- (g) In the mid-South of Market Special Use District, as described in Section 249.1 of this Code, the basic floor area ratio limit for office uses shall be 2.0 to 1.
- (h) The allowable gross floor area on a lot which is the site of an unlawfully demolished building that is governed by the provisions of Article 11 shall be the gross floor area of the demolished building for the period of time set forth in, and in accordance with the provisions of, Section 1114 of this Code, but not to exceed the basic floor area permitted by this Section.

NOTE: To implement the Downtown Plan, the following amendment is proposed. It is currently not effective as an interim control.

- (i) In calculating the permitted floor area of a new structure in a C-3 district, the lot on which an existing structure is located may not be included unless the existing structure and the new structure are made part of a single development complex, the existing structure is or is made architecturally compatible with the new structure, and, if the existing structure is in a Conservation District, the existing structure meets or is made to meet the standards of Section 1109(c), and the existing structure is reinforced to meet the standards for seismic loads and forces of the 1975 Building Code. Determinations under this paragraph shall be made in accordance with the provisions of Section 309.

- (j) In calculating allowable gross floor area on a preservation lot from which any TDRs have been transferred pursuant to Section 128, the amount allowed herein shall be decreased by the amount of gross floor area transferred.

SEC. 125

FLOOR AREA PREMIUMS, DISTRICTS OTHER THAN C-3 AND NC.

In any district other than a C-3 or NC district in which a floor area ratio limit applies, the following premiums, where applicable, may be added to the basic floor area ratio limit to determine the maximum floor area ratio for a building or development.

- (a) **Corner Lot.** For a lot or portion thereof which is defined by this Code as a corner lot, a floor area premium may be added by increasing the area of the lot or portion, for purposes of floor area computation, by 25 percent.
- (b) **Interior Lot.** For a lot or portion thereof which is defined by this Code as an interior lot, and which abuts along its rear lot line upon a street or alley, a floor area premium may be added by increasing the depth of the lot or portion along such street or alley, for purposes of floor area ratio computation, by one-half the width of such street or alley or 10 feet, whichever is the lesser.

[Sections 126 through 133 are unchanged.]

SEC. 134

REAR YARDS, R, NC, C AND M DISTRICTS.

The following requirements for rear yards shall apply to every building in an R, NC-1, or NC-2 district and to every dwelling in a(n) NC-2, NC-3, Individual Neighborhood Commercial District where noted in Subsection (a), C or M district. Rear yards shall not be required in NC-S districts. These requirements are intended to assure the protection and continuation of established mid-block, landscape open spaces, and maintenance of a scale of development appropriate to each district, consistent with the location of adjacent buildings.

- (a) **Basic requirements.** The basic rear yard requirements shall be as follows for the districts indicated. ((Such rear yards shall be provided at grade level and at each succeeding level or story of the building; except that in RC-2, RC-3, RC-4, C and M districts such rear yards shall be provided at the lowest story occupied as a dwelling at the rear of the building, and at each succeeding story of the building.))

1. RH-1(D), RH-1, RH-1(S), RM-3, RM-4, RC-1, RC-2, RC-3, RC-4, NC, C and M districts. The minimum rear yard depth shall be equal to 25 per cent of the total depth of the lot on which the building is situated, but in no case less than 15 feet.

- (A) RH-1(D), RH-1, RH-1(S), RM-3, RM-4, RC-1, NC-1, Outer Clement Street, Haight Street, Sacramento Street, 24th Street-Noe Valley districts. Rear yards shall be provided at grade level and at each succeeding level or story of the building.
- (B) NC-2, Castro Street, Inner Clement Street, Upper Fillmore Street, North Beach, Union Street, Valencia Street, 24th Street-Mission districts. Rear yards shall be provided at the second story, and at each succeeding story of the building, and at the first story if it contains a dwelling unit.
- (C) RC-2, RC-3, RC-4, NC-3, Broadway, Hayes-Gough, Upper Market Street, Polk Street, C and M districts. Rear yards shall be provided at the lowest story containing a dwelling unit, and at each succeeding story of the building.

2. **RH-2, RH-2, RM-1 and RM-2 districts.** The minimum rear yard depth shall be equal to 45 per cent of the total depth of the lot on which the building is situated, except to the extent that a reduction in this requirement is permitted by Subsection (c) below. Rear yards shall be provided at grade level and at each succeeding level or story of the building.

(b) **Permitted obstructions.** Only those obstructions specified in Section 136 of this Code shall be permitted in a required rear yard, and no other obstruction shall be constructed, placed or maintained within any such yard. No motor vehicle, trailer, boat or other vehicle shall be parked or stored within any such yard, except as specified in Section 136.

(c) **Reduction of requirements in RH-2, RH-3, RM-1 and RM-2 districts.** The rear yard requirement in RH-2, RH-3, RM-1 and RM-2 districts, as stated in Paragraph (a)2 above, shall be reduced in specific situations as described in this Subsection (c), based upon conditions on adjacent lots. Under no circumstances, however, shall the minimum rear yard be thus reduced to less than a depth equal to 25 per cent of the total depth of the lot on which the building is situated, or to less than 15 feet, whichever is greater.

1. **General rule.** In such districts, the forward edge of the required rear yard shall be reduced to a line on the subject lot, parallel to the rear lot line of such lot, which is an average between the depths of the rear building walls of the two adjacent buildings. Provided, that in any case in which a rear yard requirement is thus reduced, the last 10 feet of building depth thus permitted on the subject lot shall be limited to a height of 30 feet, measured as prescribed by Section 260 of this Code, or to such lesser height as may be established by Section 261 of this Code.

2. **Alternative method of averaging.** If, under the rule stated in Paragraph (c)1 above, a reduction in the required rear yard is permitted, the reduction may alternatively be averaged in an irregular manner; provided that the area of the resulting reduction shall be no more than the product of the width of the subject lot along the line established by Paragraph (c)1 above times the reduction in depth of rear yard permitted by Paragraph (c)1; and provided further that all portions of the open area on the part of the lot to which the rear yard reduction applies shall be directly exposed laterally to the open area behind the adjacent building having the lesser depth of its rear building wall.
3. **Method of measurement.** For purposes of this Subsection (c), an adjacent building shall mean a building on a lot adjoining the subject lot along a side lot line. In all cases the location of the rear building wall of an adjacent building shall be taken as the line of greatest depth of any portion of the adjacent building which occupies at least 1/2 the width between the side lot lines of the lot on which such adjacent building is located, and which has a height of at least 20 feet above grade, or two stories, whichever is less; excluding all permitted obstructions listed for rear yards in Section 136 of this Code. Where a lot adjoining the subject lot is vacant, or contains no dwelling or group housing structure, or is located in an RH-1(D), RH-1, RH-1(S), RM-3, RM-4, RC, NC, C, M or P district, such adjoining lot shall, for purposes of the calculations in this Subsection (c), be considered to have an adjacent building upon it whose rear building wall is at a depth equal to 75 percent of the total depth of the subject lot.
4. **Applicability to special lot situations.** In the following special lot situations, the general rule stated in Paragraph (c)1 above shall be applied as provided in this Paragraph (c)4, and the required rear yard shall be reduced if conditions on the adjacent lot or lots so indicate and if all other requirements of this Section 134 are met.
 - (A) **Corner lots and lots at alley intersections.** On a corner lot as defined by this Code, or a lot at the intersection of a street and an alley or two alleys, the forward edge of the required rear yard shall be reduced to a line on the subject lot which is at the depth of the rear building wall of the one adjacent building.
 - (B) **Lots abutting properties with buildings that front on another street or alley.** In the case of any lot that abuts along one of its side lot lines upon a lot with a building that fronts on another street or alley, the lot on which it so abuts shall be disregarded, and the forward edge of the required rear yard shall be reduced to a line

on the subject lot which is at the depth of the rear building wall of the one adjacent building fronting on the same street or alley. In the case of any lot that abuts along both its side lot lines upon lots with buildings that front on another street or alley, both lots on which it so abuts shall be disregarded, and the minimum rear yard depth for the subject lot shall be equal to 25 percent of the total depth of the subject lot, or 15 feet, whichever is greater.

- (C) **Through lots abutting properties that contain two buildings.** Where a lot is a through lot having both its front and its rear lot line along streets, alleys, or a street and an alley, and both adjoining lots are also through lots, each containing two dwellings or group housing structures that front at opposite ends of the lot, the subject through lot may also have two buildings according to such established pattern, each fronting at one end of the lot, provided all the other requirements of this Code are met. In such cases the rear yard required by this Section 134 for the subject lot shall be located in the central portion of the lot, between the two buildings on such lot, and the depth of the rear wall of each building from the street or alley on which it fronts shall be established by the average of the depths of the rear building walls of the adjacent buildings fronting on that street or alley. In no case, however, shall the total minimum rear yard for the subject lot be thus reduced to less than a depth equal to 25 percent of the total depth of the subject lot, or to less than 15 feet, whichever is greater. Furthermore, in all cases in which this Subparagraph (c)4(C) is applied, the requirements of Section 132 of this Code for front set-back areas shall be applicable along both street or alley frontages of the subject through lot.

NOTE: To implement the Downtown Plan, the following amendment is proposed. It is currently effective as an interim control.

- (d) **Reduction of requirements in C-3 districts.** In C-3 districts, an exception to the rear yard requirements of this section may be allowed, in accordance with the provisions of Section 309, provided that the building location and configuration assure adequate light and air to windows within the residential units and to the usable open space provided.

- (e) **Reduction of Requirements in NC districts.** The rear yard requirement may be modified or waived by the Zoning Administrator if all of the following criteria are met:

1. Dwelling units are included in the new or expanding development and a comparable amount of usable open space is provided elsewhere on the lot or within the development where it is more accessible to the residents; and
2. The proposed new or expanding structure will not significantly impede the access of light and air to and views from abutting properties; and
3. The proposed new or expanding structure will not adversely affect the interior block open space formed by the rear yards of abutting properties.

This provision shall be administered pursuant to the procedures which are applicable to variances, as set forth in Sections 306.1 through 306.5 and 308.2.

SEC. 135

USABLE OPEN SPACE, R, NC, C AND M DISTRICTS.

Except as provided in Section 172 and 188 of this Code, usable open space shall be provided for each dwelling and each group housing structure in R, NC, C and M districts according to the standards set forth in this section.

- (a) **Character of space provided.** Usable open space shall be composed of an outdoor area or areas designed for outdoor living, recreation or landscaping, including such areas on the ground and on decks, balconies, porches and roofs, which are safe and suitably surfaced and screened, and which conform to the other requirements of this section. Such area or areas shall be on the same lot as the dwelling units (or bedrooms in group housing) they serve, and shall be designed and oriented in a manner that will make the best practical use of available sun and other climatic advantages. "Private usable open space" shall mean an area or areas private to and designed for use by only one dwelling unit (or bedroom in group housing). "Common usable open space" shall mean an area or areas designed for use jointly by two or more dwelling units (or bedrooms in group housing).
- (b) **Access.** Usable open space shall be as close as is practical to the dwelling unit (or bedroom in group housing) for which it is required, and shall be accessible from such dwelling unit or bedroom as follows:
 1. Private usable open space shall be directly and immediately accessible from such dwelling unit or bedroom; and shall be either on the same floor level as such dwelling unit or bedroom, with no more than one story above or below such floor level with convenient private access.
 2. Common usable open space shall be easily and independently accessible from such dwelling unit or bedroom, or from another common area of the building or lot.

- (c) **Permitted obstructions.** In the calculation of either private or common usable open space, those obstructions listed in Section 136 of this Code for usable open space shall be permitted.
- (d) **Amount required.** Usable open space shall be provided for each building in the amounts specified herein and in the following table for the district in which the building is located.
1. For dwellings, except as provided in Paragraph (d)3 below, the minimum amount of usable open space to be provided for use by each dwelling unit shall be as specified in the second column of the table if such usable open space is all private. Where common usable open space is used to satisfy all or part of the requirement for a dwelling unit, such common usable open space shall be provided in an amount equal to 1.33 square feet for each one square foot of private usable open space specified in the second column of the table. In such cases, the balance of the required usable open space may be provided as private usable open space, with full credit for each square foot of private usable open space so provided.
 2. For group housing structures, the minimum amount of usable open space provided for use by each bedroom shall be 1/3 the amount required for a dwelling unit as specified in Paragraph (d)1 above. For purposes of these calculations, the number of bedrooms on a lot shall in no case be considered to be less than one bedroom for each two beds. Where the actual number of beds exceeds an average of two beds for each bedroom, each two beds shall be considered equivalent to one bedroom.
 3. For dwellings specifically designed for and occupied by senior citizens or physically handicapped persons, as defined and regulated by Section 209.1(m) of this Code, the minimum amount of usable open space to be provided for use by each dwelling unit shall be 1/2 the amount required for each dwelling unit as specified in Paragraph (d)1 above.
- (e) **Slope.** The slope of any area credited as either private or common usable open space shall not exceed five percent.
- (f) **Private usable open space: additional standards.**
1. **Minimum dimensions and minimum area.** Any space credited as private usable open space shall have a minimum horizontal dimension of six feet and a minimum area of 36 square feet if located on a deck, balcony, porch or roof, and shall have a minimum horizontal dimension of 10 feet and a minimum area of 100 square feet if located on open ground, a terrace or the surface of an inner or outer court.
 2. **Exposure.** In order to be credited as private usable open space, an area must be kept open in the following manner:

Table 3
Minimum Usable Open Space

District	Square Feet Of Usable Open Space Required For Each Dwelling Unit If All Private	Ratio of Common Usable Open Space That May Be Substituted for Private
RH-1(D), RH-1	300	1.33
RH-1(S)	300 for first unit; 100 for minor second unit	1.33
RH-2	125	1.33
RH-3	100	1.33
RM-1, RC-1	100	1.33
RM-2, RC-2	80	1.33
RM-3, RC-3	60	1.33
RM-4, RC-4	36	1.33
<u>Sacramento</u>	<u>100</u>	<u>1.33</u>
<u>Castro Street,</u> <u>Inner Clement Street,</u> <u>Outer Clement Street,</u> <u>Upper Fillmore Street,</u> <u>Haight Street,</u> <u>Union Street,</u> <u>Valencia Street,</u> <u>24th Street-Mission,</u> <u>24th Street-Noe Valley,</u>	<u>80</u>	<u>1.33</u>
<u>Broadway, Hayes-Gough,</u> <u>Upper Market Street,</u> <u>North Beach,</u> <u>Polk Street</u>	<u>60</u>	<u>1.33</u>
C-3, C-M, M-1, M-2	36	1.33
<u>NC-1, NC-2, NC-3,</u> <u>NC-S, C-1, C-2</u>	Same as for the R district establishing the dwelling unit density ratio for the <u>NC-1, NC-2, NC-3,</u> <u>NC-S, C-1 or C-2</u> district property	

- (A) For decks, balconies, porches and roofs, at least 30 percent of the perimeter must be unobstructed except for necessary railings.
- (B) In addition, the area credited on a deck, balcony, porch or roof must either face a street, face or be within a rear yard, or face or be within some other space which at the level of the private usable open space meets the minimum dimension and area requirements for common usable open space as specified in Paragraph 135(g)1 below.
- (C) Areas within inner and outer courts, as defined by this Code, must either conform to the standards of Subparagraph (f)2(B) above or be so arranged that the height of the walls and projections above the court on at least three sides (or 75 percent of the perimeter, whichever is greater) is such that no point on any such wall or projection is higher than one foot for each foot that such point is horizontally distant from the opposite side of the clear space in the court, regardless of the permitted obstruction referred to in Subsection 135(c) above.

- 3. **Fire escapes as usable open space.** Normal fire escape grating shall not be considered suitable surfacing for usable open space. The steps of a fire escape stairway or ladder, and any space less than six feet deep between such steps and a wall of the building, shall not be credited as usable open space. But the mere potential use of a balcony area for an emergency fire exit by occupants of other dwelling units (or bedrooms in group housing) shall not prevent it from being credited as usable open space on grounds of lack of privacy or usability.

NOTE: To implement the Downtown Plan, the following amendment is proposed. It is currently effective as an interim control.

In C-3 districts, the area of a totally or partially enclosed solarium shall be credited as private usable open space if (i) such area is open to the outdoors through openings or clear glazing on not less than 50 percent of its perimeter; and (ii) not less than 30 percent of its overhead area and 25 percent of its perimeter are open or can be opened to the air.

(g) Common usable open space: additional standards.

- 1. **Minimum dimensions and minimum area.** Any space credited as common usable open space shall be at least 15 feet in every horizontal dimension and shall have a minimum area of 300 square feet.

2. **Use of inner courts.** The area of an inner court, as defined by this Code, may be credited as common usable open space, if the enclosed space is not less than 20 feet in every horizontal dimension and 400 square feet in area; and if (regardless of the permitted obstructions referred to in Subsection 135(c) above) the height of the walls and projections above the court on at least three sides (or 75 percent of the perimeter, whichever is greater) is such that no point on any such wall or projection is higher than one foot for each foot that such point is horizontally distant from the opposite side of the clear space in the court.
3. **Use of solariums.** The area of a totally or partially enclosed solarium may be credited as common usable open space if the space is not less than 15 feet in every horizontal dimension and 300 square feet in area; and if such area is exposed to the sun through openings or clear glazing on not less than 30 percent of its perimeter and 30 percent of its overhead area.

SEC. 136

OBSTRUCTIONS OVER STREETS AND ALLEYS AND IN REQUIRED SETBACKS, YARDS AND USABLE OPEN SPACE.

- (a) The following obstructions shall be permitted, in the manner specified, as indicated by the symbol "X" in the columns at the left, within the required open areas listed herein:
 1. Projections from a building or structure extending over a street or alley as defined by this Code. Every portion of such projections over a street or alley shall provide a minimum of 7-1/2 feet of vertical clearance from the sidewalk or other surface above which it is situated, or such greater vertical clearance as may be required by the San Francisco Building Code, unless the contrary is stated below. The permit under which any such projection over a street or alley is erected over public property shall not be construed to create any perpetual right but is a revocable license.
 2. Obstructions within legislated set-back lines and front set-back areas, as required by Sections 131 and 132 of this Code.
 3. Obstructions within side yards and rear yards, as required by Sections 133 and 134 of this Code.
 4. Obstructions within usable open space, as required by Section 135 of this Code.
- (b) No obstruction shall be constructed, placed or maintained in any such required open area except as specified in this section.

Streets and Alleys	Setbacks	Yards	Usable Open Space
X	X	X	X
X	X	X	X

(c) The permitted obstructions shall be as follows:

1. Overhead horizontal projections (leaving at least 7-1/2 feet of headroom) of a purely architectural or decorative character such as cornices, eaves, sills and belt courses, with a vertical dimension of no more than two feet six inches, not increasing the floor area or the volume of space enclosed by the building, and not projecting more than:

(A) At roof level, three feet over streets and alleys and into set-backs, or to a perimeter in such required open areas parallel to and one foot outside the surfaces of bay windows immediately below such features, whichever is the greater projection;

(B) At every other level, one foot over streets and alleys and into set-backs; and

(C) Three feet into yards and usable open space, or 1/6 of the required minimum dimensions (when specified) of such open areas, whichever is less.

2. Bay (Projecting) windows, balconies (other than balconies used for primary access to two or more dwelling units or two or more bedrooms in group housing), and similar features that increase either the floor area of the building or the volume of space enclosed by the building above grade, when limited as specified herein. With respect to obstructions within yards and usable open space, the bay windows and balconies specified in Paragraph (c)3 below shall be permitted as an alternative to those specified in this Paragraph (c)2.

(A) The minimum headroom shall be 7-1/2 feet.

(B) Projection into the required open area shall be limited to three feet; provided that projection over streets and alleys shall be further limited to two feet where the sidewalk width is nine feet or less, and the projection shall in no case be closer than eight feet to the center line of any alley.

(C) The glass areas of each bay window, and the open portions of each balcony, shall be not less than 50 per cent of the sum of the areas of the vertical surfaces of such bay window or balcony above the required open area. At least 1/3 of such required glass area of such bay window, and open portions of such balcony, shall be on one or more vertical surfaces situated at an angle of not less than 30 degrees to the line establishing the required open area. In addition, at least 1/3 of such required glass area or open portions shall be on the vertical surface parallel to, or most nearly parallel to, the line establishing each open area over which the bay window or balcony projects.

Streets and Alleys	Setbacks	Yards	Usable Open Space
		X	X

(D) The maximum length of each bay window or balcony shall be 15 feet at the line establishing the required open area, and shall be reduced in proportion to the distance from such line by means of 45 degree angles drawn inward from the ends of such 15-foot dimension, reaching a maximum of nine feet along a line parallel to and at a distance of three feet from the line establishing the required open area.

(E) Where a bay window and a balcony are located immediately adjacent to one another, and the floor of such balcony in its entirety has a minimum horizontal dimension of six feet, the limitations of Subparagraph (c)2(D) above shall be increased to a maximum length of 18 feet at the line establishing the required open area, and a maximum of 12 feet along a line parallel to and at a distance of three feet from the line establishing the required open area.

(F) The minimum horizontal separation between bay windows, between balconies, and between bay windows and balconies (except where a bay window and a balcony are located immediately adjacent to one another, as provided for in Subparagraph (c)2(E) above), shall be two feet at the line establishing the required open area, and shall be increased in proportion to the distance from such line by means of 135 degree angles drawn outward from the ends of such two-foot dimension, reaching a minimum of eight feet along a line parallel to and at a distance of three feet from the line establishing the required open area.

(G) Each bay window or balcony over a street or alley, set-back or rear yard shall also be horizontally separated from interior lot lines (except where the wall of a building on the adjoining lot is flush to the interior lot line immediately adjacent to the projecting portions of such bay window or balcony) by not less than one foot at the line establishing the required open area, with such separation increased in proportion to the distance from such line by means of a 135 degree angle drawn outward from such one-foot dimension, reaching a minimum of four feet along a line parallel to and at a distance of three feet from the line establishing the required open area.

3. Bay (projecting) windows, balconies (other than balconies used for primary access to two or more dwelling units or two or more bedrooms in group housing), and similar features that increase either the floor area of the building or the volume of space enclosed by the building above grade, when limited as specified herein. With respect to obstructions within yards and

Streets and Alleys	Setbacks	Yards	Usable Open Space
X	X	X	X
			X
		X	

usable open space, the bay windows and balconies specified in Paragraph (c)2 above shall be permitted as an alternative to those specified in this Paragraph (c)3.

- (A) The minimum headroom shall be 7-1/2 feet.
 - (B) Projection into the required open area shall be limited to three feet, or 1/6 of the required minimum dimension (when specified) of the open area, whichever is less.
 - (C) In the case of bay windows, the maximum length of each bay window shall be 10 feet, and the minimum horizontal separation between bay windows shall be five feet, above all parts of the required open area.
 - (D) The aggregate length of all bay windows and balconies projecting into the required open area shall be no more than 2/3 the buildable width of the lot along a rear building wall, 2/3 the buildable length of a street side building wall, or 1/3 the length of all open areas along the buildable length of an interior side lot line; in the case of yards, these limits on aggregate length shall apply to the aggregate of all bay windows, balconies, fire escapes and chimneys.
4. Fire escapes, leaving at least 7-1/2 feet of headroom exclusive of drop ladders to grade, and not projecting more than necessary for safety or in any case more than four feet six inches into the required open area. In the case of yards, the aggregate length of all bay windows, balconies, fire escapes and chimneys that extend into the required open area shall be no more than 2/3 the buildable width of the lot along a rear building wall, 2/3 the buildable length of a street side building wall, or 1/3 the buildable length of an interior side lot line.
 5. Overhead horizontal projections other than those listed in Paragraphs (c)1, 2, 3 and 4 above, leaving at least 7-1/2 feet of headroom, where the depth of any such projection is no greater than the headroom it leaves, and in no case is greater than 10 feet; and provided that, in the case of common usable open space at ground level, the open space under the projection directly adjoins uncovered usable open space that is at least 10 feet in depth and 15 feet in width.
 6. Chimneys not extending more than three feet into the required open area or 1/6 of the required minimum dimension (when specified) of the open area, whichever is less; provided, that the aggregate length of all bay windows, balconies, fire escapes and chimneys that extend into the required open area is no more than 2/3 the buildable width of the lot along a rear building wall, 2/3 the buildable length of a street side building wall, or 1/3 the buildable length of an interior side lot line.

Streets and Alleys	Setbacks	Yards	Usable Open Space
X			
X			
X	X		
X	X		
X	X		
X	X		
	X	X	X
	X	X	X
X	X	X	X
	X	X	X
	X	X	X
		X	X

7. Temporary occupancy of street and alley areas during construction and alteration of buildings and structures, as regulated by the Building Code and other portions of the Municipal Code.
8. Space below grade, as regulated by the Building Code and other portions of the Municipal Code.
9. Building curbs and buffer blocks at ground level, not exceeding a height of nine inches above grade or extending more than nine inches into the required open area.
10. Signs as regulated by Article 6 of this Code, at locations and to the extent permitted therein.
11. Flag poles for projecting flags permitted by Article 6 of this Code.
12. Marquees, awnings and canopies in P, NC, C, and M districts, as regulated by the Building Code and as further limited by this Code.
13. Retaining walls that are necessary to maintain approximately the grade existing at the time of construction of a building. Other retaining walls and the grade maintained by them shall be subject to the same regulations as decks (see Paragraphs (c)24 and (c)25 below).
14. Steps of any type not more than three feet above grade, and uncovered stairways and landings not extending higher than the floor level of the adjacent first floor of occupancy above the ground story, and, in the case of yards and usable open space, extending no more than six feet into the required open area for any portion that is more than three feet above grade, provided that all such stairways and landings shall occupy no more than 2/3 the buildable width of the lot along a front or rear building wall, 2/3 the buildable length of a street side building wall, or 1/3 the length of all open areas along the buildable length of an interior side lot line.
15. Railings no more than three feet six inches in height above any permitted step, stairway, landing, fire escape, deck, porch or balcony, or above the surface of any other structure permitted in the required open area.
16. Decorative railings and decorative grille work, other than wire mesh, at least 75 percent open to perpendicular view and no more than six feet in height above grade.
17. Fences no more than three feet in height above grade.
18. Fences and wind screens no more than six feet in height above grade.

Streets and Alleys	Setbacks	Yards	Usable Open Space
		X	
		X	X
	X	X	X
		X	X
		X	
		X	

19. Fences and wind screens no more than 10 feet in height above grade.
20. Normal outdoor recreational and household features such as play equipment and drying lines.
21. Landscaping and garden furniture.
22. Garden structures enclosed by walls on no more than 50 percent of their perimeter, such as gazebos and sunshades, if no more than eight feet in height above grade and covering no more than 60 square feet of land.
23. Other structures commonly used in gardening activities, such as greenhouses and sheds for storage of garden tools, if no more than eight feet in height above grade and covering no more than 100 square feet of land.
24. Decks, whether attached to a building or not, at or below the adjacent first floor of occupancy, if developed as usable open space and meeting the following requirements:
 - (A) Slope of 15 percent or less. The floor of the deck shall not exceed a height of three feet above grade at any point in the required open area, nor shall such floor penetrate a plane made by a vertical angle 45 degrees above horizontal with its vertex three feet above grade at any lot line bordering the required open area.
 - (B) Slope of more than 15 percent and no more than 70 percent. The floor of the deck shall not exceed a height of three feet above grade at any point along any lot line bordering the required open area, nor shall such floor penetrate a plane made by a vertical angle 45 degrees above horizontal with its vertex three feet above grade at any lot line bordering the required open area, except that when two or more lots are developed with adjacent decks whose floor levels differ by not more than three feet, whether or not the lots will remain in the same ownership, each deck may come all the way to the lot line adjacent to the other deck. In addition, the vertical distance measured up from grade to the floor of the deck shall not exceed seven feet at any point in the required open area.
 - (C) Slope of more than 70 percent. Because in these cases the normal usability of the required open area is seriously impaired by the slope, a deck covering not more than 1/3 the area of the required open area may be built exceeding the heights specified above, provided that the light, air, view, and privacy of adjacent lots are not seriously affected. Each such case shall be considered on its individual merits. However, the following points shall be considered guidelines in these cases:

Streets and Alleys	Setbacks	Yards	Usable Open Space
		X	
			X
	X		

- (i) The deck shall be designed to provide the minimum obstruction to light, air, view and privacy.
- (ii) The deck shall be at least two feet inside all side lot lines.
- (iii) On downhill slopes, a horizontal angle of 30 degrees drawn inward from each side lot line at each corner of the rear building line shall be maintained clear and the deck shall be kept at least 10 feet inside the rear lot line.

25. Except in required side yards, decks, and enclosed and unenclosed extensions of buildings, when limited as specified herein.
- (A) The structure shall extend no more than 12 feet into the required open area; and shall not occupy any space within the rear 25 percent of the total depth of the lot, or within the rear 15 feet of the depth of the lot, or within the rear 15 feet of the depth of the lot, whichever is greater.
 - (B) Within all parts of the required open area, the structure shall be limited in height to either:
 - (i) 10 feet above grade; or
 - (ii) A height not exceeding the floor level of the second floor of occupancy, excluding the ground story, at the rear of the building on the subject property, in which case the structure shall be no closer than five feet to any interior side lot line.
 - (C) Any fence or wind screen extending above the height specified in Subparagraph (C)25(B) shall be limited to six feet above such height; shall be no closer to any interior side lot line than one foot for each foot above such height; and shall have not less than 80 percent of its surfaces above such height composed of transparent or translucent materials.

26. Garages which are under ground, or under decks conforming to the requirements of Paragraph (c)24 or (c)25 above, if their top surfaces are developed as usable open space, provided that no such garage shall occupy any area within the rear 15 feet of the depth of the lot.
27. Garages, where the average slope of the required open area ascends from the street lot line to the line of the set-back and exceeds 50 percent, provided the height of the garage is limited to 10 feet above grade, or the floor level of the adjacent first floor of occupancy on the subject property, whichever height is less.

Streets and Alleys	Setbacks	Yards	Usable Open Space
	X		
		X	
	X	X	

28. Garages, where both adjoining lots (or the one adjoining lot where the subject property is a corner lot) contain a garage structure within the required set-back line or front set-back area on the same street or alley frontage, provided the garage on the subject property does not exceed the average of the two adjacent garage structures (or the one adjacent garage structure where the subject property is a corner lot) in either height above grade or extension into the required set-back.
29. Garages, where the subject property is a through lot having both its front and its rear lot line along streets, alleys, or a street and an alley, and both adjoining lots (or the one adjoining lot where the subject property is also a corner lot) contain a garage structure adjacent to the required rear yard on the subject property, provided the garage on the subject property does not exceed the average of the two adjacent garage structures (or the one adjacent garage structure where the subject property is a corner lot) in either height above grade or encroachment upon the required rear yard.
30. Driveways, for use only to provide necessary access to required or permitted parking that is located on the subject property other than in a required open area, and where such driveway has only the minimum width needed for such access.

NOTE: To implement the Downtown Plan, the following amendment is proposed. It is currently effective as an interim control.

- (d) Notwithstanding the limitations of subsection (c) of this section, the following provisions shall apply in C-3 districts.
- I. Decorative Architectural Features.** Decorative architectural features not increasing the interior floor area or volume of the space enclosed by the building are permitted over streets and alleys and into setbacks within the maximum vertical and horizontal dimensions described as follows:
- (A) At roof level, decorative features such as cornices, eaves, and brackets may project four feet with a maximum vertical dimension no greater than 6 feet.
- (B) At all levels above the area of minimum vertical clearance required in subsection (a)1 above, decorative features, such as belt courses, entablatures, and bosses, may project 2 feet with a maximum vertical dimension of 4 feet.
- (C) At all levels above the area of minimum vertical clearance required by subsection (a)1 above, vertical

decorative features, such as pilasters, columns, and window frames (including pediment and sills), with a cross-sectional area of not more than 3 square feet at midpoint, may project 1 foot horizontally.

2. **Bay Windows.** Notwithstanding the provisions of subsections (c)2, (D) and (F) of this section, bay windows on non-residential floors of a structure are permitted only if the width of the bay is at least two times its depth, the total width of all bays on a facade plane does not exceed one-half of the width of the facade plane, and the maximum horizontal (plan) dimensions of the bay fit within the dimensions set forth in the diagram below.

SEC. 136.1

Obstructions over Streets and Alleys and in Required Set-Backs, Yards, and Usable Open Space in NC Districts.

In addition to the limitations of Section 136, especially Paragraph 136(c)12, the following provisions shall apply in NC districts.

(a) Awnings. All portions of any permitted awning shall be not less than 8 feet above the finished grade, excluding any valance which shall not be less than 7 feet above the finished grade. No portion of any awning shall be higher than the window-sill level of the lowest story (if any) that has a window or windows on the building facade to which the awning is attached, exclusive of the ground story and mezzanine, provided that no such awning shall in any case exceed a height of 16 feet or the roofline of the building to which it is attached, whichever is lower.

1. NC-1 districts. The horizontal projection of any awning shall not exceed 4 feet from the face of a building. The vertical distance from the top to the bottom of any awning shall not exceed 4 feet, including any valance.

2. All other NC districts. When the width of all awnings is less than 10 feet along the direction of the street, the horizontal projection of such awnings shall not exceed 6 feet from the face of any supporting building and the vertical distance from the top to the bottom of such awnings shall not exceed 6 feet, including any valance. When the width of all awnings exceeds 10 feet measured along the direction of the street, the horizontal projection of such awnings shall not exceed 4 feet from the face of the supporting building and the vertical distance from the top to the bottom of such awnings shall not exceed 4 feet, including any valance.

(b) Canopies.

1. NC-1 Districts. No canopy shall be permitted in any NC-1 district.

2. All other NC districts. The maximum width of any canopy shall be 10 feet. The horizontal projection of any canopy may extend to a point 2 feet from the curb. The outer column support shall be located in the outer one-third of the sidewalk. The vertical distance from the top to the bottom of the canopy shall not exceed 2 feet, including any valance. All portions of any canopy, excluding the column supports and excluding any valance which may be not less than 7 feet above the finished grade, shall be not less than 8 feet above the finished grade. Canopies shall not be spaced closer than 20 feet from each other, measured from center line to center line.

(c) Marquees.

1. NC-1 Districts. No marquee shall be permitted in any NC-1 district.
2. All other NC districts. The vertical distance from the top to the bottom of any marquee shall not exceed 3 feet and the horizontal projection shall not extend beyond a point 2 feet from the curb.
 - A. A marquee projecting more than two-thirds of the distance from the property line to the curb line shall not exceed 10 feet or 50 percent of the length of the building, along the direction of the street, whichever is less. All portions of such marquee shall be not less than 12 feet nor more than 16 feet in height above the finished grade, nor higher than the window-sill level or windows on the building facade on which the marquee is placed, exclusive of the ground story and mezzanine. Each building frontage shall be considered separately.
 - B. A marquee projecting less than two-thirds of the distance from the property line to the curb line shall not exceed 25 feet or 50 percent of the length of the building along the direction of the street, whichever is less. All portions of such marquee shall be not less than 10 feet nor more than 16 feet above the finished grade, nor higher than the window-sill level or windows on the building facade on which the marquee is placed, exclusive of the ground story and mezzanine. Each building frontage shall be considered separately.

SEC. 140

ALL DWELLING UNITS TO FACE ON OPEN AREA, R, C, NC, AND M DISTRICTS.

- (a) In each dwelling unit in an R, C, NC, or M district, the required windows (as defined by Section 501.4 of the San Francisco Housing Code) of at least one room that meets the 120-square foot minimum superficial floor area requirement of Section 501.1 of the Housing Code shall face directly on an open area of one of the following types:

1. A public street, public alley at least 25 feet in width, side yard at least 25 feet in width, or rear yard meeting the requirements of this Code; provided that if such windows are on an outer court whose width is less than 25 feet the depth of such court shall be no greater than its width; or
2. An open area (whether an inner court or a space between separate buildings on the same lot) which is unobstructed (except for fire escapes not projecting more than necessary for safety and in no case more than 4 feet 6 inches, chimneys, and those obstructions permitted in Sections 136(c)14, 15, 16, 19, 20 and 29 of this Code) and is no less than 25 feet in every horizontal dimension for the floor at which the dwelling unit in question is located and the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor.

SEC. 141

SCREENING OF ROOFTOP FEATURES R, C, NC, AND M DISTRICTS.

- (a) In R, C, NC, and M districts, rooftop mechanical equipment and appurtenances to be used in the operation or maintenance of a building shall be arranged so as not to be visible from any point at or below the roof level of the subject building. This requirement shall apply in construction of new buildings, and in any alteration of mechanical systems of existing buildings that results in significant changes in such rooftop equipment and appurtenances. The features so regulated shall in all cases be either enclosed by outer building walls or parapets, or grouped and screened in a suitable manner, or designed in themselves so that they are balanced and integrated with respect to the design of the building. Minor features not exceeding one foot in height shall be exempted from this regulation.

NOTE: To implement the Downtown Plan, the following amendment is proposed. It is currently effective as an interim control.

- (b) In C-3 districts, whenever the enclosure of mechanical equipment and appurtenances will become a prominent feature on the skyline, modifications may, in accordance with provisions of Section 309, be required in order to insure that:
1. The enclosure is designed as a logical extension of the building form and an integral part of the overall building design;
 2. Its cladding and detailing is comparable in quality to that of the rest of the building;
 3. If screened by additional volume, as authorized by Section 260(b), the rooftop form is appropriate to the nature and proportions of the building, and is designed to obscure the rooftop equipment and appurtenances and to provide a more balanced and graceful silhouette for the top of the building or structure; and

4. The additional building volume is not distributed in a manner which simply extends vertically the walls of the building.

SEC. 142

SCREENING OF PARKING AREAS, R DISTRICTS AND ALL NC DISTRICTS EXCEPT NC-3 AND NC-S DISTRICTS.

Off-street parking areas in R districts, and all NC except NC-3 and NC-S districts, shall be screened as provided in this section.

- (a) Every off-street parking space within a building, where not enclosed by solid building walls, shall be screened from view from all streets and alleys through use of garage doors or by some other means.
- (b) Along rear yard areas and other interior open spaces, all off-street parking spaces, driveways and maneuvering areas within buildings shall be screened from view and confined by solid building walls.
- (c) Off-street parking spaces in parking lots shall meet the requirements of Section 156 and other applicable provisions of Article 1.5 of this Code. Such parking areas shall be screened from view as provided in Section 156(d) of this Code.

SEC. 143

STREET TREES, R, NC, AND C-3 DISTRICTS.

- (a) In any R, NC, or C-3 District, street trees shall be

installed by the owner or developer in the case of construction of a new building, relocation of a building, or addition of floor area equal to 20 per cent or more of an existing building.

- (b) The street trees installed shall be a minimum of one tree of 15 gallon size for each 20 feet of frontage of the property along each street or alley, with any remaining fraction of 10 feet or more of frontage requiring an additional tree. Such trees shall be located within a set-back area on the lot or within the public right-of-way along such lot.
- (c) The species of trees selected shall be suitable for the site, and in the case of trees installed in the public right-of-way, the species and locations shall be subject to approval by the Department of Public Works. Procedures and other requirements for the installation, maintenance, and protection of trees in the public right-of-way shall be as set forth in Article 16 of the Public Works Code.

- (d) In any case in which the Department of Public Works cannot grant approval for installation of a tree in the public right-of-way, on the basis of inadequate sidewalk width, interference with utilities, or other reasons regarding the public welfare, and where installation of such tree on a lot itself is also impractical, the requirements of this Section 143 may be modified or waived by the Zoning Administrator to the extent necessary.

NOTE: To implement the Downtown Plan, the following amendment is proposed. It is currently effective as an interim control.

- (e) In C-3 districts, the Zoning Administrator may allow the installation of planter boxes or tubs or similar landscaping in place of trees when that is determined to be more desirable in order to make the landscaping compatible with the character of the surrounding area, or may waive the requirement where landscaping is considered to be inappropriate because it conflicts with policies of the Downtown Plan, a component of the Master Plan, such as the policy favoring unobstructed pedestrian passage.

[Sections 144 and 145 are unchanged.]

SEC. 145.1

Street Frontages, Neighborhood Commercial Districts.

In order to preserve, enhance and promote attractive, clearly defined street frontages which are appropriate and compatible with the buildings and uses in Neighborhood Commercial districts and adjacent districts, the following requirements shall apply to new structures or alterations to existing structures involving a change in the level of the first story or a change in the facade at the street frontage, where such structure is located along any block frontage that is entirely within an NC district.

- (a) In all NC districts other than NC-5 districts, the width of such new or altered structure, parallel to and facing such street, shall abut the front property line or legislated set-back, as regulated in Section 131, except for entrance doors, outdoor activity areas as defined in Section 790.70, or walk-up facilities as defined in Section 790.140, which may be indented.
- (b) In all NC districts other than NC-5 districts, no more than one-third the width of such new or altered structure, parallel to and facing such street, shall be devoted to ingresses to parking.
- (c) The floor level of the ground story shall be within one foot of grade, as defined in Section 790.118, for a horizontal distance of 10 feet from the front building wall at the retail frontage.

- (d) If such structures contain at the ground story any of the permitted uses in the Sections listed below, at least one-half the total width of such new or altered structures, parallel to and facing such street, shall be devoted to the ground story to entrances, windows or display space at the pedestrian eye-level. Such windows shall use clear, untinted glass, except for decorative or architectural accent. Any decorative railings or decorative grille work, other than wire mesh, which is placed in front of or behind such windows, shall be at least 75 per cent open to perpendicular view and no more than six feet in height above grade.

<u>§ 703.40</u>	<u>Other Retail Sales and Services</u>
<u>§ 703.41</u>	<u>Bar</u>
<u>§ 703.42</u>	<u>Full-Service Restaurant</u>
<u>§ 703.43</u>	<u>Fast-Food Restaurant</u>
<u>§ 703.44</u>	<u>Take Out Food</u>
<u>§ 703.45</u>	<u>Movie Theater</u>
<u>§ 703.48</u>	<u>Amusement Game Arcade</u>
<u>§ 703.49</u>	<u>Financial Service</u>
<u>§ 703.50</u>	<u>Limited Financial Service</u>
<u>§ 703.51</u>	<u>Medical Service</u>
<u>§ 703.52</u>	<u>Personal Service</u>
<u>§ 703.53</u>	<u>Business or Professional Service</u>
<u>§ 703.55</u>	<u>Tourist Hotel</u>
<u>§ 703.61</u>	<u>Automobile Sale or Rental</u>
<u>§ 703.62</u>	<u>Animal Hospital</u>
<u>§ 703.65</u>	<u>Trade Shop</u>
<u>§ 703.70</u>	<u>Administrative Service</u>

ARTICLE 1.5

OFF-STREET PARKING AND LOADING

[Sections 150 through 155 are unchanged.]

SEC. 156

PARKING LOTS.

- (a) A parking lot is hereby defined as an off-street open area or portion thereof solely for the parking of passenger automobiles. Such an area or portion shall be considered a parking lot whether or not on the same lot as another use, whether or not required by this Code for any structure or use, and whether classified as an accessory, principal or conditional use.
- (b) Where parking lots are specified in Article 2 of this Code as a use for which conditional use approval is required in a certain district, such conditional use approval shall be required only for such parking lots in such district as are not qualified as accessory uses under Section 204.5 of this Code. The provisions of this Section 156 shall, however, apply to all parking lots whether classified as accessory, principal or conditional uses.
- (c) In considering any application for a conditional use for a parking lot for a specific use or uses, where the amount of parking provided exceeds the amount classified as accessory parking in Section 204.5 of this Code, the City Planning Commission shall consider the criteria set forth in Section 157.
- (d) Any parking lot for the parking of two or more automobiles which adjoins a lot in any R district, or which faces a lot in any R district across a street or alley, shall be screened from view therefrom, except at driveways necessary for ingress and egress, by a solid fence, a solid wall, or a compact evergreen hedge, not less than four feet in height.
- (e) Any parking lot for the parking of 10 or more automobiles within the C-3-0, C-3-R, C-3-S, or C-3-G district shall be screened from view from every street, except at driveways necessary for ingress and egress, by a solid fence, a solid wall, or a compact evergreen hedge, not less than four feet in height.
- (f) All artificial lighting used to illuminate a parking lot for any number of automobiles in any R ((district)), NC, or C district shall be so arranged that all direct rays from such lighting fall entirely within such parking lot.

- (g) No parking lot for any number of automobiles shall have conducted upon it any dead storage or dismantling of vehicles, or any repair or servicing of vehicles other than of an emergency nature.

NOTE: To implement the Downtown Plan, the following amendment is proposed. It is currently effective as an interim control.

- (h) No permanent parking lot shall be permitted in C-3-O, C-3-R, and C-3-G Districts; temporary parking lots may be approved as conditional uses pursuant to the provisions of Section 303 for a period not to exceed two years; permanent parking lots in C-3-S Districts shall be permitted only as a conditional use.

[Sections 157 through 161 are unchanged.]

ARTICLE 1.7

COMPLIANCE

[Sections 170 through 176 are unchanged.]

SEC. 178

CONDITIONAL USES.

The following provisions shall apply to conditional uses:

- (a) Definition. For the purposes of this Section, a permitted conditional use shall refer to:
1. Any use or feature authorized as a conditional use pursuant to Article 3 of this Code, provided that such use or feature was established within a reasonable time from the date of authorization; or
 2. Any use or feature which is classified as a conditional use in the district in which it is located and which lawfully existed either on the effective date of this Code, or on the effective date of any amendment imposing new conditional use requirements upon such use or feature; or
 3. Any use deemed to be a permitted conditional use pursuant to Section 179 of this Code.
- (b) Continuation. Except as provided for temporary uses in Section 205 of this Code, and except where time limits are otherwise specified as a condition of authorization, any permitted conditional use may continue in the form in which it was authorized, or in the form in which it lawfully existed either on the effective date of this Code or the effective date of any amendment imposing new conditional use requirements upon such use or feature, unless otherwise provided in this Section or in Article 2 of this Code.
- (c) Enlargements or Alteration. A permitted conditional use may not be significantly altered, enlarged, or intensified, except upon approval of a new conditional use application pursuant to the provisions of Article 3 of this Code.
- (d) Abandonment. A permitted conditional use which is discontinued for a period of three years, or otherwise abandoned, shall not be restored, except upon approval of a new conditional use application pursuant to the provisions of Article 3 of this Code.
- (e) Changes in Use. A permitted conditional use shall not be changed to another use or feature that is classified as a conditional use in the district in which it is located, except upon approval of a new conditional use application pursuant to the provisions of Article 3 of this Code.

USES LOCATED IN NEIGHBORHOOD COMMERCIAL DISTRICTS.

The following provisions shall govern with respect to uses and features located in Neighborhood Commercial districts to the extent that there is a conflict between the provisions of this section and other sections contained in this Article 1.7.

- (a) Any use or feature which lawfully existed on the effective date of Ordinance No. (this ordinance) which is classified as a conditional use by the enactment of Ordinance No. (this ordinance), shall be subject to the provisions of Section 178 of this Code.
- (b) Any use or feature which lawfully existed on the effective date of Ordinance No. (this ordinance) which use or feature is not permitted by the enactment of Ordinance No. (this ordinance) is hereby deemed to be a permitted conditional use subject to the provisions of Section 178. In addition, a conditional use authorization may be sought, pursuant to the provisions of Article 3, for any change in use described below:
1. Any use described in zoning categories .41, .42, .43, or .44, as defined in Sections 790.22, 790.92, 790.90, and 790.122, respectively, may change to another use described in zoning categories .41, .42, .43, or .44 even though such other use is not permitted in that Neighborhood Commercial district,
 2. Any use described in zoning categories .51, .52, or .53, as defined in Sections 790.114, 790.116, and 790.108, respectively, may change to another use described in zoning categories .51, .52, or .53, even though such other use is not permitted in that Neighborhood Commercial district,
 3. Any use described in zoning categories .57, .58, and .59, as defined in Sections 790.14, 790.17, and 790.15, respectively, may change to another use described in zoning categories .57, .58, and .59, even though such other use is not permitted in that Neighborhood Commercial district.
- (c) Any use located on the second story or above, in a structure located within a Neighborhood Commercial district, which use existed on the effective date of Ordinance No. (this ordinance) and was permitted as a conditional use prior to the adoption of Ordinance No. (this ordinance), but for which the required permits and conditional use authorization had not been obtained, and which use is not permitted by operation of Ordinance No. (this ordinance), will be deemed to be a permitted conditional use if:
1. Within two years of the effective date of Ordinance No. (this ordinance) an application for conditional use authorization is filed pursuant to the provisions of Article 3 of this Code, and if an application is filed for all other permits necessary to bring the use into compliance with applicable Codes; and

2. The conditional use is authorized and all other necessary permits are granted; and
3. Within one year of final administrative action on the granting of the necessary permits, or within such alternate period which the City Planning Commission deems reasonable and necessary, all work which is required for code compliance under all applicable codes is substantially completed.

(d) Any use located on the second story or above, in a structure located within a Neighborhood Commercial District, which use existed on the effective date of Ordinance No. (this ordinance) and was permitted as a principal use prior to the adoption of Ordinance No. (this ordinance), but for which the required permits had not been obtained, and which use is either not permitted or permitted only with conditional use authorization by operation of Ordinance No. (this ordinance) will be deemed to be a permitted conditional use if:

1. Within two years of the effective date of Ordinance No. (this ordinance) an application is filed for all other permits necessary to bring the use into compliance with applicable Codes; and
2. Within one year of final administrative action on the granting of the necessary permits, all work which is required for code compliance under all applicable codes is substantially completed.

[Sections 180 through 183 are unchanged.]

SEC. 184

SHORT-TERM CONTINUANCE OF CERTAIN NONCONFORMING USES.

The period of time during which the following nonconforming uses may continue or remain shall be limited to five years from the effective date of this Code (May 2, 1960), or of the amendment thereto which caused the use to be nonconforming. Every such nonconforming use shall be completely eliminated within 90 days after the expiration of such period.

- (a) Any nonconforming commercial or industrial use of land where no enclosed building is involved in such use

NOTE: To implement the Downtown Plan, the following amendment is proposed. It is currently effective as an interim control.

, except for permanent off-street parking lots in the C-3-O, C-3-R and C-3-G districts existing on the effective date of Ordinance No. __, provided that such lots are screened in the manner required by Section 156(e).

- (b) Any use of a type first permitted as a principal or conditional use in an NC, C or M district or in a Residential Commercial Combined district, when occupying a building in an R district other than a Residential Commercial Combined district that has an assessed valuation not in excess of \$500 on the effective date of this Code or such later date as the use becomes nonconforming, with the following exceptions:
1. Any lawful use in this category in a building having an assessed valuation of \$250 or more on the effective date of this Code, or such later date as the use becomes nonconforming, shall have a period of permitted continuance of 10 years from the date at which the property was placed in a Residential zoning classification, if such a period of continuance produces an expiration date which is later than the expiration date stated above; or
 2. Any lawful use in this category which is of a type first permitted in a C-1 district; or of a type first permitted in any other district and supplying commodities at retail, or offering personal services, primarily to residents of the immediate vicinity; shall have a period of permitted continuance of 10 years from the effective date of this Code, or of the amendment thereto which caused the use to be nonconforming. After five years of such period have elapsed, any use as described in this Paragraph (b)2 shall, upon application, be qualified for consideration by the City Planning Commission as a conditional use as regulated in Section 303 of this Code.

SEC. 185 CONTINUANCE OF OTHER NONCONFORMING USES.

The purpose of this section is to provide for the gradual elimination or conversion, after a reasonable allowance of time for the amortization of investments therein, of certain classes of nonconforming uses in buildings, in order to encourage and promote the orderly and beneficial development of the land and buildings with conforming uses. The section is intended to apply to obsolescent buildings whose use is widely at variance with the regulations of this Code, and is safeguarded against unnecessary hardship in application by provision for a minimum period of continuance of 20 years, by procedures for extension and exceptions, and by the requirement of repeated notice as the buildings approach an age indicative of obsolescence. It is further declared that the requirement of eventual removal, or conversion to conforming use of such buildings, subject to the exceptions set forth, is in the public interest and is intended to promote the general welfare.

- (a) This section shall apply only to nonconforming uses occupying buildings in R districts, other than Residential-Commercial Combined districts, when such uses would first be permitted as a principal or conditional use in an NC, C or M district or in a Residential-Commercial Combined district. It shall not apply to exempt limited commercial uses meeting the requirements of Section 186, or to any nonconforming use of land or a building whose continuance is more strictly limited by the provisions of Section 184.

- (b) Every such building to which this section applies may be continued in such use for at least 20 years from the effective date of this Code (May 2, 1960), or of the amendment thereto which causes it to be nonconforming, and may be continued for a longer period if it has not yet reached the age hereinafter specified, computed from the date the building was erected. For buildings of Type 1 or Type 2, as defined in the Building Code of the City, the specified age shall be 50 years; for Type 3 buildings it shall be 40 years; and for Type 4 and Type 5 buildings it shall be 30 years.
- (c) Upon the expiration of the period specified for each such building, it shall be completely removed or altered and converted to a conforming use, except as hereinafter provided.
- (d) Where special circumstances apply to any such building and use, which do not apply generally to others affected hereby, extension of time may be granted under the variance procedure as regulated in Section 305, but no such extension shall be for a period in excess of one year. Successive extensions, subject to the same limitations, may be granted upon new application.
- (e) Any unconforming use affected by this section shall be qualified for consideration by the City Planning Commission as a conditional use as regulated in Section 303, upon application filed at any time during the period of permitted continuance specified above. In the event that a conditional use is authorized by the City Planning Commission for any such use, the provisions of Sections 180 through 183 shall continue to apply to such use except as specifically provided in the action of the Commission, and no enlargement, intensification or extension of the nonconforming use shall be permitted by the Commission.
- (f) The Zoning Administrator shall give notice by mail of the date of expiration of the periods of permitted continuance specified herein to each owner of record within four years of the effective date of this Code, or of the date of the amendment which caused the use to become nonconforming, and shall repeat such notice at approximate intervals of four years thereafter. A final notice shall be given one year before said date of expiration in each instance. The notices shall set forth all pertinent provisions of this section, including the declared purposes thereof. Failure to send notice by mail to any such owner where the address of such owner is not a matter of public record, or where no Permit of Occupancy for a nonconforming use covered by this section has been issued as provided in Section 171 of this Code, shall not invalidate any proceedings under this section.

SEC. 186

EXEMPTION OF LIMITED COMMERCIAL NON-CONFORMING USES.

The purposes of this section is to provide for the further continuance in R districts of nonconforming uses of a limited commercial character, as herein described, which are beneficial to, or can be accommodated within, the residential areas in which they are located. It is hereby found and

declared that, despite the general incompatibility of non-conforming uses with the purposes of this Code, and with other nearby uses, these limited commercial uses may be tolerated in residential areas, and tend to provide convenience goods and services on a retail basis to meet the frequent and recurring needs of neighborhood residents within a short distance of their homes. These uses tend to be small in scale, to serve primarily a walk-in trade, and to cause a minimum of interference with nearby streets and properties. Accordingly, this section recognizes the public advantages of these uses and establishes conditions for their continued operation.

(a) The following nonconforming uses in R districts shall be exempt from the termination provisions of Section 185, provided such uses comply with all the conditions specified in Subsection (b) below:

1. ((In all RH districts and RM-1 districts, any use that would be permitted as a principal or conditional use in an RC-1 district.))

Basic Requirement. Nonconforming uses located in Residential districts are subject to the NC-1 District provisions, as set forth in Section 710. These NC-1 provisions are intended to provide for retail sales and services of a limited commercial character which will benefit the immediate community and will be compatible with the Residential district in which the nonconforming use is located.

2. ((In all other RM districts: any use that would be permitted as a principal or conditional use in an RC-2 district.))

Additional Requirements. Any nonconforming use which is not more than one-quarter mile from an Individual Area Neighborhood Commercial district, set forth in Sections 714 through 728, shall be regulated by the controls applicable in that Individual Area Neighborhood Commercial district if those controls are more restrictive than the NC-1 district controls.

(b) The limited commercial nonconforming uses described above shall meet the following conditions:

1. The building shall be maintained in a sound and attractive condition, consistent with the general appearance of the neighborhood;
2. Any signs on the property shall be made to comply with the requirements of Article 6 of this Code applying to nonconforming uses;
3. The hours during which the use is open to the public shall be limited to the period between 6:00 a.m. and 10:00 p.m.;
4. No public sidewalk space shall be occupied in connection with the use;

5. Truck loading shall be limited in such a way as to avoid undue interference with sidewalks, or with crosswalks, bus stops, hydrants and other public features;
 6. Noise, odors and other nuisance factors shall be adequately controlled; and
 7. All other applicable provisions of this Code shall be complied with.
- (c) Any use affected by this section which does not comply with all of the conditions herein specified shall be subject to termination in accordance with Section 185 at the expiration of the period specified in that section, but shall be qualified for consideration as a conditional use under Section 185(e). Any such use which is in compliance with such conditions at the expiration of such period but fails to comply therewith at any later date shall be subject to termination when it ceases to comply with any of such conditions.
- (d) The provisions for nonconforming uses contained in Section 180 through 183 shall continue to apply to all uses affected by this Section 186, except that the cost limit for structural alterations contained in Section 181(b)4 shall not be applicable thereto.

SEC. 187

GARMENT SHOPS AND GARMENT FACTORIES AS NONCONFORMING USES.

- (a) A garment shop or a garment factory (as defined in the Building Code), existing on January 1, 1960, and located either in a commercial district or in a building having legal nonconforming commercial status under provisions of the City Planning Code in force on that date, shall be regarded as a legal nonconforming use under provisions of the City Planning Code becoming effective on May 2, 1960, if such shop or factory was brought into compliance with all applicable codes and ordinances prior to January 1, 1961. Permits of Occupancy must have been obtained prior to January 1961, by such shop or factory, and any shop or factory which failed to comply with all applicable codes and ordinances prior to that date shall have closed and discontinued all operations.
- (b) Garment shops and garment factories located in an R district, except those having legal nonconforming status, shall have closed and ceased all operations by January 1, 1961.
- (c) Garment shops and garment factories having legal nonconforming status in R districts, NC, and C districts shall be subject to the provisions of Sections 180 through 185 of this Code as nonconforming uses. No such use shall be intensified by installation of additional machines.

[Sections 188 and 189 are unchanged.]

ARTICLE 2
USE DISTRICTS

NC Districts are located in Article 7 of this Code.

SEC. 201

CLASSES OF USE DISTRICTS. In order to carry out the purposes and provisions of this Code, the city is hereby divided into the following classes of use districts:

- P Public Use Districts
- RH-1(D) Residential, House Districts, One-Family (Detached Dwellings)
- RH-1 Residential, House Districts, One-Family
- RH-1(S) Residential, House Districts, One-Family with Minor Second Unit
- RH-2 Residential, House Districts, Two-Family
- RH-3 Residential, House Districts, Three-Family
- RM-1 Residential Mixed Districts, Low Density
- RM-2 Residential Mixed Districts, Moderate Density
- RM-3 Residential, Mixed Districts, Medium Density
- RM-4 Residential, Mixed Districts, High Density
- RC-1 Residential-Commercial Combined Districts, Low Density
- RC-2 Residential-Commercial Combined Districts, Moderate Density
- RC-3 Residential-Commercial Combined Districts, Medium Density
- RC-4 Residential-Commercial Combined Districts, High Density

NEIGHBORHOOD COMMERCIAL DISTRICTS (Also see Article 7)

General Area Districts

- NC-1 Neighborhood Commercial Cluster District
- NC-2 Small-Scale Neighborhood Commercial District
- NC-3 Moderate-Scale Neighborhood Commercial District
- NC-5 Neighborhood Commercial Shopping Center District

Individual Area Districts

- Broadway Neighborhood Commercial District
- Castro Street Neighborhood Commercial District
- Inner Clement Street Neighborhood Commercial District
- Outer Clement Street Neighborhood Commercial District
- Upper Fillmore Street Neighborhood Commercial District
- Haight Street Neighborhood Commercial District
- Hayes-Gough Neighborhood Commercial District
- Upper Market Street Neighborhood Commercial District
- North Beach Neighborhood Commercial District
- Polk Street Neighborhood Commercial District
- Sacramento Street Neighborhood Commercial District
- Union Street Neighborhood Commercial District
- Valencia Street Neighborhood Commercial District
- 24th Street-Mission Neighborhood Commercial District
- 24th Street-Noe Valley Neighborhood Commercial District

- C-1 Neighborhood Shopping Districts
- C-2 Community Business Districts
- C-M Heavy Commercial Districts

C-3-0	Downtown Office District
C-3-R	Downtown Retail District
C-3-G	Downtown General Commercial District
C-3-S	Downtown Support District
M-1	Light Industrial Districts
M-2	Heavy Industrial Districts

SEC. 202

USES PERMITTED BY THIS CODE.

- (a) The use limitations of this Code shall be set forth in this Article 2 for the use districts of the city, as established by Section 201 of this Code and as shown on the Zoning Map referred to in Section 105 of this Code, subject to the provisions of Section 105. The uses permitted under this Code shall consist of the following:
1. Principal uses, permitted as of right in each established district where listed for that class of districts in this Article 2, as regulated herein and elsewhere in this Code.
 2. Conditional uses, permitted in each established district when authorized by the City Planning Commission under Section 303 of this Code, where listed for that class of districts in this Article 2 and as regulated herein and elsewhere in this Code.
 3. Accessory uses for such permitted principal and conditional uses, as defined and regulated in Sections 204 through 204.5 of this Code. Any use not qualified under such sections as an accessory use shall be classified as a principal or conditional use.
 - ((4. Special uses, permitted in Neighborhood Commercial Special Use Districts, when authorized by the Zoning Administrator or the City Planning Commission, where listed for that class of districts in this Article 2 and as regulated herein and elsewhere in this Code.))
- (b) Permitted uses shall include in each established district such uses not specifically listed in this Article 2 as are from time to time determined by the Zoning Administrator to be permitted uses in accordance with Section 307(a) of this Code.
- (c) No use shall be permitted in any R district, C district or M-1 district which by reason of its nature or manner of operation creates conditions that are hazardous, noxious or offensive through emission of odor, fumes, smoke, cinders, dust, gas, vibration, glare, refuse, water-carried waste, or excessive noise.
- (d) Except as specifically provided herein to the contrary, the provisions of this Article 2 shall apply to all uses, properties and developments, both public and private, including those of the City and County of San Francisco.

[Sections 203 through 207.1 are unchanged.]

DENSITY OF DWELLING UNITS IN NEIGHBORHOOD COMMERCIAL DISTRICTS.

The density of dwelling units in Neighborhood Commercial districts shall be as stated in the following Subsections. The rules for calculation of dwelling unit densities set forth in Section 207.1 of this Code shall apply in Neighborhood Commercial districts, except that any remaining fraction of one-half or more of the minimum amount of lot area per dwelling unit shall be adjusted upward to the next higher whole number of dwelling units.

(a) Dwelling Unit Density, General Area Districts.

The dwelling unit density in Neighborhood Commercial General Area Districts shall be at a density ratio not exceeding the number of dwelling units permitted in the nearest Residential district, provided that the maximum density ratio shall in no case be less than the amount set forth in the following table. The distance to each Residential district shall be measured from the midpoint of the front lot line or from a point directly across the street therefrom, whichever permits the greater density.

<u>General Area District</u>	<u>Residential Density Limits</u>
<u>NC-1, NC-2</u>	<u>One dwelling unit for each 800 sq.ft. of lot area.</u>
<u>NC-3, NC-S</u>	<u>One dwelling unit for each 600 sq.ft. of lot area.</u>

(b) Dwelling Unit Density, Individual Area Districts.

The dwelling unit density in Individual Area Neighborhood Commercial districts shall be at a density ratio not exceeding the amounts set forth in the following table.

<u>Individual Area District</u>	<u>Residential Density Limits</u>
<u>Sacramento Street</u>	<u>One dwelling unit for each 800 sq.ft. of lot area.</u>
<u>Castro Street, Inner Clement Street, Outer Clement Street, Upper Fillmore Street, Haight Street, Union Street, Valencia Street, 24th Street-Mission, 24th Street-Noe Valley</u>	<u>One dwelling unit for each 600 sq.ft. of lot area.</u>
<u>Broadway, Hayes-Gough Upper Market Street North Beach, Polk Street</u>	<u>One dwelling unit for each 400 sq.ft. of lot area.</u>

DENSITY LIMITATIONS FOR GROUP HOUSING.

The density limitations for group housing as described in Sections 209.2(a), (b), and (c) of this Code shall be as follows:

- (a) The maximum number of bedrooms on each lot shall be as specified in the following table for the district in which the lot is located.

TABLE 5A

Maximum Density for Group Housing

District	Minimum Number of Square Feet of Lot Area for Each Bedroom
RH-2	415
RH-3, RM-1, RC-1	275
RM-2, RC-2	210
RM-3, RC-3	140
RM-4, RC-4	70
<u>NC-1, NC-2, Sacramento Street</u>	<u>275</u>
<u>NC-3, NC-S, Castro Street, Inner Clement Street, Outer Clement Street, Upper Fillmore Street, Haight Street, Union Street, Valencia Street, 24th Street-Mission 24th Street-Noe Valley</u>	<u>210</u>
<u>Broadway, Hayes-Gough Upper Market Street, North Beach Polk Street</u>	<u>140</u>

- (b) For purposes of calculating the maximum density for group housing as set forth herein, the number of bedrooms on a lot shall in no case be considered to be less than one bedroom for each two beds. Where the actual number of beds exceeds an average of two beds for each bedroom, each two beds shall be considered equivalent to one bedroom.
- (c) The rules for calculation of dwelling unit densities as set forth in Section 207.1 shall also apply in calculation of the density limitations for group housing, except that in NC districts, any remaining fraction of one-half or more of the maximum amount of lot area per bedroom shall be adjusted upward to the next higher whole number of bedrooms.

ARTICLE 3
PROCEDURES

[Sections 301 through 302 are unchanged.]

SEC. 303 CONDITIONAL USES.

- (a) **General.** The City Planning Commission shall hear and make determinations regarding applications for the authorization of conditional uses in the specific situations in which such authorization is provided for elsewhere in this Code. The procedures for conditional uses shall be as specified in this section and in Sections 306 through 306.~~(5)~~6, except that Planned Unit Developments shall in addition be subject to Section 304, ~~((and))~~ medical institutions and post-secondary educational institutions shall in addition be subject to the institutional master plan requirements of Section 304.5, and conditional use applications filed pursuant to Article 7, or otherwise required by this Code for uses in Neighborhood Commercial districts shall be subject to the provisions set forth in Section 315, in lieu of those provided for in Sections 306.2 and 306.3, with respect to scheduling and notice of hearings.
- (b) **Initiation.** A conditional use action may be initiated by application of the owner, or authorized agent for the owner, of the property for which the conditional use is sought.
- (c) **Determination.** After its hearing on the application, or upon the recommendation of the Zoning Administrator if the application is filed pursuant to Section 315 and no hearing is required, the City Planning Commission ~~((may))~~ shall approve the application and authorize a conditional use if the facts presented are such to establish:
1. That the proposed use or feature, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable for, and compatible with, the neighborhood or the community; and
 2. That such use or feature as proposed will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity, or injurious to property, improvements or potential development in the vicinity, with respect to aspects including but not limited to the following:
 - (A) The nature of the proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

- (B) The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading;
 - (C) The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor;
 - (D) Treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs; and
3. That such use of feature as proposed will comply with the applicable provisions of this Code and will not adversely affect the Master Plan; and
4. With respect to applications filed pursuant to Article 7 of this Code; that such use or feature as proposed will provide development that is in conformity with the stated purpose of the applicable Neighborhood Commercial district, as set forth in Sections 710.1 through 728.1, and
5. (A) With respect to applications filed pursuant to Article 7, Section 703.2(a), use categories .45, .46, and .47, in lieu of the criteria set forth above in Section 303(c)1-4, that such use or feature will:
- (i) Not be located within 1000 feet of another such use, if the proposed use or feature is included in use category .46 as defined by Section 790.36; and/or
 - (ii) Not be open between 12 midnight and 6 a.m. except in the Broadway Neighborhood Commercial District, as regulated in Section 714, where such uses shall not be open between 2 and 6 a.m.; and
 - (iii) Not use electronic amplification between 10 p.m. and 6 a.m.; and
 - (iv) Be sufficiently insulated for noise and operated so that fixed source equipment noise shall not exceed the decibel levels specified in the San Francisco Noise Control Ordinance.
- (B) Notwithstanding the above, the City Planning Commission may authorize a conditional use which does not satisfy the criteria set forth in 5(A)ii and/or 5(A)iii above, if facts presented are such to establish that the use will be operated in such a way as to minimize disruption to residences in and around the district with respect to noise and crowd control.

(d) **Conditions.** When authorizing a conditional use as provided herein the City Planning Commission, or the Board of Supervisors on appeal, shall prescribe such additional conditions, beyond those specified in this Code, as are in its opinion necessary to secure the objectives of the Code. Once any portion of the conditional use authorization is utilized, all such conditions pertaining to such authorization shall become immediately operative. The violation of any condition so imposed shall constitute a violation of this Code and may constitute grounds for revocation of the conditional use authorization. Such conditions may include time limits for exercise of the conditional use authorization; otherwise, any exercise of such authorization must commence within a reasonable time.

(e) **Modification of Conditions.** Authorization of a change in any condition previously imposed in the authorization of a conditional use shall be subject to the same procedures as a new conditional use. Such procedures shall also apply to applications for modification or waiver of conditions set forth in prior stipulations and covenants relative thereto continued in effect by the provisions of Section 174 of this Code.

(f) **(Continuation.)**

1. Except as provided for temporary uses in Section 205 of this Code, and except where time limits are otherwise specified as a condition of authorization, any conditional use that has been established as authorized by the City Planning Commission may continue as authorized so long as it is not changed to another use or feature, or discontinued for a continuous period of three years, or otherwise abandoned.
2. A conditional use shall not be restored when so abandoned, or changed to another use or feature that is classified as a conditional use in the district in which it is located, or significantly altered or intensified, except upon approval of a new conditional use application by the City Planning Commission.
3. Where a use or feature classified as a conditional use in the district in which it is located lawfully exists at the effective date of this Code, or at the effective date of any amendment imposing new conditional use requirements upon such use or feature in such district, such use or feature shall be deemed to be a permitted conditional use in the form in which it exists on such date, without further authorization except as provided in this subsection or in Section 205 of Article 2 of this Code.

(((g))) **Delegation of Hearing.** The City Planning Commission may delegate to a committee of one or more of its members, or to the Zoning Administrator, the holding of the hearing required by this Code for a conditional use action. The delegate or delegates shall submit to the City Planning Commission a record of the hearing, together with a report of findings and recommendations relative thereto, for the consideration of the Commission in reaching its decision in the case.

PLANNED UNIT DEVELOPMENTS.

NOTE: To implement the Downtown Plan, the following amendment is proposed. It is currently effective as an interim control.

In districts other than NC and C-3,

the City Planning Commission may authorize as conditional uses, in accordance with the provisions of Section 303, Planned Unit Developments subject to the further requirements and procedures of this section. After review of any proposed development, the City Planning Commission may authorize such development as submitted or may modify, alter, adjust or amend the plan before authorization, and in authorizing it may prescribe other conditions as provided in Section 303(d). The development as authorized shall be subject to all conditions so imposed and shall be excepted from other provisions of this Code only to the extent specified in the authorization.

- (a) **Objectives.** The procedures for Planned Unit Developments are intended for projects on sites of considerable size, developed as integrated units and designed to produce an environment of stable and desirable character which will benefit the occupants, the neighborhood and the city as a whole. In cases of outstanding over-all design, complementary to the design and values of the surrounding area, such a project may merit a well reasoned modification of certain of the provisions contained elsewhere in this Code.
- (b) **Nature of site.** The tract or parcel of land involved must be either in one ownership, or the subject of an application filed jointly by the owners of all the property included or by the Redevelopment Agency of the City. It must constitute all or part of a Redevelopment Project Area, or if not must include an area of not less than 1/2 acre, exclusive of streets, alleys and other public property that will remain undeveloped.
- (c) **Application and plans.** The application must describe the proposed development in detail, and must be accompanied by an over-all development plan showing, among other things, the use or uses, dimensions and locations of structures, parking spaces, and areas, if any, to be reserved for streets, open spaces and other public purposes. The application must include such pertinent information as may be necessary to a determination that the objectives of this section are met, and that the proposed development warrants the modification of provisions otherwise applicable under this Code.
- (d) **Criteria and limitations.** The proposed development must meet the criteria applicable to conditional uses as stated in Section 303(c) and elsewhere in this Code. In addition, it shall:
 - 1. Affirmatively promote applicable objectives and policies of the Master Plan;

2. Provide off-street parking adequate for the occupancy proposed;
3. Provide open space usable by the occupants and, where appropriate, by the general public, at least equal to the open spaces required by this Code;
4. Be limited in dwelling unit density to less than the density that would be allowed by Article 2 of this Code for a district permitting a greater density, so that the Planned Unit Development will not be substantially equivalent to a reclassification of property;
5. In R districts, include commercial uses only to the extent that such uses are necessary to serve residents of the immediate vicinity, subject to the limitations for RC districts under this Code; and
6. Under no circumstances be excepted from any height limit established by Article 2.5 of this Code, unless such exception is explicitly authorized by the terms of this Code. In the absence of such an explicit authorization, exceptions from the provisions of this Code with respect to height shall be confined to minor deviations from the provisions for measurement of height in Sections 260 and 261 of this Code, and no such deviation shall depart from the purposes or intent of those sections.

[Sections 304.5 through 306.1 are unchanged.]

SEC. 306.2 Scheduling of Hearings.

When an action for an amendment, conditional use or variance has been initiated by application or otherwise, the Zoning Administrator shall set a time and place for a hearing thereon within a reasonable period. In the case of an application for a variance, such period shall not exceed 30 days from the date upon which the application is accepted for filing. The procedures for scheduling of hearings on conditional use applications where such authorization is required pursuant to zoning categories .10, .11, .21, .24 through .27, .38 through .90, and .95 of Sections 710 through 728 for each Neighborhood Commercial district, are set forth in Section 315.

SEC. 306.3 Notice of Hearings.

- (a) Except as indicated in Subsection (b) below, and except as provided in Section 315 for conditional use applications where such authorization is required pursuant to Zoning Categories .10, .11, .21, .24 through .27, .38 through .90 and .95 of Sections 710 through 728 for each Neighborhood Commercial district, notice of the time, place and purpose of the hearing on an action for an amendment, conditional use or variance shall be given by the Zoning Administrator as follows:

1. By mail to the applicant or other person or agency initiating the action.
2. By mail, except in the case of proposed amendments to change the text of the Code, not less than 10 days prior to the date of the hearing to the owners of all real property within the area that is the subject of the action and within 300 feet of all exterior boundaries of such area, using for this purpose the names and addresses of the owners as shown on the latest city-wide assessment roll in the office of the Tax Collector. Failure to send notice by mail to any such property owner where the address of such owner is not shown on such assessment roll shall not invalidate any proceedings in connection with such action.
3. By publication, except in variance cases, at least once in a newspaper of general circulation in the city not less than 20 days prior to the date of the hearing.
4. Such other notice as the Zoning Administrator shall deem appropriate.

(b) In the following situations, notice of hearings shall be given as indicated:

1. In the case of variance applications involving a less than 10 per cent deviation as described in Section 305(c), the Zoning Administrator need give only such notice as the Zoning Administrator deems appropriate in cases in which a hearing is actually held.
2. In the case of amendments to reclassify land on the basis of general zoning studies for one or more zoning districts, which studies either are city-wide in scope or cover a major sub-area of the city as determined by the City Planning Commission, and where the total area of land so proposed for reclassification, excluding the area of public streets and alleys, is 30 acres or more, the notice given shall be as described in Subsection (a) above, except that:
 - A. The newspaper notice shall be published as an advertisement in all editions of such newspaper, and need contain only the time and place of the hearing and a description of the general nature of the proposed amendment together with a map of the area proposed for reclassification.
 - B. The notice by mail need contain only the time and place of the hearing and a general description of the boundaries of the area proposed for reclassification.

[Section 306.4 is unchanged.]

Reconsideration.

- (a) Whenever any application for an amendment, ((conditional use)) or variance, or any part thereof, has been disapproved by the City Planning Commission or Zoning Administrator, or by the Board of Supervisors or the Board of Permit Appeals on appeal as described in Section 308, no application proposing an amendment, ((conditional use)) or variance, the same or substantially the same as that which was disapproved, shall be resubmitted to or reconsidered by the City Planning Commission or Zoning Administrator within a period of one year from the effective date of final action upon the earlier application.
- (b) Whenever any application for a conditional use, or any part thereof, has been disapproved by the City Planning Commission, or by the Board of Supervisors on appeal as described in Section 308, no application proposing a conditional use, the same or substantially the same as that which was disapproved, shall be resubmitted to or reconsidered by the City Planning Commission within a period of eighteen months from the effective date of final action upon the earlier application.

[Sections 306.6 through 310 are unchanged.]

((SEC. 312

~~SPECIAL USES.~~

- (a) ~~General.~~ The Zoning Administrator and the City Planning Commission shall make determinations regarding applications for authorization of special uses in the specific situations in which such authorization is provided for elsewhere in this Code. The procedures for special uses shall be as specified in this section.
- (b) ~~Purpose.~~ The special use authorization procedure is intended to facilitate the orderly processing of applications for alteration and enlargement of existing uses and for establishment of uses in Neighborhood Commercial Special Use Districts through a procedure which allows for efficient and thorough review of applications using criteria and requirements as set forth in this Code and guidelines as adopted from time to time by the City Planning Commission so as to insure fairness to each applicant and adequate and reasonable regulation of commercial development. Except as provided in Subdivision (d), no special use authorization may be approved pursuant to this Chapter which is not consistent with the policies and objectives of the Comprehensive Plan of San Francisco, the purposes of this Code, the general purposes of Neighborhood Commercial Special Use Districts (Section 242(a)), and the purposes of the particular special use district. In considering such authorizations, the Zoning Administrator and the Planning Commission shall also consider the needs of the owners of property, operators of businesses, residents of surrounding areas, users of the area, and the community in general.))

SEC. 315

PROCEDURES FOR CONDITIONAL USE AUTHORIZATION IN
NEIGHBORHOOD COMMERCIAL DISTRICTS.

In addition to the provisions of Section 306.1 and 306.4, the following procedures shall govern applications for conditional use authorization where this authorization is required pursuant to zoning categories .10, .11, .21, .24 through .27, .38 through .90, and .95 of Sections 710 through 728 for each Neighborhood Commercial district. The criteria for determinations on such applications are set forth in Section 303(c). Additional criteria for determinations on applications pursuant to zoning categories .10, .11, and .21 are set forth in the Section containing the control.

SEC. 315.1

Applications and Filing Fees.

The provisions set forth in Section 306.1 shall govern with respect to applications and filing fees.

SEC. 315.2

Zoning Administrator Review, Scheduling of Hearing, and Recommendation.

The Zoning Administrator will review and schedule applications for conditional use authorization for City Planning Commission determination; either on Consent Calendar, with a recommendation regarding action on the application; or at a public hearing, without a recommendation.

- (a) Scheduling of Determination. After an application for conditional use is filed at the Department, the Zoning Administrator will review the application, make a recommendation for determination, and set a time and place for determination of that application within a reasonable period.
- (b) Consent Calendar with Recommendation. After reviewing an application, the Zoning Administrator shall determine if the facts presented establish that the proposed use or feature is in conformity with the criteria set forth in Section 303(c), as applicable, and in Sections 253.1, 121.5, and 121.7 for zoning categories .10, .11, and .21, respectively, and may recommend approval or approval with conditions, placing that recommendation on Consent Calendar.
- (c) Public Hearing. After reviewing an application, the Zoning Administrator may determine that the public interest would best be served by a City Planning Commission review of the application and shall in that event schedule the application for a public hearing.
- (d) Report and Recommendation. In all actions involving a Consent Calendar or public hearing, the Zoning Administrator will make necessary investigations and studies and submit proposed findings to the Director of the Department of City Planning. The report and any recommendation will be submitted at the Consent Calendar or public hearing.

SEC. 315.3

Notice of Recommendation and Determination.

After review of an application subject to these procedures and scheduling of the matter for Planning Commission determination the Zoning Administrator shall provide notice of any recommendation to be placed on the Consent Calendar and of the date and time that the matter will be considered by the Commission; or, in the event of a public hearing, shall provide notice of the time, place, and purpose of the hearing, as follows:

- (a) By mail to the applicant or other person or agency initiating the action; and
- (b) By posting on the subject property; and
- (c) By publication at least once in a newspaper of general circulation in the city not less than 20 days prior to the scheduled date of the appearance of the item on the City Planning Commission Consent Calendar or of the public hearing; and
- (d) By mail at least 20 days prior to the date that the matter is scheduled for determination by the City Planning Commission to property owners within 300 feet of the property that is the subject of the action as well as groups or individuals requesting such notice in writing; and
- (e) Such other notice as the Zoning Administrator shall deem appropriate.

SEC. 315.4

Request for Reconsideration of Consent Calendar Items at a Public Hearing.

- (a) Requests. Any application which is the subject of a consent calendar recommendation will be scheduled for a full public hearing if a request is made in writing prior to the date that the matter is scheduled for determination by the City Planning Commission or at the Commission meeting by any of of the following:
 - 1. The applicant; or
 - 2. Ten or more property owners or tenants of the residential or commercial property within 300 feet of the exterior boundaries of the subject property; or
 - 3. Any City Planning Commissioner.
- (b) Rescheduling. An item for which a request for public hearing has been made pursuant to subsection (a), above, will be rescheduled for City Planning Commission review and determination at a public hearing. Notice of the time, place and purpose of the public hearing shall be provided as follows:

1. By mail to the applicant or other person or agency initiating the action; and
2. By posting on the subject property; and
3. By publication at least once in a newspaper of general circulation in the city not less than 10 days prior to the scheduled date of the public hearing; and
4. By mail at least 10 days prior to the scheduled date of the public hearing to all persons requesting such notice in writing; and
5. Such other notice as the Zoning Administrator shall deem appropriate.

SEC. 315.5

Conduct of Consent Calendar and Determination.

On applications placed on the Consent Calendar, the City Planning Commission will make determinations regarding the authorization of conditional uses, as follows.

The City Planning Commission will consider the Zoning Administrator's recommendation, as shown on Consent Calendar, and make a determination regarding authorization of the conditional use.

- (a) Determination. After considering the Zoning Administrator's recommendation regarding the application, the City Planning Commission may concur with that recommendation, as shown on consent calendar, without public testimony unless there is request for public hearing or the item is called off calendar as provided for in Section 315.4.
- (b) Decision. Such action taken by the City Planning Commission to approve or approve with conditions, as shown on the Consent Calendar, shall be final except upon filing of an appeal as provided for in Section 315.8.

SEC. 315.6

Conduct of Public Hearings and Determination.

The provisions set forth in Section 306.4 with respect to conduct of hearings shall govern whenever a full public hearing is required pursuant to Section 315.2 or 315.4.

SEC. 315.7

Reconsideration.

Whenever an application for a conditional use is authorized by the City Planning Commission, or by the Board of Supervisors pursuant to Section 308.1, no application which proposes a further intensification of that use or feature, or change to another related use, will be considered by the City Planning Commission within a period of eighteen months from the effective date of final action on the earlier application, if such intensification or change in use was specifically restricted in the action on the earlier application.

Whenever an application for a conditional use is denied by the City Planning Commission or by the Board of Supervisors pursuant to Section 308.1, no application which proposes a conditional use which is the same authorization or essentially the same as that which was denied will be considered by the City Planning Commission within a period of eighteen months from the effective date of final action on the earlier application.

SEC. 315.8

Appeal.

A final determination by the City Planning Commission on an application for conditional use authorization may be appealed to the Board of Supervisors pursuant to the provisions of Section 308.1.

ARTICLE 3.5

FEEES

SEC. 350 FEES, GENERAL.

In order to compensate the Department of City Planning for a part of the cost of processing permit applications for the establishment, abolition or modification of a set-back line, for reclassification of property, for conditional use authorization, for a variance, ((or for a special use authorization,)) and in order to compensate the Department of City Planning for a part of the cost of reviewing permit applications filed in and issued by other City departments, fees shall be charged and collected as indicated for each class of application or permit listed in Sections 351 through 353 below.

SEC. 351 FEES FOR APPLICATIONS TO ESTABLISH, ABOLISH OR MODIFY A SETBACK LINE, TO RECLASSIFY PROPERTY, TO AUTHORIZE A CONDITIONAL USE, TO CONSIDER A VARIANCE ((OR TO AUTHORIZE A SPECIAL USE)).

Before accepting any application for filing, the Department of City Planning shall charge and collect a fee as follows:

- (a) For each application to establish, abolish or modify a set-back line, the fee shall be \$300 for each block frontage, or portion thereof, affected by the proposed application.
- (b) For each application to reclassify property, the fee shall be:

Assessor's Block or Portion Thereof	Fee	Assessor's Block or Portion Thereof	Fee
1	\$ 500	21	\$3600
2	750	22	3650
3	1000	23	3700
4	1250	24	3750
5	1400	25	3800
6	1550	26	3850
7	1700	27	3900
8	1850	28	3950
9	2000	29	4000
10	2150	30	4050
11	2300	31	4100
12	2450	32	4150
13	2600	33	4200
14	2750	34	4250
15	2900	35	4300
16	3050	36	4350
17	3200	37	4400
18	3350	38	4450
19	3500	39	4500
20	3550	40	4550

Assessor's Block or Portion Thereof	Fee	Assessor's Block or Portion Thereof	Fee
41	\$3600	47	\$4900
42	3650	48	4950
43	3700	49	5000
44	3750	50	5020
45	3800	51	— add \$20 per block or portion thereof
46	3850		

- (c) For each application to authorize a conditional use, including planned unit development, the fee shall be,
1. Where the total estimated construction cost as defined by the San Francisco Building Code is less than \$50,000, \$200;
 2. Where said total estimated construction cost is \$50,000 or more, but less than \$200,000, \$300;
 3. Where said total estimated construction cost is \$200,000 or more, but less than \$1,000,000, \$300 plus one tenth of one percent of the cost over \$200,000;
 4. Where said total estimated construction cost is \$1,000,000 or more, but less than \$10,000,000, \$2,200 plus one hundred seventy-five thousandths of one per cent of the cost over \$1,000,000;
 5. Where said total estimated construction cost is \$10,000,000 or more, but less than \$20,000,000, \$17,950 plus one tenth of one per cent of the cost over \$10,000,000;
 6. Where said total estimated construction cost is \$20,000,000 or more, but less than \$30,000,000, \$27,950 plus five hundredths of one per cent of the cost over \$20,000,000;
 7. Where said total estimated construction cost is \$30,000,000 or more, but less than \$100,000,000, \$32,950 plus twenty-five thousandths of one per cent of the cost over \$30,000,000;
 8. Where said total estimated construction cost is \$100,000,000 or more, \$50,250.
- (d) For each application to consider a variance, the fee shall be:
1. Where the total estimated construction cost as defined by the San Francisco Building Code is less than \$10,000, \$100;
 2. Where said total estimated construction cost is \$10,000 or more, but less than \$50,000, \$200 plus one tenth of one per cent of the cost over \$10,000;

3. Where said total estimated construction cost is \$50,000 or more, but less than \$200,000, \$250 plus one-tenth of one per cent of the cost over \$50,000;
4. Where said total estimated construction cost is \$200,000 or more, but less than \$1,000,000, \$500 plus one-tenth of one per cent of the cost over \$200,000;
5. Where said total estimated construction cost is \$1,000,000 or more, but less than \$10,000,000, \$2,180 plus two-tenths of one per cent of the cost over \$1,000,000;
6. Where said total estimated construction cost is \$10,000,000 or more, but less than \$30,000,000, \$20,180 plus one-tenth of one percent of the cost over \$10,000,000;
7. Where said total estimated construction cost is more than \$30,000,000, \$40,180 plus five-hundredths of one per cent of the cost over \$30,000,000;

(((e) For each application for authorization of a special use pursuant to Sections 242 et seq. of this Code, the fee shall be \$200 for those applications which can be approved by the Zoning Administrator and \$350 for those applications which require review by the Planning Commission.))

- (f) **Exemption.** Any fraternal, charitable, benevolent or any other non-profit organization having a regular membership associated primarily for civic welfare, with revenue accruing therefrom to be used exclusively for the non-profit purposes of said organization, and which organization is exempt from taxation under the Internal Revenue laws of the United States as a bonafide fraternal, charitable, benevolent or other non-profit organization, shall be exempt from paying the fees specified in paragraphs (a) through (e) inclusive of this section.

[Sections 352 and 353 are unchanged.]

ARTICLE 6

SIGNS

[Sections 601 and 602 are unchanged.]

SEC. 602.1 Area (Of a Sign).

- (a) The entire area within a single continuous perimeter enclosing the extreme limits of writing, representation, emblem, or any figure or similar character, together with any frame or other material or color forming an integral part of the display or used to differentiate such sign from the background against which it is placed; excluding the necessary supports or uprights on which such sign is placed but including any sign tower. Where a sign has two or more faces, the area of all faces shall be included in determining the area of the sign, except that where two such faces are placed back to back and are at no point more than two feet from one another, the area of the sign shall be taken as the area of one face if the two faces are of equal area, or as the area of the larger face if the two faces are of unequal area.
- (b) On windows. The area of any sign painted directly on a window shall be the area within a rectangular perimeter formed by extending lines around the extreme limits of writing, representation, or any figure of similar character depicted on the surface of the window. The area of any sign placed on or behind the window glass shall be as described above in paragraph (a).
- (c) On awnings, canopies or marquees. The area of any sign on an awning, canopy or marquee shall be the total of all signage on all faces of the structure. All sign copy on each face shall be computed within one rectangular perimeter formed by extending lines around the extreme limits of writing, representation, or any figure of similar character depicted on the surface of the face of the awning, canopy or marquee.

[Sections 602.2 through 602.8 are unchanged.]

- SEC. 602.9 **Identifying Sign.** A sign for a use listed in Article 2 of this Code as either a principal or a conditional use permitted in an R district, regardless of the district in which the use itself may be located, which sign serves to tell only the name, address and lawful use of the premises upon which the sign is located, or to which it is affixed. A bulletin board of a public, charitable or religious institution, used to display announcements relative to meetings to be held on the premises, shall be deemed an identifying sign.

With respect to shopping malls containing five or more stores or establishments in NC districts, and shopping centers containing five or more stores or establishments in NC-S districts, identifying signs shall include signs which tell the name of and/or describe aspects of the operation of the mall or center. Shopping malls, as that term is used in this section, are characterized by a common pedestrian passageway which provides access to the businesses located therein.

[Sections 602.10 through 602.20 are unchanged.]

SEC. 602.21 Wall Sign. A sign placed flat against a building wall with its copy parallel to the wall to which it is attached and not protruding more than the thickness of the sign cabinet.

SEC. ((602.21))

SEC. 602.22 Wind Sign. Any sign composed of two or more banners, flags, or other objects, mounted serially and fastened in such a manner as to move upon being subjected to pressure by wind or breeze.

SEC. 602.23 Window Sign. A sign painted directly on the surface of a window glass or placed behind the surface of the glass inside the building.

[Section 603 is unchanged.]

SEC. 604 PERMITS AND CONFORMITY REQUIRED.

- (a) Any application for a permit for a sign that conforms to the provisions of this Code shall be approved by the Department of City Planning without modification or disapproval by the Department of City Planning or the City Planning Commission, pursuant to the authority vested in them by Section 26, Part III, of the San Francisco Municipal Code or any other provision of said Municipal Code

NOTE: To implement the Downtown Plan, the following amendment is proposed. It is not currently effective as an interim control.

; provided, however, that signs subject to the regulations set forth in ((with the exception of)) Article 10 of the City Planning Code, Preservation of Historical, Architectural and Aesthetic Landmarks and Article 11, Preservation of Buildings and Districts of Architectural, Historical and Aesthetic Importance in the C-3 Districts shall be governed by the relevant provisions thereof.

No sign, other than those signs exempted by Section 603 of this Code, shall be erected, placed, replaced, reconstructed or relocated on any property, intensified in illumination or other aspect, or expanded in area or in any dimension except in conformity with the provisions of this Code. No such erection, placement, replacement, reconstruction, relocation, intensification, or expansion shall be undertaken without a permit having been duly issued therefor, except as specifically provided otherwise in this Section 604.

(b) The provisions of this Section 604 shall apply to work of the above types on all signs unless specifically exempted by this Code, whether or not a permit for such sign is required under the San Francisco Building Code. In cases in which permits are not required under the Building Code, applications for permits shall be filed with the Central Permit Bureau of the Department of Public Works on forms prescribed by the Department of City Planning, together with a permit fee of \$5 for each sign, and the permit number shall appear on the completed sign in the same manner as required by the Building Code.

(c) No permit shall be required under this Code for a sign

NOTE: To implement the Downtown Plan, the following amendments are proposed. It is currently effective as an interim control.

- (i) painted or repainted directly on a door or window in a C or M district, or
- (ii) painted or repainted directly on a wall of a building or structure in a C

district (except for Significant and Contributory buildings and buildings in conservation districts subject to the provisions of Article 11)

or M district and not exceeding 100 square feet in area. Permits shall be required for all other painted signs in C and M districts, and for all painted signs in P and R districts. Repainting of any painted sign shall be deemed to be a replacement of the sign, except as provided in Subsection (f) below.

- (d) Except as provided in Subsection (c) above, no permit shall be required under this Code for ordinary maintenance and minor repairs which do not involve replacement, alteration, reconstruction, relocation, intensification or expansion of the sign.
- (e) No permit shall be required under this Code for temporary sale or lease signs, temporary signs of persons and firms connected with work on buildings under actual construction or alteration, and temporary business signs, to the extent that such signs are permitted by this Code.

- (f) A mere change of copy on a sign the customary use of which involves frequent and periodic changes of copy shall not be subject to the provisions of this Section 604, except that a change from general advertising to non-general advertising sign copy or from non-general advertising to general advertising sign copy shall in itself constitute a new sign subject to the provisions of this Section 604. In the case of signs the customary use of which does not involve frequent and periodic changes of copy, a change of copy shall in itself constitute a new sign subject to the provisions of this Section 604 if the new copy concerns a different person, firm, group, organization, place, commodity, product, service, business, profession, enterprise or industry.
- (g) Each application for a permit for a sign shall be accompanied by a scaled drawing of the sign, including the location of the sign on the building or other structure or on the lot, and including (except in the case of a sign the customary use of which involves frequent and periodic changes of copy) such designation of the copy as is needed to determine that the location, area and other provisions of this Code are met.
- (h) Unless otherwise provided in this Code or in other Codes or regulations, a lawfully existing sign which fails to conform to the provisions of this Article 6 may remain until the end of its normal life. Such sign may not, however, be replaced, altered, reconstructed, relocated, intensified or expanded in area or in any dimension except in conformity with the provisions of this Code. Ordinary maintenance and minor repairs shall be permitted, but such maintenance and repairs shall not include replacement, alteration, reconstruction, relocation, intensification or expansion of the sign. A sign which is damaged or destroyed by fire or other calamity shall be governed by the provisions of Sections 181(c) and 188(b) of this Code. A sign which is voluntarily destroyed or removed by its owner or which is required by law to be removed may be restored only in fully conformity with the provisions of this Code.
- (i) Nothing in this Article 6 shall be deemed to permit any use of property that is otherwise prohibited by this Code, or to permit any sign that is prohibited by the regulations of any special sign district or the standards or procedures of any Redevelopment Plan or any other Code or legal restriction.

[Sections 605 through 606 are unchanged.]

SEC. 607

COMMERCIAL AND INDUSTRIAL DISTRICTS.

Signs in C and M districts, other than those signs exempted by Section 603 of this Code, shall conform to the following provisions:

- (a) **General advertising signs.** No general advertising sign shall be permitted in any C-1 district.

- (b) **Roof signs.** No roof sign shall be permitted in any C-1 district. In all other C and M districts no roof sign shall be permitted; except that a roof sign may be erected in such other C and M districts if:
1. The sign does not extend more than 25 feet above the roof line of the building on or over which the sign is placed; and
 2. All parts of the sign are within 25 feet of, and the sign is mounted at not more than a 45 degree angle from, a wall of a building the roof line of which is at least as high as the top of the sign; and
 3. Such wall forms a complete backdrop for the sign, as the sign is viewed from all points from which the sign is legible from a public street or alley.

The limitations upon roof signs in this Subsection 607(b) shall not apply to signs located within 200 feet of the park known as Union Square and facing said park.

- (c) **Wind signs.** No wind sign shall be permitted in any C or M district.
- (d) **Moving parts.** No sign shall have or consist of any moving, rotating, or otherwise physically animated part (as distinguished from lights that give the appearance of animation by flashing, blinking or fluctuating), except as follows:
1. Moving or rotating or otherwise physically animated parts may be used for the rotation of barber poles and the indication of time of day and temperature.
 2. In the case of a general advertising sign in C-2, C-3, C-M, M-1 and M-2 districts, except signs located so as to be primarily viewed by persons traveling on any portion of a freeway, moving or rotating or otherwise physically animated parts may be used if such parts do not exceed a velocity of one complete cycle in a four-second period where such parts constitute less than 30 percent of the area of the sign or if, where such parts constitute a greater area of the sign, they do not exceed a velocity of one complete cycle in a four-second period and are stationary at least half of each eight-second period.
- (e) **Illumination.** Any sign may be non-illuminated or indirectly or directly illuminated. Signs in C-3, C-M, M-1 and M-2 districts shall not be limited in any manner as to type of illumination, but no sign in a C-1 or C-2 district shall have or consist of any flashing, blinking, fluctuating or otherwise animated light except in each of the following special districts, all as specifically designated as "Special Districts for Sign Illumination" on Sectional Map SSD of the Zoning Map of the City and County of San Francisco, described in Section 608 of this Code:

- ((1. Along the main commercial frontage in the C-2 areas on Mission Street from Seventeenth Street to Randall Street, Geary Boulevard from Masonic Avenue to Twenty-eighth Avenue, and Lombard Street from Van Ness Avenue to Broderick Street.))
- ((2.))
 - 1. In the C-2 area consisting of five blocks in the vicinity of Fisherman's Wharf.
- ((3.))
 - 2. In the C-2 area in the vicinity of Van Ness Avenue from Golden Gate Avenue and Eddy Street to Sacramento Street, and Polk Street from Eddy Street to Geary Street, also known as the Automotive Special Use District.
- ((4.))
 - 3. In the C-2 area in the vicinity of Stockton, Washington and Kearny Streets and Broadway, also known as Washington-Broadway Special Use District Number 1.
- (f) **Projection.** No sign shall project more than 75 percent of the horizontal distance from the street property line to the curb line and in no case shall a sign project more than 10 feet beyond the street property line or building set-back line in C-1 districts, or 12 feet beyond the street property line or building set-back line in any other C or M district.
- (g) **Height and extension above roof line.**
 - 1. **Signs attached to buildings.** No sign attached to a building shall extend or be located above the roof line of the building to which it is attached; except that up to one-half the area of a business sign attached to the street wall of a building may extend above the roof line, up to the maximum height permitted for free standing signs in the same district or 10 feet above the roof line, whichever is the lesser. In addition, no sign attached to a building shall under any circumstances exceed the following maximum heights:
 - in C-1: 40 feet;
 - in C-3: 100 feet;In all other C and M districts: 60 feet.

The 100-foot height limitation stated herein shall not apply to signs located within 200 feet of the park known as Union Square and facing said park.

2. Free standing signs. The maximum height for free standing signs shall be as follows:

In C-1: 24 feet;

In C-2: 36 feet;

In all other C and M districts: 40 feet.

- (h) **Special standards for automobile service stations.** For automobile service stations, only the following signs are permitted, subject to the standards in this Subsection (h) and to all other standards in this Section 607.

1. A maximum of two oil company signs, which shall not extend more than 10 feet above the roof line if attached to a building, or exceed the maximum height permitted for free standing signs in the same district if free standing. The area of any such sign shall not exceed 180 square feet, and along each street frontage all parts of such a sign or signs that are within 10 feet of the street property line shall not exceed 80 square feet in area. No such sign shall project more than five feet beyond any street property line or building set-back line. The areas of other permanent and temporary signs as covered in Paragraph 607(h)2 below shall not be included in the calculation of the areas specified in this paragraph.
2. Other permanent and temporary business signs, not to exceed 30 square feet in area for each such sign or a total of 180 square feet for all such signs on the premises. No such sign shall extend above the roof line if attached to a building, or in any case project beyond any street property line or building set-back line.
3. General advertising signs meeting the provisions of this Section 607.

SEC. 607.1

Neighborhood Commercial Districts.

Signs located in Neighborhood Commercial districts shall be regulated as provided herein, except for those signs which are exempted by Section 603. Signs not specifically regulated in this Section 607.1 shall be prohibited. In the event of conflict between the provisions of Section 607.1 and other provisions of Article 6, the provisions of Section 607.1 shall prevail in Neighborhood Commercial districts, provided that with respect to properties also located in the Upper Market Special Sign District the provisions of Section 608.10 shall prevail.

(a) Purposes and Findings. In addition to the purposes stated in Section 101 and 601 of this Code, the following purposes apply to Neighborhood Commercial districts. These purposes constitute findings that form a basis for regulations and provide guidance for their application.

1. As Neighborhood Commercial districts change, they need to maintain their attractiveness to customers and potential new businesses alike. Physical amenities and a pleasant appearance will profit both existing and new enterprises.
2. The character of signs and other features projecting from buildings is an important part of the visual appeal of a street and the general quality and economic stability of the area. Opportunities exist to relate these signs and projections more effectively to street design and building design. These regulations establish a framework that will contribute toward a coherent appearance of Neighborhood Commercial districts.
3. Neighborhood Commercial districts are typically mixed-use areas with commercial units on the ground or lower stories and residential uses on upper stories. Although signs and other advertising devices are essential to a vital commercial district, they should not be allowed to interfere with or diminish the livability of residential units within a Neighborhood Commercial district or in adjacent residential districts.
4. The scale of most Neighborhood Commercial districts as characterized by building height, bulk, and appearance, and the width of streets and sidewalks differs from that of other commercial and industrial districts. Sign sizes should relate and be compatible with the surrounding district scale.

(b) Identifying Signs. Identifying signs, as defined in Section 602.9, shall be permitted in all Neighborhood Commercial Districts subject to the limits set forth below.

1. One sign per lot shall be permitted and such sign shall not exceed 20 square feet in area. The sign may be a freestanding sign, if the building is recessed from the street property line, or may be a wall sign or a projecting sign. The existence of a freestanding identifying sign shall preclude the erection of a freestanding business sign on the same lot. A wall or projecting

sign shall be mounted on the first story level; a freestanding sign shall not exceed 15 feet in height. Such sign may be non-illuminated, indirectly illuminated, or directly illuminated.

2. One sign identifying a shopping center or shopping mall shall be permitted subject to the conditions in Paragraph 1, but shall not exceed 30 square feet in area. Any sign identifying a permitted use listed in Sections 603.40 through 703.71 in an NC district shall be considered a business sign and subject to Section 607.1(d) of this Code. Such signs may be non-illuminated, indirectly illuminated, or directly illuminated during the hours of operation of the businesses in the shopping center or shopping mall.

(c) General Advertising Signs. General advertising signs, as defined in Section 602.7, shall be permitted in Neighborhood Commercial districts as provided for below. In NC districts where such signs are permitted, general advertising signs may be either a wall sign or freestanding, provided that the surface of any freestanding sign shall be parallel to and within 3 feet of an adjacent building wall. In either case, the building wall shall form a complete backdrop for the sign, as the sign is viewed from all points from a street or alley from which it is legible.

1. NC-2 Districts. No more than one general advertising sign shall be permitted per lot. Such sign shall not exceed 50 square feet in area nor exceed 12 feet in height. Such sign may be either non-illuminated or indirectly illuminated.

2. NC-3, NC-S and Broadway Districts. No more than two general advertising signs shall be permitted per lot, or in NC-S districts, per district. The area of any such sign shall not exceed 100 square feet, and the total area of all such signs on the lot shall not exceed 200 square feet. The height of any such sign shall not exceed 24 feet, or the height of the wall to which it is attached, or the height of the lowest of any residential window sills on the wall to which it is attached if a wall sign, or the adjacent wall or the top of the adjacent wall if a freestanding sign, whichever is lower.

(A) NC-3 and NC-S Districts. Signs may be either non-illuminated or indirectly illuminated.

(B) Broadway Neighborhood Commercial District. Signs may be either non-illuminated, indirectly or directly illuminated.

(d) Business Signs. Business signs, as defined in Section 602.3 shall be permitted in all Neighborhood Commercial districts subject to the limits set forth below.

1. NC-1 Districts.

(A) Window Signs. The total area of all window signs, as defined in Section 602.1(a), shall not exceed one-third the area of the window on or in which the signs are located.

Such signs may be non-illuminated, indirectly illuminated, or directly illuminated.

- (B) Wall Signs.** The area of all wall signs shall not exceed 2 square feet per foot of street frontage occupied by the business measured along the wall to which the signs are attached, or 100 square feet, whichever is less. The height of any wall sign shall not exceed 15 feet or the height of the wall to which it is attached. Such signs may be non-illuminated or indirectly illuminated; or during business hours, may be directly illuminated.
- (C) Projecting Signs.** The number of projecting signs shall not exceed one per business. The area of such sign, as defined in Section 602.1(a), shall not exceed 20 square feet. The height of such sign shall not exceed 15 feet or the height of the wall to which it is attached. No part of the sign shall project more than 75 percent of the horizontal distance from the street property line to the curb line, or 6 feet, whichever is less. The sign may be non-illuminated or indirectly illuminated, or during business hours, may be directly illuminated.
- (D) Signs on Awnings.** Sign copy may be located on permitted awnings in lieu of wall signs and projecting signs. The area of such sign copy as defined in Section 602.1(c) shall not exceed 20 square feet. Such sign copy may be non-illuminated or indirectly illuminated.

3. NC-2, Castro Street, Inner Clement Street, Outer Clement Street, Upper Fillmore Street, Haight Street, Hayes-Gough, Upper Market Street, North Beach, Polk Street, Sacramento Street, Union Street, Valencia Street, 24th Street-Mission, and 24th Street-Noe Valley Neighborhood Commercial Districts.

- (A) Window Signs.** The total area of all window signs, as defined in Section 602.1(a), shall not exceed one-third the area of the window on or in which the signs are located. Such signs may be non-illuminated, indirectly illuminated, or directly illuminated.
- (B) Wall Signs.** The area of all wall signs shall not exceed 2 square feet per foot of street frontage occupied by the use measured along the wall to which the signs are attached, or 100 square feet, whichever is less. The height of any wall sign shall not exceed 24 feet, or the height of the wall to which it is attached, or the height of the lowest of any residential window sill on the wall to which the sign is attached, whichever is lower. Such signs may be non-illuminated, indirectly, or directly illuminated.

(C) Projecting Signs. The number of projecting signs shall not exceed one per business. The area of such sign, as defined in Section 602.1(a), shall not exceed 20 square feet. The height of such sign shall not exceed 24 feet, or the height of the wall to which it is attached, or the height of the lowest of any residential window sill on the wall to which the sign is attached, whichever is lower. No part of the sign shall project more than 75 percent of the horizontal distance from the street property line to the curb line, or 6 feet, whichever is less. Such signs may be non-illuminated or indirectly illuminated; or during business hours, may be directly illuminated.

(D) Signs on Awnings and Marquees. Sign copy may be located on permitted awnings or marquees in lieu of projecting signs. The area of such sign copy as defined in Section 602.1(c) shall not exceed 30 square feet. Such sign copy may be non-illuminated or indirectly illuminated; except that sign copy on marquees for movie theatres or places of entertainment may be directly illuminated during business hours.

(E) Freestanding Signs and Sign Towers. One freestanding sign or sign tower per lot shall be permitted in lieu of a projecting sign, if the building or buildings are recessed from the street property line. The existence of a freestanding business sign shall preclude the erection of a freestanding identifying sign on the same lot. The area of such freestanding sign or sign tower, as defined in Section 602.1(a), shall not exceed 20 square feet nor shall the height of the sign exceed 24 feet. No part of the sign shall project more than 75 percent of the horizontal distance from the street property line to the curb line, or 6 feet, whichever is less. Such signs may be non-illuminated or indirectly illuminated; or during business hours, may be directly illuminated.

4. NC-3, NC-S, Broadway Neighborhood Commercial Districts.

(A) Window Signs. The total area of all window signs, as defined in Section 602.1(a), shall not exceed one-third the area of the window on or in which the signs are located. Such signs may be non-illuminated, indirectly illuminated, or directly illuminated.

(B) Wall Signs. The area of all wall signs shall not exceed 3 square feet per foot of street frontage occupied by the use measured along the wall to which the signs are attached, or 150 square feet, whichever is less. The height of any wall sign shall not exceed 24 feet, or the height of the wall to which it is attached, or the height of the lowest of any residential window sill on the wall to which the sign is attached, whichever is lower. Such signs may be non-illuminated, indirectly, or directly illuminated.

(C) Projecting Signs. The number of projecting signs shall not exceed one per business. The area of such sign, as defined in Section 602.1(a), shall not exceed 30 square feet. The height of the sign shall not exceed 24 feet, or the height of the wall to which it is attached, or the height of the lowest of any residential window sill on the wall to which the sign is attached, whichever is lower. No part of the sign shall project more than 75 percent of the horizontal distance from the street property line to the curb line, or 6 feet, whichever is less. Such signs may be non-illuminated, indirectly, or directly illuminated.

(D) Sign Copy on Awnings and Marquees. Sign copy may be located on permitted awnings or marquees in lieu of projecting signs. The area of such sign copy, as defined in Section 602.1(c), shall not exceed 40 square feet. Such sign copy may be non-illuminated or indirectly illuminated; except that sign copy on marquees for movie theatres or places of entertainment may be directly illuminated during business hours.

(E) Freestanding Signs and Sign Towers. One freestanding sign or sign tower per lot shall be permitted in lieu of a projecting sign if the building or buildings are recessed from the street property line. The existence of a freestanding business sign shall preclude the erection of a freestanding identifying sign on the same lot. The area of such freestanding sign or sign tower, as defined in Section 602.1(a), shall not exceed 30 square feet nor shall the height of the sign exceed 24 feet. No part of the sign shall project more than 75 percent of the horizontal distance from the street property line to the curb line, or 6 feet, whichever is less. Such signs may be non-illuminated or indirectly illuminated, or during business hours, may be directly illuminated.

5. Special Standards for Automotive Gas and Service Stations. For automotive gas service stations in Neighborhood Commercial districts, only the following signs are permitted, subject to the standards in this Paragraph (d)(5) and to all other standards in this Section 607.1.

(A) A maximum of two oil company signs, which shall not extend more than 10 feet above the roof line if attached to a building, or exceed the maximum height permitted for free standing signs in the same district if free standing. The area of any such sign shall not exceed 180 square feet, and along each street frontage, all parts of such a sign or signs that are within 10 feet of the street property line shall not exceed 80 square feet in area. No such sign shall project more than five feet beyond any street property line. The areas of other permanent and temporary signs as covered in sub-paragraph (B) below shall not be included in the calculation of the areas specified in this sub-paragraph.

- (B) Other permanent and temporary business signs, not to exceed 30 square feet in area for each such sign or a total of 180 square feet for all such signs on the premises. No such sign shall extend above the roof line if attached to a building, or in any case project beyond any street property line or building set-back line.
- (e) Special Sign Districts. Additional controls apply to certain Neighborhood Commercial districts that are designated as Special Sign Districts. The designations, locations, and boundaries of these Special Sign Districts are provided on Sectional Map SSD of the Zoning Map of the City and County of San Francisco, and are described within Sections 608.1 through 608.10. of this Code.
- (f) Special Districts for Sign Illumination. Signs in Neighborhood Commercial districts shall not have nor consist of any flashing, blinking, fluctuating or otherwise animated light except in the following special districts, all specifically designated as "Special Districts for Sign Illumination" on Sectional Map SSD of the Zoning Map of the City and County of San Francisco, and described in Section 607(e) of this Code.
1. Broadway Neighborhood Commercial District. Along the main commercial frontage of Broadway between Wayne and Osgood.
 2. NC-3. NC-3 district along Lombard Street from Van Ness Avenue to Broderick Street.
- (g) Other Sign Requirements. Within Neighborhood Commercial districts, the following additional requirements shall apply:
1. Public Areas. No sign shall be placed upon any public street, alley, or public plaza, or in any portion of a transit system, except such signs, structures, and features as are specifically approved by the appropriate public authorities under applicable laws and regulations not inconsistent with this Code and under such conditions as may be imposed by such authorities.
 2. Temporary Signs. Temporary signs such as sale or lease signs as defined in Section 602.17 and regulated in Sections 606(b)3 and 608.8(f)2, and construction signs as regulated in Section 606(b)4 are permitted in Neighborhood Commercial districts.
 3. Maintenance. Every sign pertaining to an active establishment shall be adequately maintained in its appearance, or else removed or obscured. When the space occupied by any establishment has been vacated, all signs pertaining to such establishment shall be removed within 180 days following the date of vacation.

[Section 608 is unchanged.]

SEC. 608.1

Near R Districts. No general advertising sign, and no other sign exceeding 100 square feet in area, shall be located in an NC, C or M district within 100 feet of any R district in such a manner as to be primarily viewed from residentially-zoned property or from any street or alley within an R district; any sign of which the face is located parallel to a street property line and lies for its entire width opposite an NC, C or M district shall be deemed prima facie not to be primarily so viewed. No sign of any size within 100 feet of any R district shall project beyond the street property line or building set-back line of any street or alley leading off the main commercial frontage into the R district.

[Sections 608.2 through 609.12 are unchanged.]



PLANNING CODE MAP AMENDMENTS

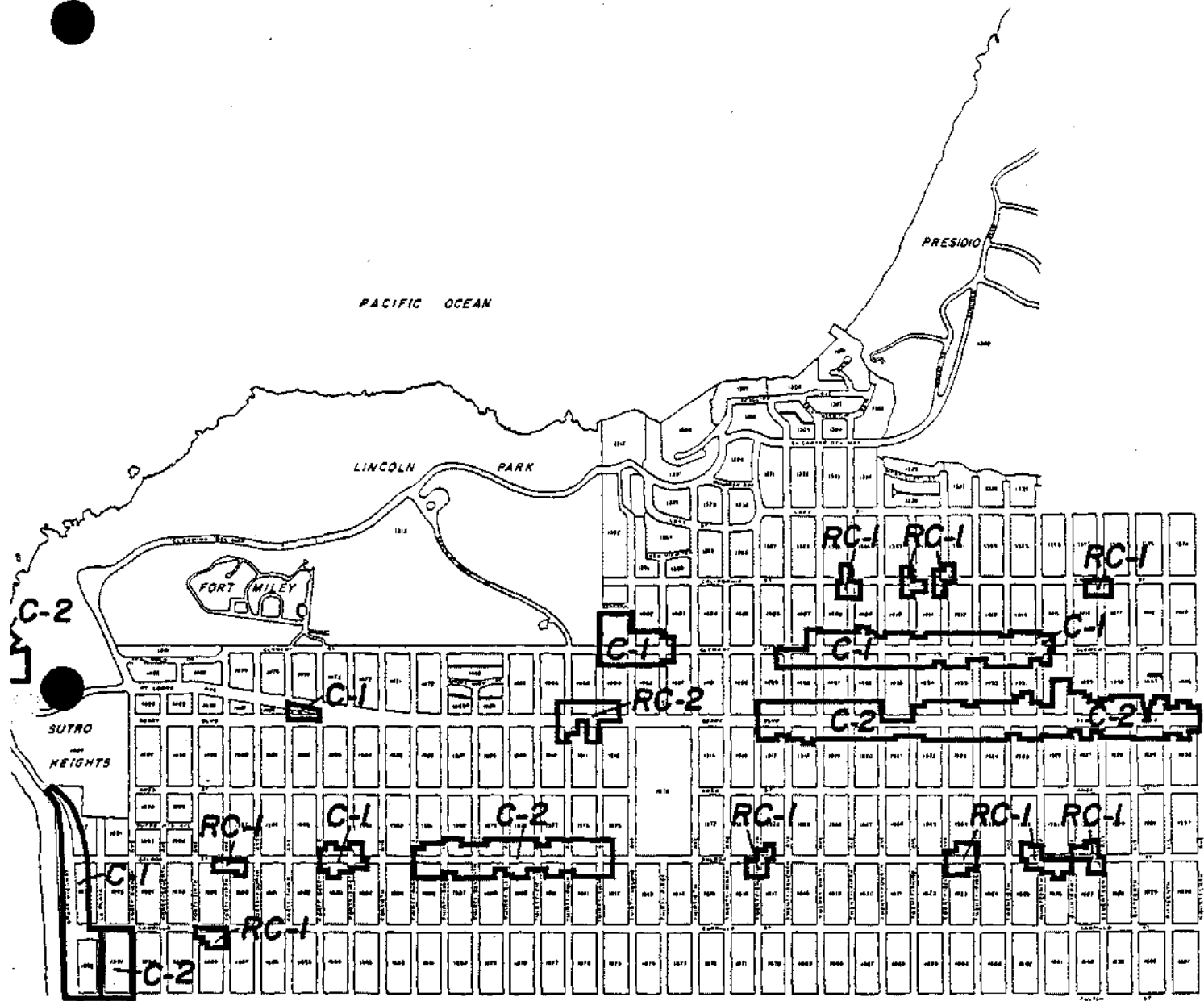
INTRODUCTION

This chapter presents zoning map amendments proposed to establish four new general area neighborhood commercial use districts, fifteen new individual area neighborhood commercial use districts, including minor amendments to abutting residential use districts, to amend or delete certain Special Use and Special Sign District boundaries, and to establish a new 65-A-1 height and bulk district in the North Beach and Broadway Neighborhood Commercial districts.

Detailed maps showing block and lot changes are included for the fifteen individual area use districts and the North Beach and Broadway 65-A-1 height and bulk district. Similarly detailed maps for all affected districts are on file at the Department of City Planning, 450 McAllister Street, Room 405, 558-2104.

Existing zoning use district boundaries are also presented for all areas to be maintained as C-2, RC-2, RC-3, RC-4, and CM.

An index of all proposed district changes presented alphabetically by street name follows this chapter.

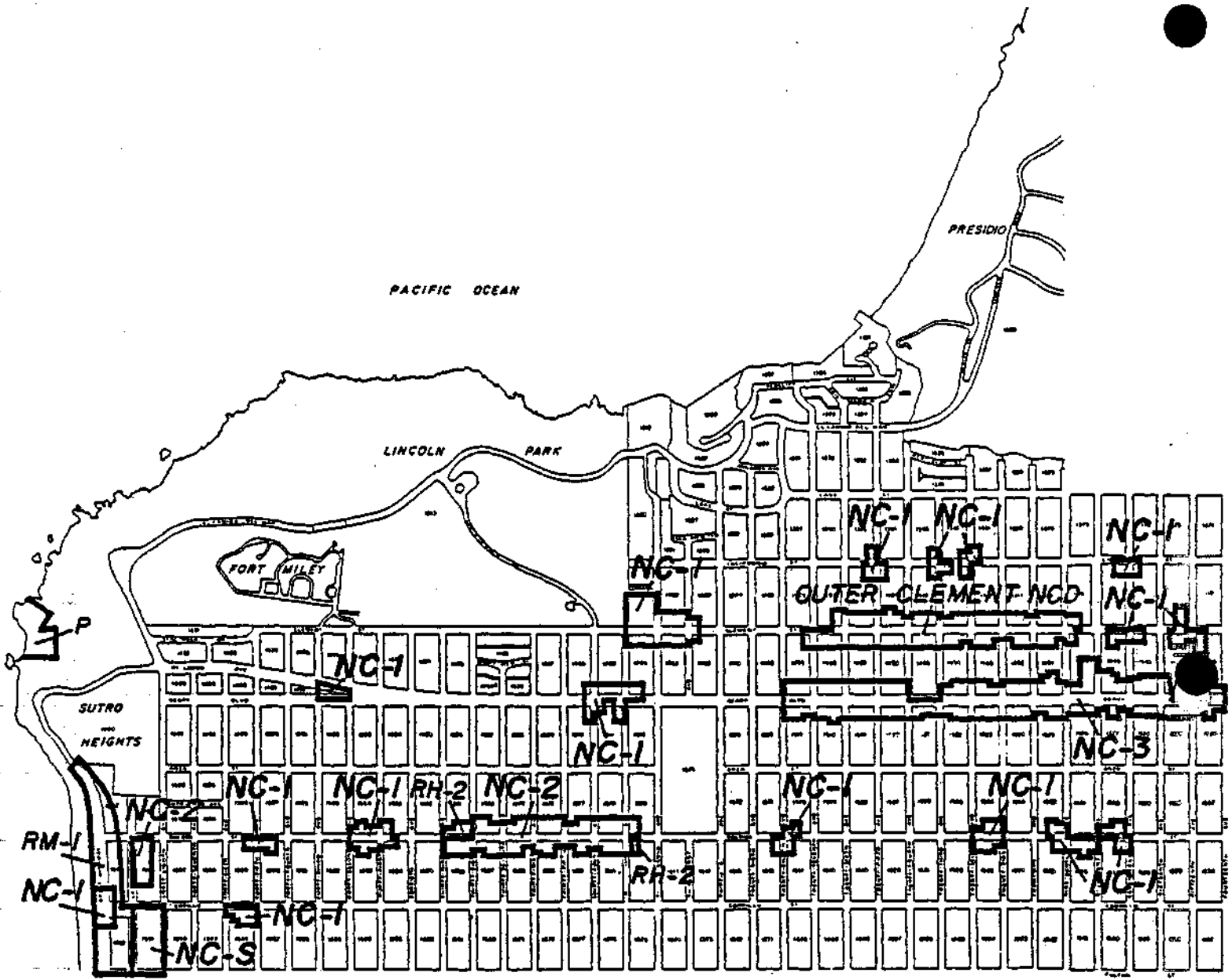


EXISTING ZONING
(Schematic Boundary Only)

- C-1 C-2 C-M
Commercial Districts
- RC-1 RC-2 RC-3 RC-4
Residential-Commercial Combined Districts

Map 10





PROPOSED ZONING
(Schematic Boundary Only)

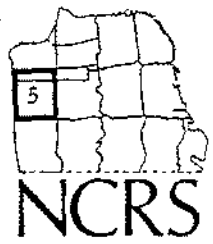
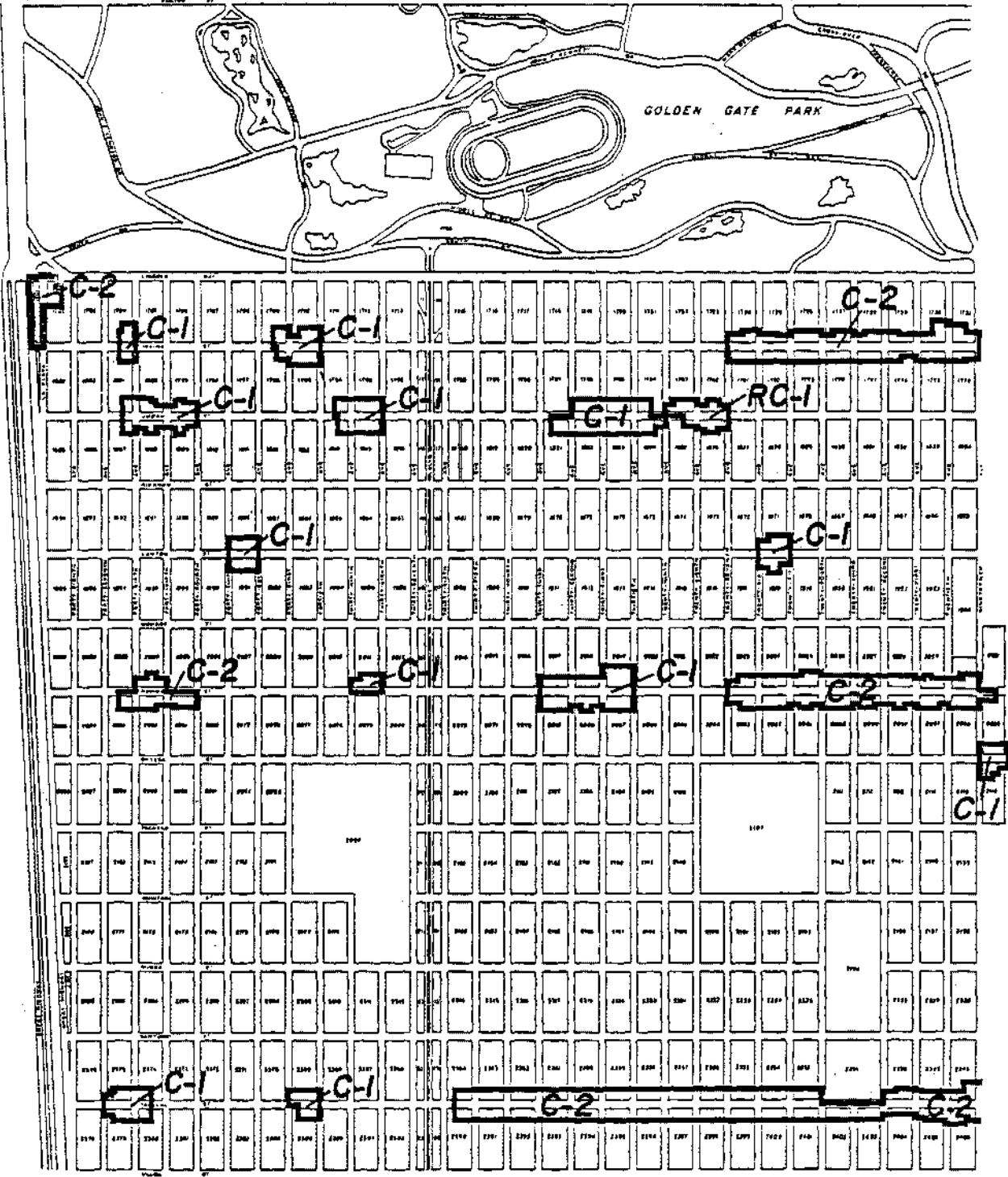
- NC-1 NC-2 NC-3 NC-S NCD
Neighborhood Commercial Districts
- C-2 C-M
Commercial Districts
- RC-3 RC-4
Residential-Commercial Districts
- RH-1 RH-2 RH-3 RM-1 RM-2 RM-3 P
Residential And Public Districts



Map 11



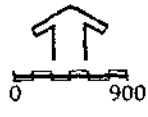
Exhibit 4

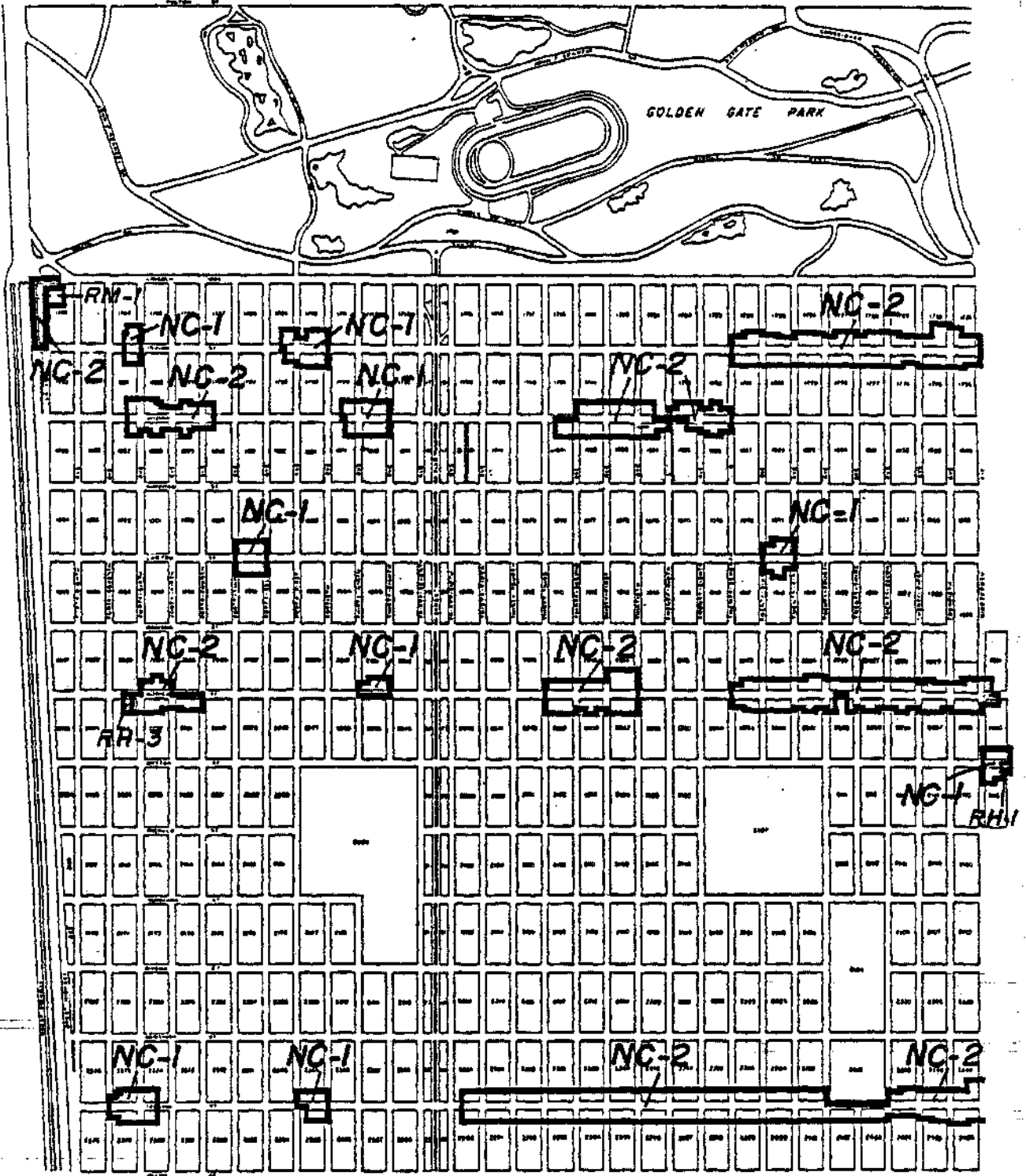


EXISTING ZONING
(Schematic Boundary Only)

C-1 C-2 C-M
Commercial Districts
RC-1 RC-2 RC-3 RC-4
Residential-Commercial Combined Districts

Map 12





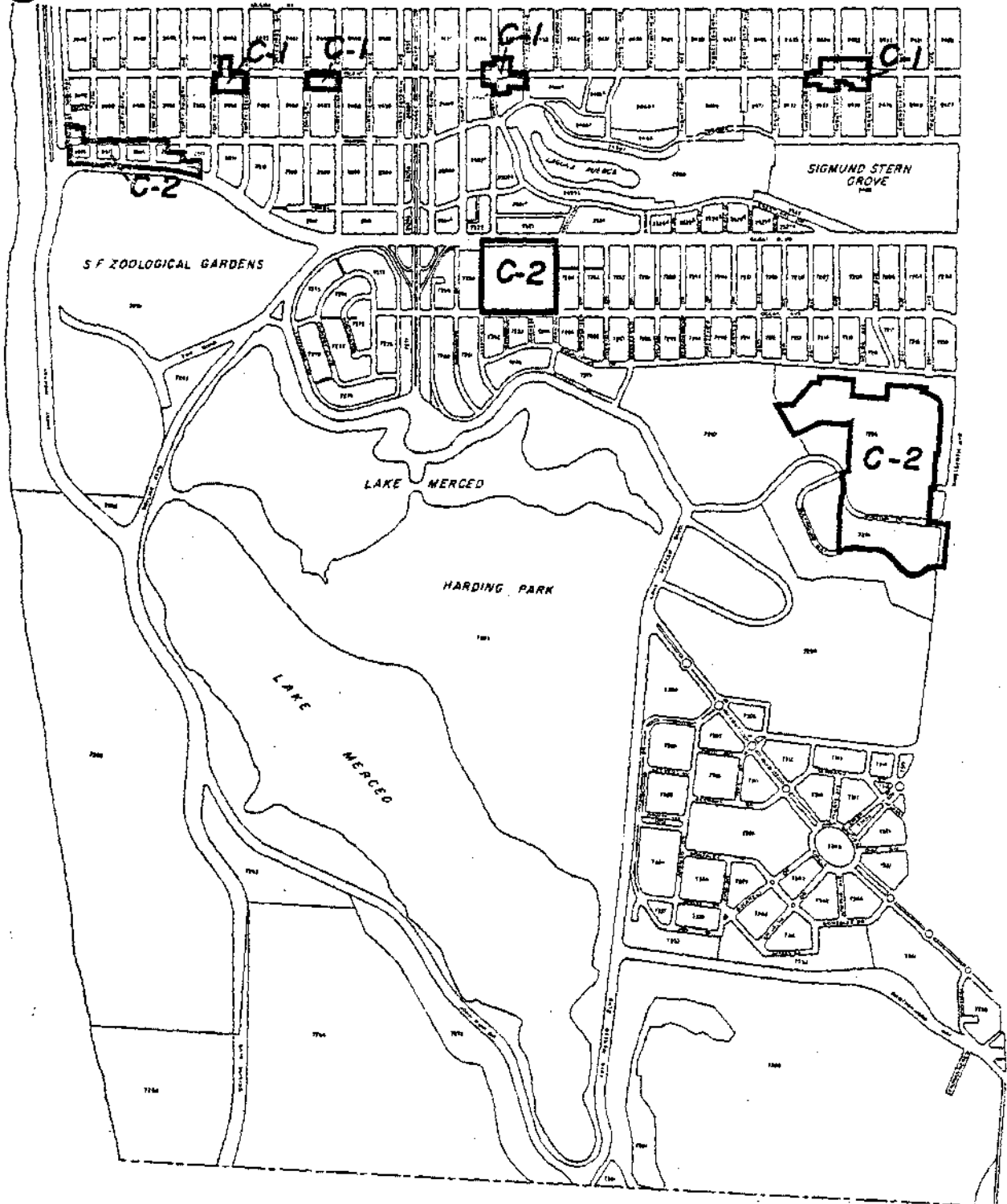
PROPOSED ZONING
(Schematic Boundary Only)

- NC-1 NC-2 NC-3 NC-S NC-D
Neighborhood Commercial Districts
- C-2 C-M
Commercial Districts
- RC-3 RC-4
Residential-Commercial Districts
- RH-1 RH-2 RH-3 RM-1 RM-2 RM-3
Residential Districts

Map 13



Exhibit 5

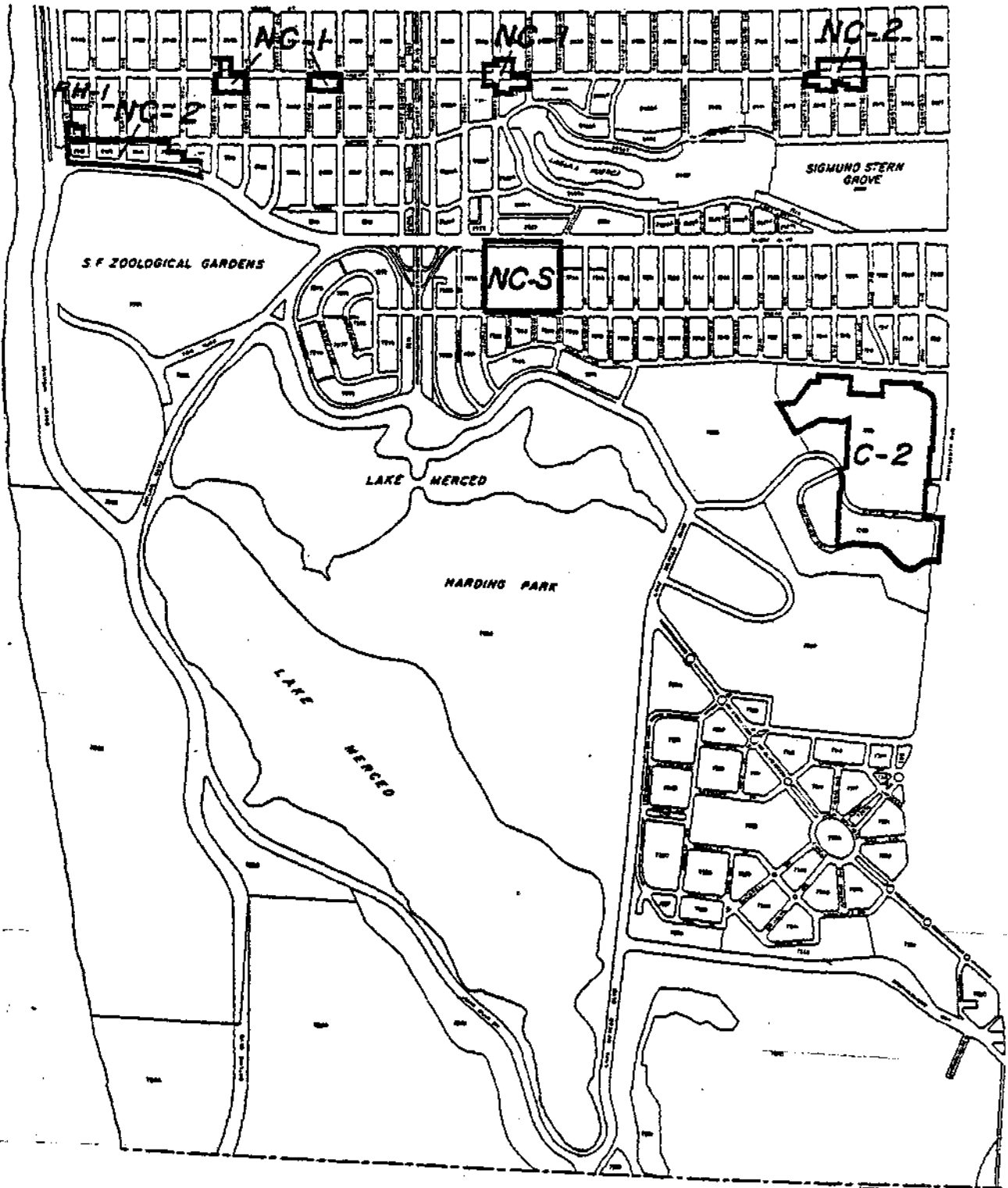


EXISTING ZONING
(Schematic Boundary Only)

- C-1 C-2 C-M
Commercial Districts
- RC-1 RC-2 RC-3 RC-4
Residential-Commercial Combined Districts

Map 26





PROPOSED ZONING
 (Schematic Boundary Only)

NC-1 NC-2 NC-3 NC-5 NCD
 Neighborhood Commercial Districts

C-2 C-M
 Commercial Districts

RC-3 RC-4
 Residential-Commercial Districts

RH-1 RH-2 RH-3 RM-1 RM-2 RM-3
 Residential Districts



Exhibit 12

INDEX OF RECOMMENDED ZONING MAP CHANGES BY STREET NAME

Street or Area	Generalized District Boundaries	Existing Zoning	Proposed Zoning
Alemany Blvd.	U.S. 101 to Putnam St.	C-M	NC-S
	Putnam to Banks Sts.	C-2	NC-S
	Banks to Ellsworth Sts.	C-2	RM-1
	at Ocean Ave.	C-2	NC-3
	Whipple to Lawrence Aves.	C-2	NC-S
	Lawrence to Sickles Aves.	C-2	RH-2
	at Sickles Ave.	C-2	NC-1
	at Sickles Ave.	C-1	NC-1
Alemany Plaza	at San Jose Ave.	C-1	NC-1
	Worcester to St. Charles Aves.	C-2	NC-S
Alemany Plaza	Shopping Center	C-2	NC-S
Arguello Blvd.	at McAllister St.	C-1	NC-1
Army St.	at Hampshire St.	C-2	NC-1
	at Bryant St.	C-1	NC-1
	Shotwell to Valencia Sts.	C-2	NC-3
	Bartlett to Guerrero Sts.	C-2	Valencia
Balboa St.	3rd to 7th Aves.	C-1	NC-2
	17th to 20th Aves.	RC-1	NC-1
	21st to 22nd Aves.	RC-1	NC-1
	at 28th Ave.	RC-1	NC-1
	33rd to 39th Aves.	C-2	NC-2
	41st to 42nd Aves.	C-1	NC-1
	at 45th Ave.	RC-1	NC-1
Banks St.	Crescent Ave. to Alemany Blvd.	C-2	RH-1
Bayshore Blvd.	at Silver Ave.	C-1	NC-1
	at Thornton Ave.	C-1	NC-1
	at Hester Ave.	C-1	C-2
	at Blanken Ave.	C-1	NC-1
	Arleta to Visitacion Aves.	C-2	NC-2
Brazil Ave.	Visitacion Ave. to County Line	C-2	NC-3
	at Paris St.	RC-1	NC-1
Broadway	Paris to Edinburgh Sts.	RC-1	RM-1
	Sansome to Powell Sts.	C-2	Broadway
Buchanan St.	Post to Bush Sts.	C-2	NC-2
	Bay to Beach Sts.	C-2	NC-2
	North Point St. to Marina Blvd.	C-2	NC-S

Street or Area	Generalized District Boundaries	Existing Zoning	Proposed Zoning
Bush St.	Larkin to Polk Sts.	C-2	Polk
	Fillmore to Steiner Sts. [south side]	C-2	NC-2
	Scott to Broderick Sts. [south side]	C-2	NC-3
Cabrillo St.	at 7th Ave.	C-1	NC-1
	at 10th Ave.	RC-1	NC-1
	45th to 46th Aves.	RC-1	NC-1
California St.	Hyde to Polk Sts.	RC-3	Polk
	Fillmore to Steiner Sts.	C-2	Upper Fillmore
	Divisadero to Broderick Sts.	C-2	NC-2
	Lyon St. to Presidio Ave.	C-2	NC-2
	at Presidio Ave.	RM-1	NC-2
	Laurel St. to Parker Ave.	C-2	NC-5
	4th to 6th Aves.	C-1	NC-2
	6th to 7th Aves.	RC-1	NC-2
	at 17th Ave.	RC-1	NC-1
	at 22nd Ave.	RC-1	NC-1
at 23rd Ave.	RC-1	NC-1	
at 25th Ave.	RC-1	NC-1	
Cambon Dr.	at Castelo Ave.	C-1	NC-5
Capitol Ave.	at Broad St.	RC-1	NC-1
Carroll Ave.	Thornton Ave. to Quint St.	C-1	NC-1
Castro St.	17th to 19th Sts.	C-2	Castro
	24th to 25th Sts.	RC-1	24th-Noe Valley
Chestnut St.	Powell to Mason Sts.	RC-3	North Beach
	Mason to Jones Sts.	C-2	North Beach
	Fillmore to Divisadero Sts.	C-2	NC-2
	Divisadero to Broderick Sts.	C-2	RH-3
Church St.	Hermann to Market Sts.	C-2	NC-3
	Duboce Ave. to 15th Sts.	C-2	Upper Market
	at 25th St.	RC-1	NC-1
	at Clipper St.	RC-1	NC-1
	at 26th St.	RC-1	NC-1
	at Army St.	RC-1	NC-1
	at 27th St.	RC-1	NC-1
	at Duncan St.	RC-1	NC-1
at 28th St.	RC-1	NC-1	
Valley to 30th Sts.	C-1	NC-1	
Clement St.	Arguello Blvd. to Funston Ave.	C-2	Inner Clement
	14th to 16th Aves.	RM-1	NC-1
	17th to 18th Aves.	RH-3	NC-1
	19th to 27th Aves.	C-1	Outer Clement
	31st to 33rd Aves.	C-1	NC-1

Street or Area	Generalized District Boundaries	Existing Zoning	Proposed Zoning
Cole St.	Carl St. to Parnassus Ave.	RC-1	NC-1
Columbus Ave.	Pacific Ave. to Broadway Broadway to Francisco St.	C-2 C-2	Broadway North Beach
Cortland St.	Bonview to Folsom Sts.	C-2	NC-2
Dewey Blvd.	at Laguna Honda Blvd.	C-1	NC-1
Diamond St.	Chenery to Bosworth Sts.	C-2	NC-2
Diamond Heights	Shopping Center	C-1	NC-5
Diamond Heights Blvd.	Duncan St. to Gold Mine Dr.	C-1	NC-5
Divisadero St.	Haight St. to Golden Gate Ave. Golden Gate Ave. to Turk St. Turk to Eddy Sts. Eddy to O'Farrell Sts. O'Farrell to Bush Sts. Bush to Sacramento Sts.	C-2 C-2 C-2 C-2 C-2 C-2	NC-2 RM-1 RM-3 NC-2 NC-3 NC-2
Duboce Ave.	Guerrero to Church Sts.	C-2	NC-3
Eddy St.	Gough to Laguna Sts. at Buchanan St. at Pierce St.	C-1 C-1 RC-2	NC-5 NC-5 NC-1
Farmer's Market	Area	C-M/C-2	NC-5
Fillmore St.	Germania to Haight Sts. McAllister to Bush Sts. Bush to Jackson Sts. Union to Moulton Sts.	RC-1 C-2 C-2 C-2	NC-1 NC-3 Upper Fillmore Union
Fitzgerald Ave.	at Ingalls St.	C-1	NC-1
Francisco St.	Powell to Mason Sts. [north side] Powell to Mason Sts. [south side] Mason to Jones Sts.	RC-4 RC-3 C-2	North Beach North Beach North Beach
Franklin St.	Market to Oak Sts. Hickory to Ivy Sts. Ivy to Turk Sts. Myrtle to California Sts.	C-M C-2 C-2 C-2	NC-3 Hayes-Gough NC-3 NC-3
Frederick St.	at Stanyan St. [NW corner] at Stanyan St. [NE,SW,SE corners]	C-2 RC-1	NC-1 NC-1

Street or Area	Generalized District Boundaries	Existing Zoning	Proposed Zoning
Fulton St.	Franklin to Gough Sts.	C-2	NC-3
	Gough to Octavia Sts.	C-M	NC-3
	Octavia to Laguna Sts.	C-M	RM-2
	at Fillmore St.	RC-4	NC-1
	Central to Masonic Aves. [south side]	C-1	NC-1
	Central to Masonic Aves. [north side]	C-1	NC-5
	at Masonic Ave. [SW corner] at 8th Ave.	RH-3 C-1	NC-1 RM-3
Geary Blvd.	Franklin to Gough Sts.	C-2	NC-3
	Laguna to Fillmore Sts.	C-2	NC-5
	Fillmore to Steiner Sts.	C-2	NC-3
	Scott St. to Funston Ave.	C-2	NC-3
	Lyon St. to Presidio Ave.	RC-3	NC-3
	14nd to 28th Aves.	C-2	NC-3
	33rd to 34th Aves.	RC-2	NC-1
Geneva Ave.	at San Jose Ave.	RC-1	NC-1
	Alemanly Blvd. to Paris St.	C-2	NC-3
	Paris to Edinburgh Sts.	RC-1	RH-1
	Edinburgh to Vienna Sts.	C-2	NC-2
	at Prague St.	C-1	NC-1
	at Walbridge Ave. Carrizal to Pasadena Sts.	C-2 C-1	NC-5 NC-1
G.E.T.	Shopping Center	C-2	NC-5
Gilman Ave.	Griffith to Fitch Sts.	C-1	NC-1
Glen Park	Area	C-2	NC-2
Gough St.	Market to Lily Sts.	C-M	NC-3
	Lily to Grove Sts.	C-2	Hayes-Gough
	Ivy to Turk Sts.	C-2	NC-3
	Geary to Fern Sts.	C-2	NC-3
Grant Ave.	Broadway to Filbert St.	C-2	North Beach
Great Hwy.	Balboa to Fulton Sts.	C-1	RM-1
	at Cabrillo St.	C-1	NC-1
	Lincoln Wy. to Irving St.	C-2	NC-2
Green St.	Grant Ave. to Powell St.	C-2	North Beach
Grove St.	Franklin to Octavia Sts.	C-2	NC-3
Guerrero St.	Market St. to Duboce Ave.	C-2	NC-3
	at 14th St.	RC-1	NC-1
	at 17th St.	RC-1	NC-1
	at 18th St.	RC-1	NC-1
	at 22nd St.	RC-1	NC-1

Street or Area	Generalized District Boundaries	Existing Zoning	Proposed Zoning
Haight St.	Webster to Steiner Sts. at Pierce St. at Scott St. Central Ave. to Stanyan St.	C-2 RC-1 RC-1 C-2	NC-2 NC-1 NC-1 Haight
Hayes-Gough	Area	C-2/C-M	Hayes-Gough
Hayes St.	Frankin to Laguna Sts. at Ashbury St. at Cole St.	C-2 C-1 RC-1	Hayes-Gough NC-1 NC-1
Holloway Ave.	at Brighton Ave. at Ashton Ave.	RC-1 RC-1	NC-1 NC-1
Hunters Point Blvd.	Hudson to Innes Aves.	C-1	C-M
Hyde St.	Jackson St. to Pacific Ave. Green to Union Sts. at Union St.	RC-2 RM-1 C-1	NC-2 NC-1 NC-1
Irving St.	5th to 6th Aves. 6th to 27th Aves. 40th to 41st Aves. at 46th Ave.	RH-2 C-2 C-1 C-1	NC-2 NC-2 NC-1 NC-1
Japan Center	Shopping Center	C-2	NC-S
Judah St.	8th to 10th Aves. 27th to 29th Aves. 29th to 33rd Aves. 38th to 39th Aves. 44th to 46th Aves.	C-2 RC-1 C-1 C-1 C-1	NC-2 NC-2 NC-2 NC-1 NC-2
La Playa	Balboa to Cabrillo Sts. Cabrillo to Fulton Sts. Lincoln Wy. to Irving St.	RM-1 C-2 C-2	NC-2 NC-S NC-2
Laurel Village	Shopping Center	C-2	NC-S
Lawton St.	25th to 26th Aves. 42nd to 43rd Aves.	C-1 C-1	NC-1 NC-1
Leland Ave.	Bayshore Blvd. to Cora St.	C-2	NC-2
Lombard St.	Van Ness to Richardson Aves. Richardson Ave. to Baker St. Baker to Lyon Sts.	C-2 C-2 C-2	NC-3 RH-3 NC-2
Lyon St.	Greenwich to Lombard Sts.	RC-1	NC-2

Street or Area	Generalized District Boundaries	Existing Zoning	Proposed Zoning
Mansfield Ave.	Avalon Ave. to Ina Ct.	C-1	NC-1
Marina Blvd.	Laguna to Buchanan Sts.	C-2	NC-5
Market St.	Franklin to Octavia Sts. Octavia to Church Sts. Church to Castro Sts.	C-M C-2 C-2	NC-3 NC-3 Upper Market
Mason St.	Washington St. to Pacific Ave. Chestnut to Pacific Aves.	RC-3 RC-3	NC-2 North Beach
Masonic Ave.	Wood to O'Farrell Sts. at Fulton St.	C-2 C-1	NC-3 NC-5
McAllister St.	Gough and Laguna Sts. at Buchanan St.	RC-2 RC-2	RM-2 NC-1
Mendell St.	Fairfax to Hudson Aves.	C-M	P
Miraloma Park	Shopping Center	C-1	NC-5
Mission St.	14th to 17th Sts. 17th to 24th Sts. at 24th St. 24th St. to Precita Ave. Precita Ave. to Randall St. Highland to College Aves. at Bosworth St. Alemany Blvd. to Silver Ave. Silver to Niagara Aves. Niagara Ave. to County Line	C-M C-2 C-2 C-2 C-2 C-2 C-2 C-2 C-2 C-2 C-2	NC-3 NC-3 24th-Mission NC-3 NC-2 NC-2 NC-1 NC-2 NC-3 NC-2
Monterey Blvd.	at Joost Ave. Edna St. to Ridgewood Ave.	C-1 C-1	NC-2 NC-2
Naples St.	Geneva Ave. to Rolph St.	C-2	NC-2
Nihonmachi	Shopping Center	C-2	NC-2
Noriega St.	19th to 27th Aves. 30th to 33rd Aves. 38th to 39th Aves. 44th to 46th Aves.	C-2 C-1 C-1 C-2	NC-2 NC-2 NC-1 NC-2
North Beach	Area	C-2	North Beach
North Point St.	Leavenworth to Hyde Sts. at Hyde St. Larkin to Polk Sts.	C-2 RC-1 RC-1	RH-3 NC-1 NC-1

Street or Area	Generalized District Boundaries	Existing Zoning	Proposed Zoning
Ocean Ave.	Mission St. to Cayuga Ave.	C-2	NC-3
	Otsego to San Jose Aves.	C-2	NC-2
	Phelan Ave. to Manor Dr.	C-2	NC-3
	Paloma Ave. to Junipero Serra Blvd.	C-2	NC-2
	Junipero Serra Blvd. to 19th Ave.	C-2	NC-3
	Everglade to Clearfield Drs.	C-2	NC-5
Ogden Ave.	Putnam to Bradford Sts.	C-M	NC-5
Ortega St.	18th to 19th Aves.	C-1	NC-1
Pacific Ave.	Powell to Taylor Sts.	RC-3	NC-2
	Taylor to Polk Sts.	RC-2	NC-2
Page St.	Franklin to Gough Sts.	C-M	NC-3
Palou Ave.	at Crisp Rd.	C-1	NC-1
Parkmerced	Shopping Center	C-1	NC-5
Parkside	Shopping Center	C-2	NC-5
Peralta Ave.	Jarboe to Tompkins Aves.	C-2	NC-5
Petrini Plaza	Shopping Center	C-1	NC-5
Pierce St.	at Post St.	C-2	RH-3
Pine St.	Larkin to Polk Sts.	C-2	Polk
	Fillmore to Steiner Sts.	C-2	Upper Fillmore
Plymouth Ave.	San Jose Ave. to Farallones St.	C-1	NC-1
	Sagamore to Broad Sts. [east side]	C-1	RH-2
Point Lobos Ave.	42nd to 43rd Ave.	C-1	NC-1
	at El Camino del Mar	C-2	P
Polk St.	Post to Filbert Sts.	C-2	Polk
Portola Dr.	O'Shaughnessy Blvd to Evelyn Wy.	C-1	NC-5
Post St.	Larkin to Polk Sts. [north side]	C-2	Polk
	Van Ness Ave. to Gough St.	C-2	NC-3
	Laguna to Webster Sts. [north side]	C-2	NC-2
	Laguna to Fillmore Sts. [south side]	C-2	NC-5
	Fillmore to Pierce Sts.	C-2	RM-3
	Scott to Broderick Sts.	C-2	NC-3
Potrero Ave.	at 25th St.	C-2	NC-1

Street or Area	Generalized District Boundaries	Existing Zoning	Proposed Zoning
Powell St.	Broadway to Greenwich St. Chestnut to Francisco Sts.	C-2 C-2	North Beach North Beach
Precita Ave.	Folsom to Treat Sts. at Hampshire St.	C-1 C-2	NC-1 NC-1
Randolph St.	at Orizaba St. Victoria to Ramsell Sts.	RC-1 C-1	NC-1 NC-1
Sacramento St.	at Baker St. Lyon to Spruce Sts.	RC-1 C-2	NC-1 Sacramento
San Bruno Ave.	Hale to Woolsey Sts. Dwight to Olmstead Sts. at Wilde Ave.	C-2 C-2 C-1	NC-2 NC-2 NC-1
San Jose Ave.	Standish to Nantucket Aves.	C-1	NC-1
Sanchez St.	at 26th St.	RC-1	NC-1
Scott St.	Geary Blvd. to Bush St.	C-2	NC-3
Silver Ave.	Holyoke to Goettingen Sts.	C-1	NC-1
Sloat Blvd.	Everglade to Clearfield Drs. 44th Ave. to Great Hwy.	C-2 C-2	NC-5 NC-2
South Van Ness Ave.	at 19th St. 23rd to 24th Sts.	C-2 C-2	NC-1 NC-1
Stanyan St.	at Page St. Page to Waller Sts. Waller to Beulah Sts. at Frederick St. at Parnassus Ave.	RC-2 C-2 RC-1 RC-1 C-1	NC-1 Haight Haight NC-1 NC-1
Steiner St.	Golden Gate Ave. to O'Farrell St. Geary Blvd. to Bush St.	C-2 C-2	RM-3 RM-3
Stockton St.	Broadway to Greenwich St.	C-2	North Beach
Sunnydale Ave.	at Hahn St.	C-1	NC-1
Sutter St.	Larkin to Polk Sts. Van Ness Ave. to Gough St. Steiner to Pierce Sts. Scott to Broderick Sts.	C-2 C-2 C-2 C-2	Polk NC-3 NC-2 NC-3
Taraval St.	12th to 36th Aves. 40th to 41st Aves. 46th to 47th Aves.	C-2 C-1 C-1	NC-2 NC-1 NC-1

Street or Area	Generalized District Boundaries	Existing Zoning	Proposed Zoning
Thornton Ave.	at Bridgeview Dr.	C-1	NC-1
Tunnel Ave.	Bayshore Blvd. to Blanken Ave.	C-1	NC-1
Union St.	Van Ness Ave. to Steiner St.	C-2	Union
Valencia St.	14th to 20th Sts. 20th to Army Sts.	C-M C-2	Valencia Valencia
Vallejo St.	Grant Ave. to Powell St. Polk St. to Van Ness Ave.	C-2 C-2	North Beach RH-3
Vandewater St.	Powell to Mason Sts. [south side]	RC-4	North Beach
Vicente St.	22nd to 24th Aves. 34th to 35th Aves. 39th to 40th Aves. 42nd to 43rd Aves.	C-1 C-1 C-1 C-1	NC-2 NC-1 NC-1 NC-1
Waller St.	Octavia to Laguna Sts.	C-2	NC-3
Washington St.	at Broderick St.	RC-1	NC-1
Webster St.	Ellis to Post Sts.	C-2	NC-5
West Portal Ave.	Ulloa St. to 15th Ave.	C-2	NC-3
Williams Ave.	Newhall to Phelps Sts.	C-2	NC-5
3rd St.	22nd to 23rd Sts. Innes to La Salle Aves. La Salle to Yosemite Aves. Gilman to Key Aves. Key to Meade Aves.	RC-2 C-M C-2 C-2 C-2	NC-2 NC-3 NC-3 NC-3 RH-1
7th Ave.	Cabrillo to Fulton Sts.	C-1	NC-1
9th Ave.	Lincoln Wy. to Judah St.	C-2	NC-2
14th St.	Dolores to Church Sts. Church to Belcher Sts.	C-2 C-2	NC-3 Upper Market
15th St.	Natoma to Julian Sts. Church to Sanchez Sts.	C-M C-2	NC-3 Upper Market
16th St.	Capp to Valencia Sts. Valencia to Dolores Sts. Sanchez to Noe Sts.	C-M C-2 C-2	NC-3 Valencia Upper Market

Street or Area	Generalized District Boundaries	Existing Zoning	Proposed Zoning
17th St.	Capp to Valencia Sts.	C-M	NC-3
	Hartford to Castro Sts. [north side]	C-2	Upper Market
	Hartford to Castro Sts. [south side]	C-2	Castro
18th St.	Texas to Connecticut Sts.	C-2	NC-2
	Capp to San Carlos Sts.	C-2	NC-3
	Guerrero to Oakwood Sts. at Dolores St.	RC-1	NC-1
	Noe to Hartford Sts.	RC-1	NC-1
	Hartford to Diamond Sts.	RC-1	Castro
		C-2	Castro
19th Ave.	Junipero Serra Blvd. to Randolph St.	C-2	NC-2
19th St.	Capp to San Carlos Sts.	C-2	NC-3
20th St.	Missouri to Arkansas Sts.	C-2	NC-2
	Treat St. to South Van Ness Ave.	C-2	NC-2
	Capp to San Carlos Sts.	C-2	NC-3
	San Carlos to Lexington Sts.	RC-1	NC-1
21st St.	Capp to Valencia Sts.	C-2	NC-3
22nd St.	3rd to Minnesota Sts. at Folsom St.	RC-2	NC-2
		RC-1	NC-1
	South Van Ness Ave. to Capp St.	RC-1	NC-1
	Capp to Bartlett Sts.	C-2	NC-3
23rd St.	Arkansas to Wisconsin Sts.	RC-1	NC-1
	Capp to Bartlett Sts.	C-2	NC-3
24th St.	Vermont St. to San Bruno Ave.	C-2	RH-2
	San Bruno Ave. to Bartlett St.	C-2	24th-Mission
	Chattanooga to Diamond Sts. at Douglass St.	RC-1	24th-Noe Valley
		RC-1	NC-1.
26th St.	Shotwell to Bartlett Sts.	C-2	NC-3
29th St.	Mission St. to San Jose Ave. at Dolores St.	C-2	NC-2
		RC-1	NC-1
	at Sanchez St.	RC-1	NC-1

EXHIBIT E

pursuant to Sections 1513, 1523 and 1604 of Public Law 93-641 or Sections 437 and 438 of the California Health and Safety Code, if such approval is found by the reviewing agencies to be required under those Sections.

(g) **Permit Applications.** Commencing on January 1, 1977, the Department of City Planning shall not approve any building permit application for any construction pertaining to any development of any institution subject to this Section, with the exception of minor alterations necessary to correct immediate hazards to health or safety, unless that institution has complied with all the applicable requirements of Subsections (b) and (c) above with regard to its filing of an institutional master plan or revisions thereto. (Amended Ord. 443-78, App. 10/6/78)

SEC. 305. VARIANCES. (a) **General.** The Zoning Administrator shall hear and make determinations regarding applications for variances from the strict application of quantitative standards in this Code. He shall have power to grant only such variances as may be in harmony with the general purpose and intent of this Code and in accordance with the general and specific rules contained herein, and he shall have power to grant such variances only to the extent necessary to overcome such practical difficulty or unnecessary hardship as may be established in accordance with the provisions of this Section. No variance shall be granted in whole or in part which would have an effect substantially equivalent to a reclassification of property; or which would permit any use, any height or bulk of a building or structure, or any type of sign not expressly permitted by the provisions of this Code for the district or districts in which the property in question is located; or which would grant a privilege for which a conditional use procedure is provided by this Code; or which would change a definition in this Code. The procedures for variances shall be as specified in this Section and in Sections 306 through 306.5.

(b) **Initiation.** A variance action may be initiated by application of the owner, or authorized agent for the owner, of the property for which the variance is sought.

(c) **Determination.** The Zoning Administrator shall hold a hearing on the application, provided, however, that if the variance requested involves a deviation of less than 10 percent from the Code requirement, the Zoning Administrator may at his option either hold or not hold such a hearing. No variance shall be granted in whole or in part unless there exist, and the Zoning Administrator specifies in his findings as part of a written decision, facts sufficient to establish:

(1) That there are exceptional or extraordinary circumstances applying to the property involved or to the intended use of the property that do not apply generally to other property or uses in the same class of district;

(2) That owing to such exceptional or extraordinary circumstances the literal enforcement of specified provisions of this Code would result in practical difficulty or unnecessary hardship not created by or attributable to the applicant or the owner of the property;

(3) That such variance is necessary for the preservation and enjoyment of a substantial property right of the subject property, possessed by other property in the same class of district;

(4) That the granting of such variance will not be materially detrimental to the public welfare or materially injurious to the property or improvements in the vicinity; and

(5) That the granting of such variance will be in harmony with the general purpose and intent of this Code and will not adversely affect the Master Plan.

Upon issuing his written decision either granting or denying the variance in whole or in part, the Zoning Administrator shall forthwith transmit a copy thereof to the applicant. The action of the Zoning Administrator shall be final and shall become effective 10 days after the date of his written decision except upon the filing of a valid appeal to the Board of Permit Appeals as provided in Section 308.2.

(d) **Conditions.** In granting any variance as provided herein, the Zoning Administrator, or the Board of Permit Appeals on appeal, shall specify the character and extent thereof, and shall also prescribe such conditions as are necessary to secure the objectives of this Code. Once any portion of the granted variance is utilized, all such specifications and conditions pertaining to such authorization shall become immediately operative. The violation of any specification or condition so imposed shall constitute a violation of this Code and may constitute grounds for revocation of the variance. Such conditions may include time limits on the exercise of the granted variance; otherwise, any exercise of such variance must commence within a reasonable time. (Amended Ord. 234-72, App. 8/18/72)

SEC. 306. APPLICATIONS AND HEARINGS. In case of an amendment, interim control, conditional use or variance action described in Sections 305 through 306.7 of this Code, the procedures for applications and hearings shall be as described in Sections 306 through 306.7. In addition, the Zoning Administrator and the City Planning Commission may from time to time establish policies, rules and regulations which further define these procedures. (Amended Ord. 210-84, App. 5/4/84)

SEC. 306.1. APPLICATIONS AND FILING FEES. (a) **Who May Initiate.** The persons and agencies that may file or otherwise initiate actions for amendments, conditional uses and variances are indicated in Sections 302 through 305.

(b) **Where To File.** Applications shall be filed in the office of the Department of City Planning.

(c) **Content of Applications.** The content of applications shall be in accordance with the policies, rules and regulations of the Zoning Administrator and the City Planning Commission. All applications shall be upon forms prescribed therefor, and shall contain or be accompanied by all information required to assure the presentation of pertinent facts for proper consideration of the case and for permanent record. The applicant may be required to file with his application the information needed for the preparation and mailing of notices as specified in Section 306.3.

(d) **Verification.** Each application filed by or on behalf of one or more property owners shall be verified by at least one such owner or his authorized agent attesting to the truth and correctness of all facts, statements and information presented.

(e) **Fees.** Before accepting any application for filing, the Department of City Planning shall charge and collect a fee as specified in Article 3.5 of this Code. (Amended Ord. 259-81, App. 5/15/81)

EXHIBIT F

Western Shoreline Area Plan

INTRODUCTION

The conservation of the California coast has always been of interest and concern to San Francisco. From the early years of the city's history, the coastal beach and cliff areas have been an important recreational and natural resource to the people of San Francisco and the Bay Area. There has always been an intense interest among the city's citizens in maintaining the area for the use and enjoyment of the public. This position was underscored by the enthusiastic participation of the City in establishing the Golden Gate National Recreation Area and the overwhelming voter support for Proposition 20 in 1972 which led to the passage of the Coastal Act of 1976. Pursuant to that act San Francisco prepared a Local Coastal Program adopted by the City Planning Commission, and the Board of Supervisors, and certified by the California Coastal Commission on April 26, 1984.

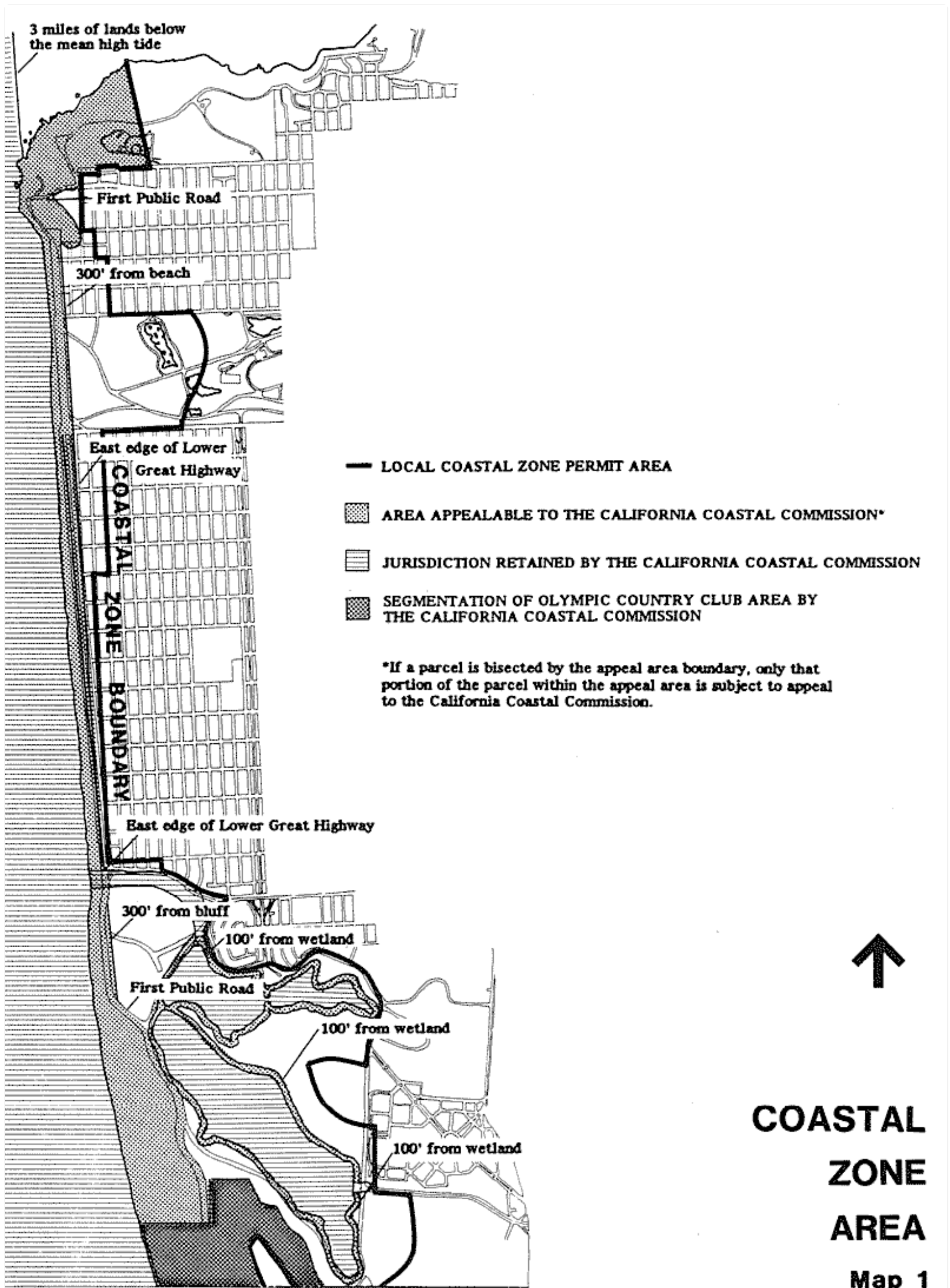
The City Planning Commission is responsible for adopting and maintaining a comprehensive long-term general plan for future development of the City and County of San Francisco known as the Master Plan. The Plan is divided into a number of functional elements, including Urban Design, Residence, Recreation and Open Space, Commerce and Industry, Environmental Protection, Transportation, and a number of subarea plans, including the Civic Center Plan, Northeastern Waterfront Plan and the Central Waterfront Plan.

The policies of the Local Coastal Program, together with the addition of summary objectives to the various section readings to make it compatible with other area plans, are being incorporated in the City's Master Plan, as an area plan under the title Western Shoreline Plan.

The San Francisco Coastal Zone extends approximately 6 miles along the western shoreline from the Fort Funston cliff area in the south to the Point Lobos recreational area in the north. The south end of the Coastal Zone includes the Lake Merced area, the Zoo, the Olympic Country Club, and the seashore and bluff area of Fort Funston. The Coastal Zone spans the Ocean Beach shoreline and includes Golden Gate Park west of Fortieth Avenue, the Great Highway corridor and the adjacent residential blocks in the Sunset and Richmond districts. The north end of the seashore includes the Cliff House and Sutro Baths area, Sutro Heights Park, and Point Lobos recreational area.

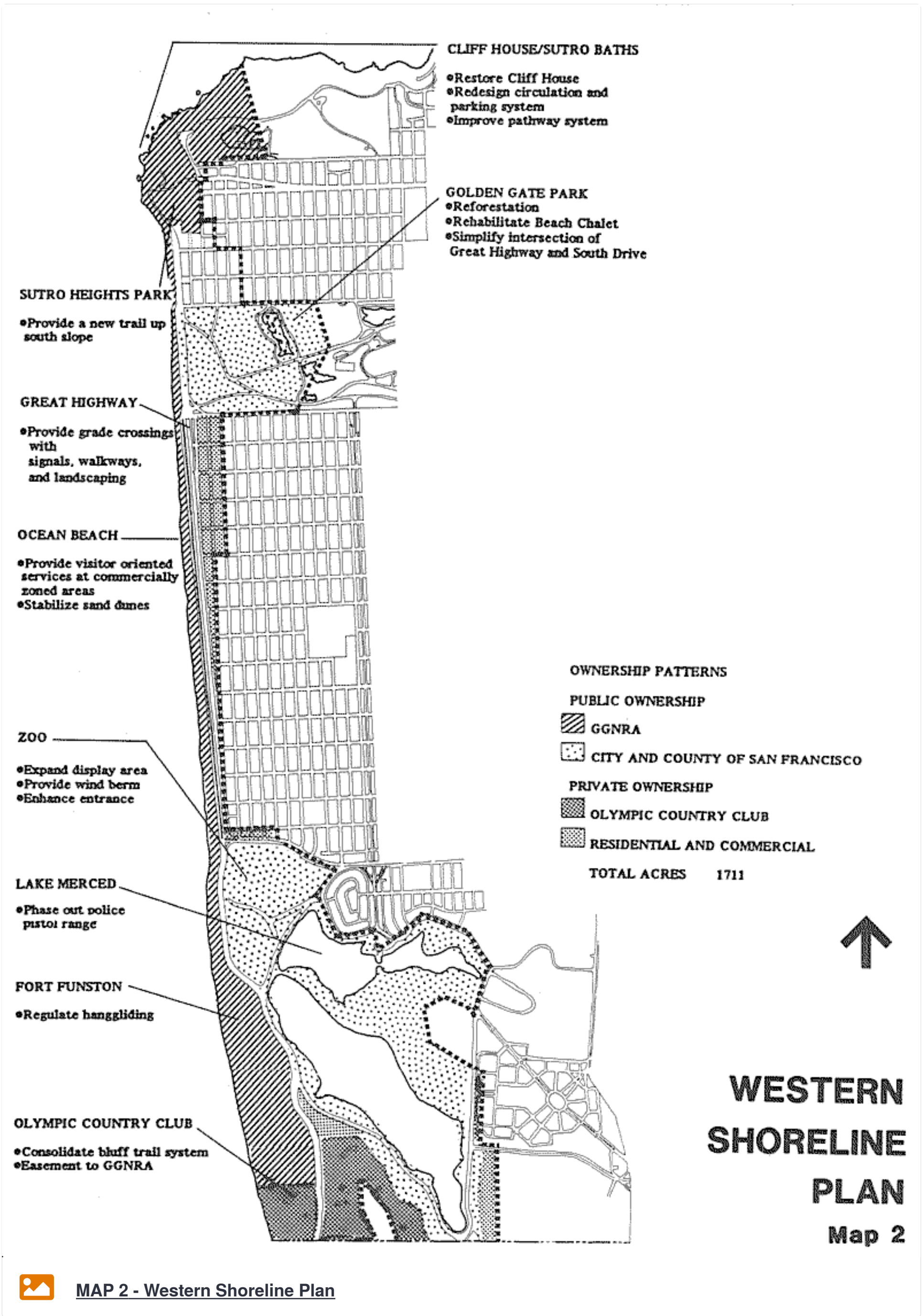
Most of the San Francisco western shoreline is publicly owned. Golden Gate Park, the Zoo, and Lake Merced contain 60% of the 1,771 acres which comprise the Coastal Zone area. Another 25% of the Coastal Zone is within the Golden Gate National Recreation Area (GGNRA). Only 14% of the land is privately owned, and 9% of this land is within the Olympic Country Club area. The remainder 5% is private residential and commercial property which fronts or lies in close proximity to the seashore.

The Coastal Zone is the area shown on Map 1.



 **MAP 1 - Coastal Zone Area**

The area covered by the Western Shoreline Plan is divided into ten subareas as listed below and shown on Map 2.



 **MAP 2 - Western Shoreline Plan**

- [The Great Highway](#)
- [Golden Gate Park](#)

- [The Zoo](#)
- [Lake Merced](#)
- [Ocean Beach](#)
- [Sutro Heights Park](#)
- [Cliff House Sutro Baths](#)
- [Fort Funston](#)
- [Olympic Country Club](#)
- [Richmond and Sunset Residential Neighborhoods](#)

The Plan consists of transportation policies for the entire Coastal Zone and of specific policies relating to the ten subareas.

OBJECTIVES AND POLICIES

Transportation

OBJECTIVE 1

IMPROVE PUBLIC TRANSIT ACCESS TO THE COAST.

POLICY 1.1

Improve crosstown public transit connections to the coastal area, specifically Ocean Beach, the Zoo and the Cliff House.

POLICY 1.2

Provide transit connections amongst the important coastal recreational destinations

POLICY 1.3

Connect local transit routes with regional transit, including BART, Golden Gate Transit, and the Golden Gate National Recreation Transit.

POLICY 1.4

Provide incentives for transit usage.

POLICY 1.5

Consolidate the Municipal Railway turnaround at the former Playland-at-the-Beach site.

POLICY 1.6

Provide transit shelters at the beach for transit patrons.

The Great Highway

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 2.2

Maintain the landscaped recreational corridor adjacent to the development at the former Playland-at-the-Beach site to provide a link between Golden Gate park and Sutro Heights park.

POLICY 2.3

Provide for a continuation of the bicycle trail by an exclusive bicycle lane on public streets between the Great Highway and Point Lobos.

POLICY 2.4

Improve public access to Ocean Beach from Golden Gate Park by providing a landscaped bridge over vehicular underpass, if funds are not available improve public access by providing grade crossings with signals, walkways, lighting and landscaping.

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 2.6

Provide permanent parking for normal use required by beach users in the Great Highway corridor (taking into account the increased accessibility by transit); provide multiple use areas which could be used for parking at peak times, but could be used for recreational uses when not needed for parking.

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.

POLICY 2.9

Improve public access to Ocean Beach south of Lincoln Way by providing grade crossing with signals and walkways at every other block.

Golden Gate Park

OBJECTIVE 3

ENHANCE THE RECREATIONAL CONNECTION BETWEEN GOLDEN GATE PARK AND THE BEACH FRONTAGE.

POLICY 3.1

Strengthen the visual and physical connection between the park and beach. Emphasize the naturalistic landscape qualities of the western end of the park for visitor use. When possible eliminate the Richmond-Sunset sewer treatment facilities.

POLICY 3.2

Continue to implement a long-term reforestation program at the western portion of the park.

POLICY 3.3

Develop and periodically revise a Master Plan for Golden Gate Park to include specific policies for the maintenance and improvement of recreational access in the western portion of the park.

POLICY 3.4

Rehabilitate the Beach Chalet for increased visitor use.

The Zoo

OBJECTIVE 4

IMPROVE THE QUALITY OF THE ZOO AND ITS RELATIONSHIP TO THE COASTAL ZONE RECREATIONAL SYSTEM.

POLICY 4.1

Maintain the landscaped park-like atmosphere of the Zoo.

POLICY 4.2

Enhance visitor interest in the Zoo by pursuing a specific Zoo Master Plan for modernization and improvement of Zoo facilities and enhancement of the animal collection.

POLICY 4.3

Allow location of a sewage treatment plant and a pump station to serve the western area of San Francisco on Zoo property. Locate and design the facilities to maximize their joint use by the Zoo.

POLICY 4.4

Expand the existing Zoo area west toward the Great Highway and south toward Skyline Boulevard.

POLICY 4.5

Provide a wind berm along the Great Highway for protection and public viewing of Ocean Beach and the Pacific Ocean.

POLICY 4.6

Enhance the entrance to the Zoo by providing visitor amenities at the northwest corner.

POLICY 4.7

Provide parking near the entrance to the Zoo for those visitors who cannot reasonably use public

transportation.

POLICY 4.8

Provide for the reasonable expansion of the Recreation Center for the Handicapped for recreation purposes. Accommodate that expansion in a way that will not inhibit the development of either the Zoo or the treatment plant.

Lake Merced

OBJECTIVE 5

PRESERVE THE RECREATIONAL AND NATURAL HABITAT OF LAKE MERCED.

POLICY 5.1

Preserve in a safe, attractive and usable condition the recreational facilities, passive activities, playgrounds and vistas of Lake Merced area for the enjoyment of citizens and visitors to the city.

POLICY 5.2

Maintain a recreational pathway around the lake designed for multiple use.

POLICY 5.3

Allow only those activities in Lake Merced area which will not threaten the quality of the water as a standby reservoir for emergency use.

POLICY 5.4

As it becomes obsolete, replace the police pistol range on the southerly side of South Lake with recreational facilities.

Ocean Beach

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.

POLICY 6.3

Keep the natural appearance of the beach and maximize its usefulness by maintaining the beach in a state

free of litter and debris.

POLICY 6.4

Maintain and improve the physical condition and appearance of the Esplanade between Lincoln Way and the Cliff House.

POLICY 6.5

Enhance the enjoyment of visitors to Ocean Beach by providing convenient visitor-oriented services, including take-out food facilities.

POLICY 6.6

Extend the seawall promenade south to Sloat Boulevard as funds become available.

Sutro Heights Park

OBJECTIVE 7

PRESERVE AND RESTORE SUTRO HEIGHTS PARK.

POLICY 7.1

Continue the use of Sutro Heights Park as a park, preserve its natural features, and retain its quiet neighborhood orientation.

POLICY 7.2

Restore elements of the historic garden and landscaping and include minor interpretive displays and seating areas.

POLICY 7.3

Improve access between Golden Gate Park and Sutro Heights Park by providing a new trail system up the south slope of Sutro Heights Park within the La Playa Street right-of-way for equestrians, pedestrians and joggers.

POLICY 7.4

Protect the natural bluffs below Sutro Heights Park. Keep the hillside undeveloped in order to protect the hilltop landform, and maintain views to and from the park. Acquire the former Playland-at-the-Beach site north of Balboa if funds become available.

Cliff House - Sutro Baths

OBJECTIVE 8

MAINTAIN THE VISITOR ATTRACTIVENESS OF THE CLIFF HOUSE AND SUTRO BATH COMPLEX.

POLICY 8.1

Develop the Cliff House/Sutro Bath area as a nature-oriented shoreline park. Permit limited commercial-recreation uses if public ownership is retained and if development is carefully controlled to preserve the natural characteristics of the site.

POLICY 8.2

Restore the Cliff House to its 1909 appearance or, if financially feasible, to an accurate replica of the original 1890 structure.

POLICY 8.3

Insure hiker safety by providing a clearly marked and well maintained pathway system.

POLICY 8.4

Redesign parking and vehicular circulation in the area to relieve congestion and provide for the safety of pedestrians crossing Point Lobos.

POLICY 8.5

To increase visitor enjoyment, mitigate the noise and air pollution caused by tour buses by relocating bus waiting areas.

Fort Funston

OBJECTIVE 9

CONSERVE THE NATURAL CLIFF ENVIRONMENT ALONG FORT FUNSTON.

POLICY 9.1

Maximize the natural qualities of Fort Funston. Conserve the ecology of entire Fort and develop recreational uses which will have only minimal effect on the natural environment.

POLICY 9.2

Permit hanggliding but regulate it so that it does not significantly conflict with other recreational and more passive uses and does not impact the natural quality of the area.

Olympic Country Club

OBJECTIVE 10

RETAIN THE OPEN SPACE QUALITY OF THE OLYMPIC COUNTRY CLUB AREA.

POLICY 10.1

If the private golf course use is discontinued, acquire the area for public recreation and open space, if

feasible.

POLICY 10.2

Maintain the existing public easement along the beach. Encourage the granting of an additional easement by the Olympic Country Club to the National Park Service for public use and maintenance of the sensitive bluff area west of Skyline Boulevard as part of the Golden Gate National Recreation Area.

POLICY 10.3

Protect the stability of the westerly bluffs by consolidating the informal trails along the bluff area into a formal trail system which would be clearly marked. Coordinate the lateral trail system along the bluff with the San Mateo trail system south of the San Francisco boundary.

Richmond and Sunset Residential Neighborhoods

OBJECTIVE 11

PRESERVE THE SCALE OF RESIDENTIAL AND COMMERCIAL DEVELOPMENT ALONG THE COASTAL ZONE AREA.

POLICY 11.1

Preserve the scale and character of existing residential neighborhoods by setting allowable densities at the density generally prevailing in the area and regulating new development so its appearance is compatible with adjacent buildings.

POLICY 11.2

Develop the former Playland-at-the-Beach site as a moderate density residential apartment development with neighborhood commercial uses to serve the residential community and, to a limited extent, visitors to the Golden Gate National Recreation Area.

POLICY 11.3

Continue the enforcement of citywide housing policies, ordinances and standards regarding the provision of safe and convenient housing to residents of all income levels, especially low- and moderate-income people.

POLICY 11.4

Strive to increase the amount of housing units citywide, especially units for low- and moderate-income people.

POLICY 11.5

Work with federal and state funding agencies to acquire subsidy assistance for private developers for the provision of low- and moderate-income units.

POLICY 11.6

Protect the neighborhood environment of the Richmond and Sunset residential areas from the traffic and visitor impacts from the public using adjacent recreation and open space areas.

POLICY 11.7

Maintain a community business district along Sloat Boulevard within the Coastal Zone to provide goods and services to residents of the outer Sunset and visitors to the Zoo and Ocean Beach.

Coastal Hazards

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.

Erosion of the bluff and beach south of Sloat Boulevard has resulted in damage to and loss of beach parking and portions of the Great Highway, and threatens existing critical wastewater system infrastructure. Sea level rise will likely exacerbate these hazards in the future. The City shall pursue adaptation measures to preserve, enhance, and restore public access, scenic quality, and natural resources along Ocean Beach south of Sloat Boulevard and to protect existing wastewater and stormwater infrastructure from impacts due to shoreline erosion and sea level rise. Federal projects in the Coastal Zone are not subject to city-issued coastal development permits. Local Coastal Program policies regarding adaptation within Golden Gate National Recreation Area simply provide guidance to both the National Park Service and California Coastal Commission, which review federal projects under the Coastal Zone Management Act. All non-federal development on federal lands is subject to coastal development permit review by the California Coastal Commission.

Implementation Measures:

- (a) As the shoreline retreats due to erosion and sea level rise, incrementally remove shoreline protection devices, rubble that has fallen onto the beach, roadway surfaces, and concrete barriers south of Sloat Boulevard.
- (b) Relocate public beach parking and public restrooms to areas that will not be affected by shoreline erosion or sea level rise for their expected lifespan given current sea level rise projections and mapping. The relocated facilities should not require the construction of shoreline protection devices and should be relocated if they are threatened by coastal hazards in the future.
- (c) Close the Great Highway between Sloat and Skyline boulevards and make circulation and safety improvements along Sloat and Skyline boulevards to better accommodate bicyclists, pedestrians, and vehicles.
- (d) Import sand to restore the beach and construct dunes. Stabilize dunes with vegetation, beach grass straw punch, brushwood fencing, or other non-structural methods.
- (e) Extend the coastal trail to Fort Funston and Lake Merced by constructing a multi-use public access pathway along the shoreline from Sloat Boulevard to Skyline Boulevard.
- (f) Permit shoreline protection devices if necessary to protect coastal water quality and public health by preventing damage to existing wastewater and stormwater infrastructure due to shoreline erosion only when less environmentally damaging alternatives are determined to be infeasible.
- (g) Maintain service vehicle access necessary for the continued operation and maintenance of existing wastewater and stormwater infrastructure systems.

POLICY 12.2

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

Sea level rise and erosion threaten San Francisco's coastal resources and their impacts will worsen over time. San Francisco shall use the best available science to support the development of adaptation measures to protect our coastal resources in response to sea level rise and coastal hazards.

Implementation Measures:

- (a) Conduct detailed sea level rise vulnerability assessments and develop adaptation plans to minimize risks to life, property, essential public services, public access and recreation, and scenic and natural resources from shoreline erosion, coastal flooding and sea level rise for the Western Shoreline Area.
- (b) The vulnerability assessments shall be based on sea level rise projections for likely and worst-case mid-century and end-of-century sea level rise in combination with a 100-year storm event, and shall include one or more scenarios that do not rely on existing shoreline protection devices.
- (c) Adaptation measures shall be designed to minimize impacts on shoreline sand supply, scenic and natural resources, public recreation, and coastal access.
- (d) The adaptation plans shall consider a range of alternatives, including protection, elevation, flood proofing, relocation or partial relocation, and reconfiguration.
- (e) Adaptation measures that preserve, enhance, or restore the sandy beach, dunes, and natural and scenic resources such as beach nourishment, dune restoration, and managed retreat shall be preferred over new or expanded shoreline protection devices.
- (f) The adaptation plans shall consider the recommendations contained in the SPUR Ocean Beach Master Plan.
- (g) Create and maintain sea level rise hazard maps to designate areas within the coastal zone that would be exposed to an increased risk of flooding due to sea level rise. The maps shall include likely and worst case mid-century and end-of-century sea level rise projections in combination with a 100-year storm event. The maps shall include a scenario that does not include existing shoreline protection devices. The maps shall be updated when new information warranting significant adjustments to sea level rise projections becomes available.

POLICY 12.3

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

Shoreline erosion has substantially narrowed the sandy beach south of Sloat Boulevard. Sea level rise will likely exacerbate the loss of sandy beach south of Sloat Boulevard and may extend this effect to the north towards the Cliff House. The City shall pursue the development and implementation of a long-term beach nourishment program to maintain a sandy beach along the western shoreline to preserve Ocean Beach as a public recreational resource for future generations and to protect existing public infrastructure and development from coastal hazards.

Implementation Measure:

Work with the U.S. Army Corps of Engineers to develop and implement a beach nourishment program involving the placement of sand dredged from the San Francisco bar navigation channel offshore of the Golden Gate onto Ocean Beach. Other sources of suitable sand for beach nourishment may also be identified and permitted. Sand shall not be removed from stable dunes.

POLICY 12.4

Develop the Shoreline in a Responsible Manner.

Sea level rise and erosion impacts will worsen over time and could put private and public development in the Western Shoreline Area at risk of flooding. Given these future impacts, development in the Coastal Zone should be sited to avoid coastal hazard areas when feasible. If avoidance is infeasible, development shall be designed to minimize impacts to public safety and property from current or future flooding and erosion without reliance on current or future shoreline

protection features.

New development and substantial improvements to existing development located in areas exposed to an increased risk of flooding or erosion due to sea level rise shall be designed and constructed to minimize risks to life and property.

New development and substantial improvements to existing development shall ensure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area.

New development and substantial improvements to existing development shall not require the construction of shoreline protective devices that would substantially alter natural landforms along bluffs and cliffs. If new development becomes imminently threatened in the future, it shall rely on alternative adaptation measures up to and including eventual removal.

Public recreational access facilities (e.g., public parks, restroom facilities, parking, bicycle facilities, trails, and paths), public infrastructure (e.g., public roads, sidewalks, and public utilities), and coastal-dependent development shall be sited and designed in such a way as to limit potential impacts to coastal resources over the structure's lifetime. As appropriate, such development may be allowed within the immediate shoreline area only if it meets all of the following criteria:

1. The development is required to serve public recreational access and/or public trust needs and cannot be feasibly sited in an alternative area that avoids current and future hazards.
2. The development will not require a new or expanded shoreline protective device and the development shall be sited and designed to be easy to relocated and/or removed, without significant damage to shoreline and/or bluff areas, when it can no longer serve its intended purpose due to coastal hazards.
3. The development shall only be allowed when it will not cause, expand, or accelerate instability of a bluff.

POLICY 12.5

Limit Shoreline Protection Devices

Shoreline protection devices such as rock revetments and seawalls can negatively impact coastal resources by disrupting sand transport and fixing the shoreline in a specific location, leading to the eventual narrowing and ultimate loss of sandy beaches. Such structures are expensive to construct and maintain, may be incompatible with recreational uses and the scenic qualities of the shoreline, and may physically displace or destroy environmentally sensitive habitat areas associated with bluffs, dunes, beaches, and intertidal areas. Because of these impacts, shoreline protection devices shall be avoided and only implemented where less environmentally damaging alternatives are not feasible.

Shoreline protection devices such as rock revetments and seawalls shall be permitted only where necessary to protect existing critical infrastructure and existing development from a substantial risk of loss or major damage due to erosion and only where less environmentally damaging alternatives such as beach nourishment, dune restoration and managed retreat are determined to be infeasible. New or expanded shoreline protection devices should not be permitted solely to protect parking, restrooms, or pedestrian or bicycle facilities.

POLICY 12.6

Minimize Impacts of Shoreline Protection Devices.

Shoreline protection devices may be necessary to protect existing critical infrastructure or development. These shoreline protection devices shall be designed to minimize their impacts on coastal resources while providing adequate protection for existing critical infrastructure and existing development.

All shoreline protection devices shall be designed and constructed to avoid, minimize, and mitigate impacts on shoreline sand supply, environmentally sensitive habitat areas, scenic quality, public recreation, and coastal access.

Shoreline protection devices shall be designed to blend visually with the natural shoreline, provide for public recreational access, and include proportional mitigation for unavoidable coastal resource and environmentally sensitive habitat impacts.

Coastal permit applications for reconstruction, expansion, or replacement of existing shoreline protection devices shall include a re-assessment of the need for the device, the need for any repair or maintenance of the device, any additional required mitigation for unavoidable impacts to coastal resources and the potential for removal or relocation based on

changed conditions. Coastal permits issued for shoreline protection devices shall authorize their use only for the life of the structures they were designed to protect.

Amendment by Board of Supervisors [Ordinance 0009-18](#) Adopted 01/23/2018.

Amendment by Board of Supervisors [Ordinance 0009-18](#) adopted on 5/10/2018.

San Francisco Planning Department
sfplanning.org

Questions or comments on the General Plan? Please email us at pic@sfgov.org.



San Francisco
Planning

EXHIBIT G

CALIFORNIA COASTAL COMMISSION

NORTH CENTRAL COAST DISTRICT OFFICE
45 FREMONT STREET, SUITE 2000
SAN FRANCISCO, CA 94105
PHONE: (415) 904-5260
FAX: (415) 904-5400
WEB: WWW.COASTAL.CA.GOV



Th9a

Prepared April 20, 2018 for the May 10, 2018 Hearing

To: Commissioners and Interested Persons

From: Jeannine Manna, District Manager
Stephanie Rexing, District Supervisor
Patrick Foster, Coastal Planner

Subject: San Francisco LCP Amendment Number LCP-2-SNF-18-0028-1 (Western Shoreline Area Plan)

SUMMARY OF STAFF RECOMMENDATION

The City and County of San Francisco (“the City”) proposes to amend its Local Coastal Program (LCP) Land Use Plan (LUP), also referred to as the Western Shoreline Area Plan, by adding new policies related to coastal hazards. The proposed amendment primarily addresses erosion, flooding, and sea level rise along the Ocean Beach shoreline in San Francisco’s coastal zone and transforms some of the broad visions on these points developed through the Ocean Beach Master Plan planning process¹ into a set of LCP policies that provide direction at a similarly broad level of detail. The proposed amendment requires the City to develop and implement proactive adaptation measures applicable to the most severe areas of erosion south of Sloat Boulevard, including managed retreat and beach nourishment, and outlines a framework for the development of future adaptation measures along the entire shoreline based upon best available science. In that sense, the proposed amendment text is primarily a statement of the City’s overall intentions, and a precursor to further LCP work. At the same time, the amendment includes several requirements applicable to the review of development proposed in potentially hazardous areas. As a whole, the amendment provides objectives and policies designed to help preserve, enhance and restore the Ocean Beach shoreline in light of the significant resources present there, including those related to public access, scenic quality, natural resources, and critical public infrastructure.

The proposed amendment is the outcome of an LCP Local Assistance Grant Award received by the City from the Commission and the State Ocean Protection Council in November 2014, and

¹ The Ocean Beach Master Plan (SPUR, 2012) is a collaborative document that represents the cooperation and involvement of the City/County of San Francisco and a host of federal, state, and local agencies, as well as community stakeholders in an 18-month planning process. The Plan presents recommendations for the management and protection of San Francisco’s Ocean Beach, addressing seven focus areas related to land use in San Francisco’s coastal zone: ecology, utility infrastructure, coastal dynamics, image and character, program and activities, access and connectivity, and management and stewardship.

the proposed policy language has been developed in close coordination with Commission staff, local stakeholders and the public. It is also the City's first attempt at an LCP amendment since the LCP was originally certified in 1986. Given that the original LCP lacks specificity on a range of coastal issues, including issues that have become more pronounced in over three decades since certification, Commission staff have discussed the need for a full LCP update with the City, including one that could transform the conclusions and recommendations of the full Ocean Beach Master Plan into LCP policies. To be clear, however, this amendment is not that update. Rather, it should be considered a first step, and one that is focused on at least providing a baseline of LCP policy language designed to address some of the most pressing issues facing the San Francisco shoreline, which will ultimately lead to the City's long-term goal of a more comprehensive LCP update to respond to changes in circumstances and understandings since original LCP preparation and adoption in the 1980s.

Staff believes that the proposed amendment can be found consistent with the coastal resource policies of Chapter 3 of the Coastal Act, and that it reflects the recommendations of the Commission's 2015 Sea Level Rise Policy Guidance. Indeed, some of the proposed policies codify Coastal Act language directly, including permitting requirements related to armoring and new development in the coastal zone. For example, the proposed text explicitly recognizes the threat posed by coastal hazards and the need to identify appropriate siting out of harm's way, while ensuring that armoring is avoided wherever feasible and that it be accompanied by appropriate mitigation when required to protect existing structures in danger from erosion. Also in line with the Coastal Act's mandate to protect coastal resources, and in light of the fact that the San Francisco shoreline is entirely publicly owned and entirely fronted by public development and infrastructure, the amendment discourages new development in areas subject to an increased risk of coastal hazards by limiting new public development in the Ocean Beach area to that which is required to serve public recreational access or public trust needs, cannot be feasibly sited in an alternative area that avoids current and future hazards, will not require new or expanded shoreline armoring, and will not contribute to bluff instability.

In short, the proposed amendment represents a first step towards a more comprehensive LCP update, and ensures that the City's LCP includes appropriate coastal hazards-related objectives and policies in the interim. No changes to the existing LUP or IP policies and procedures are proposed, so existing policies pertaining to other issues (e.g., coastal access, public recreation, transportation, land use, and habitat protection) remain entirely intact. The proposed text strengthens the LCP, is the result of a healthy collaboration between City and Commission staff, and staff recommends that the Commission approve the amendment as submitted. The motion and resolution are found on page 4 below.

Staff Note: LCP Amendment Action Deadline

This proposed LCP amendment was filed as complete on March 30, 2018. It amends the LUP only, and thus the 90-day action deadline is June 30, 2018 (pursuant to Coastal Act Sections 30512 and 30514(b)). Therefore, unless the Commission extends the action deadline (it may be extended by up to one year per Coastal Act Section 30517), the Commission has until June 30, 2018 to take a final action on this LCP amendment.

TABLE OF CONTENTS

I. MOTIONS AND RESOLUTIONS.....	4
II. FINDINGS AND DECLARATIONS	5
A. DESCRIPTION OF PROPOSED LCP AMENDMENT.....	5
B. CONSISTENCY ANALYSIS.....	8
C. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)	14

APPENDICES

Appendix A – Substantive File Documents

Appendix B – Staff Contact with Agencies and Groups

EXHIBITS

Exhibit 1 – City of San Francisco’s Proposed LCP Amendment

I. MOTION AND RESOLUTION

Staff recommends that the Commission, after public hearing, approve the proposed LCP Land Use Plan (LUP) amendment as submitted. This amendment applies to the LUP only, so the Commission needs to make only a single motion in order to act on this recommendation. Thus, staff recommends a **YES** vote on the motion below. Passage of the motion will result in the certification of the LUP amendment as submitted and adoption of the following resolution and findings. The motion passes only upon an affirmative vote of the majority of the appointed Commissioners.

Motion: *I move that the Commission certify Land Use Plan Amendment LCP-2-SNF-18-0028-1 as submitted by the City and County of San Francisco, and I recommend a yes vote.*

Resolution: *The Commission hereby certifies Land Use Plan Amendment LCP-2-SNF-18-0028-1 as submitted by the City and County of San Francisco and adopts the findings set forth below on the grounds that the amendment conforms with the policies of Chapter 3 of the Coastal Act. Certification of the Land Use Plan amendment complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the plan on the environment, or 2) there are no further feasible alternatives or mitigation measures that would substantially lessen any significant adverse impacts which the Land Use Plan Amendment may have on the environment.*

II. FINDINGS AND DECLARATIONS

A. BACKGROUND

The City and County of San Francisco prepared its Local Coastal Program (LCP), comprised of the Western Shoreline Area Plan and implementing policies of the City's Planning Code, in the early 1980s, and the City's LCP was originally certified by the Coastal Commission on March 14, 1986. There have been no amendments since that time, and thus this current amendment is the City's first attempt at modifying the LCP since it was certified over three decades ago.

In light of issues related to coastal hazards, including as informed by Commission CDP decisions in the late 2000s, the City began to explore options for a planning framework to address erosion and coastal access along the shoreline through the Ocean Beach Task Force and the Ocean Beach Vision Council, culminating in 2012 with the completion of the Ocean Beach Master Plan, prepared by the San Francisco Planning and Urban Research Association (SPUR), an urban planning nonprofit organization. The Ocean Beach Master Plan represents the cooperation and involvement of the City and the Coastal Commission, among other federal, state, and local agencies, as well as community stakeholders in an 18-month planning process addressing seven focus areas: ecology, utility infrastructure, coastal dynamics, image and character, program and activities, access and connectivity, and management and stewardship. In November of 2014, the City was awarded a LCP Local Assistance Grant Award from the Commission to amend its LCP in accordance with the Coastal Act to both better address and account for erosion and sea level rise, as well as to convert the vision presented in the Ocean Beach Master Plan into actionable LCP policies.

The proposed LCP amendment would lay the foundation for implementation of some of the recommendations of the Ocean Beach Master Plan, including those related to the stated goals of addressing sea level rise, protecting infrastructure, restoring coastal ecosystems and improving public access. Specifically, the proposed amendment requires the City to develop and implement proactive adaptation measures applicable to the most severe areas of erosion south of Sloat Boulevard, including managed retreat and beach nourishment, and outlines a framework for the development of future adaptation measures along the entire shoreline based upon best available science. In that sense, the proposed amendment text is primarily a statement of the City's broad intentions, and a precursor to further LCP work. At the same time, the amendment includes several requirements applicable to the review of development proposed in potentially hazardous areas. Overall, the amendment provides objectives and policies designed to help preserve, enhance and restore the Ocean Beach shoreline in light of the significant resources present there, including those related to public access, scenic quality, natural resources, and critical public infrastructure.

Work conducted by the City under the LCP Assistance Grant included a public and agency involvement strategy consisting of regular meetings with an Interagency Advisory Committee, the Ocean Beach Community Advisory Committee, and the general public, to solicit input and address questions or concerns. Existing data and analyses on coastal vulnerability and the potential impacts of sea level rise to the City's coastal zone were integrated to provide a baseline understanding of current and future risk to inform development of LCP policies. Coastal Commission staff worked closely with City staff and stakeholders throughout the grant term,

participating in the public and interagency meetings, as well as individual meetings with City staff, to ensure that LCP policy language reflects the objectives of the Coastal Act and recommendations in the Commission’s Sea Level Rise Policy Guidance. The proposed policies are also best designed to fit the unique landscape of development in San Francisco’s coastal zone where the immediate shoreline is entirely publicly owned and entirely fronted by public development and infrastructure, and thus presents a different set of challenges and objectives than those faced by other local governments, where much, if not most of the shoreline is fronted by private development and houses.

In addition, another unique fact set here is that the City’s LCP has been untouched since it was originally certified in the 1980s. Given that the original LCP lacks specificity on a range of coastal issues, including issues that have become more pronounced in over three decades since certification, Commission staff have discussed the need for a full LCP update with the City, including one that could transform the conclusions and recommendations of the full Ocean Beach Master Plan into LCP policies. To be clear, however, this amendment is not that update. Rather, it should be considered a first step, and one that is focused on at least providing a baseline of LCP policy language designed to address some of the most pressing issues facing the San Francisco shoreline, which will ultimately lead to the City’s long-term goal of a more comprehensive LCP update to respond to changes in circumstances and understandings since original LCP preparation and adoption in the 1980s.

B. DESCRIPTION OF PROPOSED LCP AMENDMENT

The proposed amendment will add a “Coastal Hazards” section to the existing LUP, comprised of an objective and policies that seek to address hazards unique to the coastal zone, including erosion, coastal flooding, and sea level rise. The amendment would transform some of the broad visions on these points developed through the Ocean Beach Master Plan planning process into a set of LCP policies that also provide direction at a similarly broad level of detail. The proposed amendment requires the City to develop and implement proactive adaptation measures applicable to the most severe areas of erosion south of Sloat Boulevard, including managed retreat and beach nourishment, and outlines a framework for the development of future adaptation measures along the entire shoreline based upon best available science. In that sense, the proposed amendment text is primarily a statement of the City’s overall intentions, and a precursor to further LCP work. At the same time, the amendment includes several requirements applicable to review of development proposed in potentially hazardous areas. As a whole, the amendment provides objectives and policies designed to help preserve, enhance and restore the Ocean Beach shoreline in light of the significant resources present there, including those related to public access, scenic quality, natural resources, and critical public infrastructure.

The proposed amendment’s overarching objective, which each of the six proposed policies is designed to implement, states:

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.

Subsequently, each of the proposed policies is directed towards that broader vision. Specifically, LCP Policy 12.1 outlines specific managed retreat adaptation measures that the City will pursue in response to impacts from shoreline erosion and sea level rise between Sloat and Skyline Boulevards, including incremental removal of shoreline protection devices and other beach obstructions, relocation of public beach parking and restrooms to areas that will not require shoreline protective devices to ensure the safety of those structures, eventual closure of the Great Highway in the area, importation of sand for beach/dune restoration, extension of the coastal trail to Fort Funston and Lake Merced through construction of a multi-use pathway along the shoreline, and consideration of shoreline armoring to prevent damage to wastewater and stormwater infrastructure only when no feasible less environmentally damaging alternatives exist and subject to Coastal Act criteria in other proposed policies.

LCP Policy 12.2 provides an overarching framework for the City as they develop future adaptation measures for the entire shoreline. This policy directs the City to develop sea level rise adaptation measures using the best available science, including preparation of sea level rise vulnerability assessments, hazard maps, and related adaptation plans. The policy requires that such vulnerability assessments and maps be based on sea level rise projections for worst-case mid-century and worst case end-of-century sea level rise in combination with a 100-year storm event, and includes a scenario that does not rely on existing shoreline protection devices. According to this policy, adaptation plans must be designed to minimize coastal resource impacts and prioritize measures that preserve, enhance or restore sandy beach areas (e.g., nourishment, dune restoration, and managed retreat) over new or expanded shoreline armoring. Such plans must also consider a wide range of non-armoring alternatives, as well as the recommendations contained in the Ocean Beach Master Plan.

To further promote soft shoreline protection measures and maintain a sandy beach, LCP Policy 12.3 requires the City to pursue the development and implementation of a long-term beach nourishment program to preserve Ocean Beach as a public recreational resource and protect existing public infrastructure. The City is actively nourishing south Ocean Beach currently through the provisions of CDP 2-15-1357, and is exploring additional options and opportunities, specifically related to use of dredge spoils from the main Golden Gate Bridge channel dredging operations, that could significantly expand such efforts in the future.

Recognizing that sea level rise and erosion are expected to worsen over time, proposed LCP Policy 12.4 describes requirements to ensure that the Ocean Beach shoreline is developed in a responsible manner, including limiting new public development in the immediate shoreline area to that which is required to serve public recreational access and/or public trust needs only if certain criteria are met. The policy also requires that new development and substantial improvements to existing development be sited and designed to minimize risks to life and property, ensure stability and structural integrity, not contribute to geologic instability, and not require protective devices that would alter the natural bluff and shoreline landforms.

The proposed amendment also addresses the potential impacts of proposed shoreline armoring with a policy specifically entitled “Limit Shoreline Protective Devices” that provides stringent requirements for when such armoring may and may not be allowed. Specifically, LCP Policy 12.5 requires shoreline protection devices be avoided, allowing for them only where less

environmentally damaging alternatives are not feasible and where necessary to protect existing structures from a substantial risk of loss or major damage due to erosion. In addition, according to this proposed policy, new or expanded shoreline protection devices are discouraged to solely protect parking, restrooms, or other pedestrian or bicycle facilities. Further, LCP Policy 12.6 outlines measures to minimize impacts of otherwise allowable shoreline armoring, including a requirement that coastal permit applications for reconstruction, expansion, or replacement of existing shoreline protection devices include a re-assessment of the need for the device, the need for any repair or maintenance of the device, any additional required mitigation for unavoidable impacts to coastal resources, and the potential for removal or relocation based on changed conditions. In addition, the policy requires that such protective devices be designed and constructed to avoid, minimize and mitigate impacts to sand supply, sensitive habitat areas, the area's scenic qualities, and coastal access.

Thus, some of the proposed policies codify Coastal Act language directly, including permitting requirements related to armoring and new development in the coastal zone. For example, the proposed text explicitly recognizes the threat posed by coastal hazards and the need to identify appropriate siting out of harm's way, while ensuring that armoring is avoided wherever feasible and that it be accompanied by appropriate mitigation when required to protect existing structures in danger from erosion. Also in line with the Coastal Act's mandate to protect coastal resources, and in light of the fact that San Francisco's immediate shoreline is entirely publicly owned and entirely fronted by public development and infrastructure, the proposed policies discourage new development in areas subject to an increased risk of coastal hazards by limiting new public development in the Ocean Beach area to that which is required to serve public recreational access or public trust needs, cannot be feasibly sited in an alternative area that avoids current and future hazards, will not require a new or expanded shoreline armoring, and will not contribute to bluff instability.

In short, the proposed amendment represents a first step towards a more comprehensive LCP update, and ensures that the City's LCP includes appropriate coastal hazards-related objectives and policies in the interim. No changes to the existing LUP or IP policies and procedures are proposed, so existing policies pertaining to other issues (e.g., coastal access, public recreation, transportation, land use, and habitat protection) remain entirely intact. The proposed text is thereby designed to strengthen the LCP, and should be understood in that context.

Please see **Exhibit 1** for full text of the policies proposed for addition to the LCP through this amendment.

C. CONSISTENCY ANALYSIS

Standard of Review

The proposed amendment affects only the LUP component of the San Francisco LCP. Pursuant to Coastal Act Section 30512.2, the standard of review for LUP amendments is that they must conform with the Chapter 3 policies of the Coastal Act. Applicable Coastal Act policies include:

Section 30235. Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall

be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible.

Section 30253. *New development shall do all of the following:*

(a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.

(b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. ...

(e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.

Section 30210. *In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.*

Section 30211. *Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.*

Section 30212(a)(1)(2) *(in relevant part). Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby...*

Section 30213 *(in relevant part). Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred...*

Section 30220. *Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.*

Section 30221. *Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.*

Section 30223. *Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.*

The Coastal Act recognizes that development along the California shoreline can be affected by a wide variety of coastal hazards, ranging from strong storms and wave uprush to erosion, landslides and liquefaction. Therefore, the Act places a strong emphasis on minimizing risks associated with such hazards, and ensuring stability for development over time in such a way as to avoid adverse impacts to natural processes and coastal resources. The latter concept is particularly important at the shoreline and bluff interface where shoreline-altering development is often undertaken to protect private and public development, oftentimes with significant coastal resource consequences. Such shoreline altering development can lead to coastal resource impacts of many types, including adverse effects on sand supply and ecology, public access, coastal views, natural landforms, and overall shoreline beach dynamics on and off site. Thus, the Coastal Act prohibits most shoreline protective devices with new development, and only allows armoring in limited circumstances, subject to impact avoidance and mitigation.

Coastal Act Section 30235 acknowledges that certain types of development (such as seawalls, revetments, retaining walls, groins and other such structural or “hard” methods designed to forestall erosion) can alter natural shoreline processes. Accordingly, along with coastal-dependent uses, Section 30235 authorizes such construction if “required to protect existing structures or public beaches in danger from erosion.” More specifically, Coastal Act Section 30235 requires approval of shoreline protective devices when specified criteria are met. Namely, when 1) they are necessary, 2) to protect existing structures or coastal-dependent uses, 3) in danger of erosion, 4) are designed to eliminate or mitigate adverse impacts to sand supply, 5) mitigate for other coastal resource impacts, and 6) are the least environmentally damaging feasible alternative. Therefore, in cases where shoreline protection can be approved, the coastal permit authorization must preserve public beach access, sand supply, coastal ecosystems, natural landforms, and other coastal resource values.

Relatedly, Coastal Act Section 30253 requires that risks be minimized, long-term stability and structural integrity be provided, and that new development be sited, designed, and built in such a way as to not require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. Thus, new development must be sited and designed in such a way as to avoid shoreline armoring over its lifetime that would substantially alter these key natural shoreline landforms while also ensuring that the public will not be exposed to hazardous structures or be held responsible for any future stability issues that may affect the development.

The Coastal Act’s access and recreation policies provide significant direction regarding not only protecting public recreational access, but also ensuring that access is provided and maximized. Specifically, Coastal Act Section 30210 requires that maximum public access and recreational opportunities be provided. This direction to maximize access and recreational opportunities represents a different threshold than to simply provide or protect such access, and is fundamentally different from other like provisions in this respect. In other words, it is not enough to simply provide access to and along the coast, and not enough to simply protect such access; rather such access must also be maximized. This terminology distinguishes the Coastal Act in certain respects, and provides fundamental direction with respect to significant public recreational areas along the California coast that raise public access issues, such as at Ocean Beach.

Beyond the fundamental mandate that public recreational access opportunities be maximized for all in the coastal zone, the Coastal Act provides a series of mechanisms designed to meet that objective and to ensure public access under appropriate time, manner, and place considerations. For example, Section 30211 prohibits development from interfering with the public's right of access to the sea when acquired by legislative authorization or by use. In approving new development, Section 30212(a) requires new development to provide access from the nearest public roadway to the shoreline and along the coast, except in certain limited exceptions, such as when there is existing adequate access nearby. Section 30212.5 identifies that public facilities are to be appropriately distributed throughout an area so as to help mitigate against overcrowding and overuse at any single location. Importantly, Section 30213 requires that lower-cost visitor and recreational access facilities be protected, encouraged, and provided, while giving a stated preference to development that provides public recreational access opportunities. Coastal Act Section 30220 requires that areas that provide water-oriented recreational activities, such as the offshore areas in this case, be protected, while Section 30221 states that oceanfront land suitable for recreational use shall be protected for recreational use and development. Similarly, Section 30223 protects upland areas necessary to support coastal recreational uses. All of these policies are implicated by the proposed coastal hazards policies in one form or another in this case.

Finally, the Coastal Act's various other policies protecting coastal resources such as water quality, sensitive habitat, and visual character are also affected by the proposed coastal hazard policies, especially when considering development (such as armoring) with the potential to affect such resources in potentially hazardous areas. Thus, as a whole, Chapter 3 of the Coastal Act requires that the proposed LUP amendment provide for initial siting and design of development out of harm's way, along with direction on what to do when existing development is endangered by erosion and how best to protect all of the significant coastal resources implicated by coastal hazards along San Francisco's shoreline at Ocean Beach. In short, the proposed LUP text must effectively translate these Coastal Act requirements in a way that addresses the range of coastal hazard issues present in San Francisco's coastal zone.

Coastal Act Consistency Analysis

The City's current 1986 LCP covers coastal access, public recreation, transportation, land use, and habitat protection within the coastal zone. However, the current LCP does not explicitly address coastal hazards or sea level rise at a policy level. The primary intent of the proposed LCP text is to provide a coastal hazards framework given coastal hazards are already impacting public access, recreation, and habitat resources along the San Francisco shoreline. Such hazards are also currently endangering critical public infrastructure and public recreational facilities, while existing shoreline armoring is leading to its own resource impacts, especially in the south Ocean Beach area.

In recent years, erosion of South Ocean Beach damaged the Great Highway and resulted in the loss of public beach parking and related public facilities, and now threatens to damage critical wastewater system infrastructure. Going forward, sea level rise and the increased frequency and severity of coastal storms anticipated due to global climate change is expected to continue to exacerbate these effects, demonstrating a need to approach the management of coastal hazards in a more proactive way. The proposed amendment is designed to help address such hazards by providing measures to begin to implement some of the recommended adaptation methods

identified in the collaborative Ocean Beach Master Plan for south of Sloat Boulevard, which focus on avoiding armoring in favor of nature-based solutions that will enhance public access, recreation, and scenic and visual qualities while still providing protection to important infrastructure. Further, the amendment outlines a framework for the development of future adaptation strategies based on best available science, includes requirements for evaluating and planning future development proposed in hazard areas, and addresses the impacts of new and existing shoreline protective devices for the City's coastal zone.

The large majority of San Francisco's western shoreline is publicly owned. Approximately 85 percent of the 1,771 acres which comprise the coastal zone area are owned and operated either by the City (Golden Gate Park, San Francisco Zoo, and Lake Merced), or the Federal Government (Golden Gate National Recreation Area, which includes all of Ocean Beach itself). The remaining land is privately owned, though this also includes the Olympic Club, which remains an area of deferred certification not subject to the LCP. Thus, San Francisco's LCP does not apply to either the Olympic Club or to areas managed by the National Park Service as part of the Golden Gate National Recreation Area, both of which are directly subject to Commission oversight (through CDP processes for the former, and through federal consistency processes for the latter). Due to San Francisco's unique shoreline configuration, there are no private property owners along the immediate shoreline, and although such inland private properties may indirectly benefit from the existing O'Shaughnessy, Taraval, and Noriega seawalls currently fronting the Great Highway, the City owns and maintains those facilities for public purposes. In addition, the City determined that no buildings are exposed to current coastal flood risk and only seven buildings (including public facilities) are predicted to experience temporary flooding through 2050 based on a high-end estimate of 24 inches of sea level rise by that time. Therefore, the proposed coastal hazard and sea level rise adaptation policies are not expected to affect private development in the City's coastal zone unless and until existing public infrastructure is abandoned or redeveloped to the extent that shoreline armoring is no longer necessary.

Although shoreline protective devices may offer protection to existing structures from ocean waves and storms, the devices can have negative impacts on recreational beach uses, scenic resources, natural landforms, and the supply of sand to shoreline areas, as well as the character of the City's coastal zone. The proposed amendment allows San Francisco's LCP to explicitly acknowledge these issues for the first time, and makes clear that the use of shoreline-altering protective devices must be avoided wherever feasible, while including appropriate mitigations when armoring is necessary and allowable. The LCP amendment also sets up a phased approach that will proactively address hazards in a way that not only limits the need for new armoring, but will result in the removal of armoring in favor of nature-based adaptation strategies including managed retreat and soft shoreline protection. The amendment further ensures impacts of shoreline protective devices are minimized by including a requirement that coastal permit applications for reconstruction, expansion, or replacement of existing shoreline protection devices include a re-assessment of the need for the device, the need for any repair or maintenance of the device, any additional required mitigation for unavoidable impacts to coastal resources, and the potential for removal or relocation based on changed conditions.

As described above, Coastal Act Section 30235 limits the circumstances when armoring must be approved. The proposed LUP policies carry out the requirements of 30235. In particular,

proposed Policy 12.5 states: “Shoreline protection devices such as rock revetments and seawalls shall be permitted only where necessary to protect existing critical infrastructure and existing development from a substantial risk of loss or major damage due to erosion and only where less environmentally damaging alternatives such as beach nourishment, dune restoration and managed retreat are determined to be infeasible.” Policy 12.6, in turn, ensures that any permitted protective devices are designed to avoid, minimize, and mitigate their impacts.

Accordingly, as with Section 30235, shoreline armoring will only be allowed under the LCP when necessary to protect certain existing structures at risk of erosion, where there are no feasible less damaging alternatives, and when impacts are avoided (and where unavoidable they are minimized and mitigated for). San Francisco’s coastal zone has a unique development pattern, and its approach to addressing hazards is also unique. In fact, there is very limited private development in the vulnerable area of San Francisco’s coastal zone (which was largely built out prior to the Coastal Act), and a distinct lack of any residential development in danger from current or reasonably foreseeable future erosion. Thus, the development that is or could become in danger from shoreline hazards in the future is all public infrastructure, such as the Great Highway which extends along the entire beach and which was originally built over a century ago, well before the Coastal Act. The Great Highway has been explicitly recognized by the Commission as a pre-Coastal Act structure that qualifies for consideration of shoreline armoring under the Coastal Act (see, for example, CDP 2-15-1357), and has been deemed in the past to meet the first test for when a shoreline armoring can be allowed consistent with Section 30235. As indicated, the Great Highway runs the length of Ocean Beach, and decisions relative to hazards and armoring will all be understood in that context, as well as in light of prior City commitments and requirements.²

² For example, in the South Ocean Beach area where significant public wastewater treatment infrastructure is in place, decisions must be understood in the context of CDP 2-15-1357 approved by the Commission in 2015. Specifically, in that CDP the Commission approved Phase I of a two-phased project to implement temporary coastal protection measures and a management strategy for the area south of Sloat Boulevard with the simultaneous goal of protecting critical public infrastructure and the coastal environment. Phase I involved temporary authorization of some revetment areas and sand bag structures, as well annual sand relocation from accreting areas of North Ocean Beach to the erosion hotspots identified at South Ocean Beach south of Sloat, and the placement of stacked sandbags on an as-needed basis. Phase I was designed as an interim project to be implemented while the Phase II long-term solution is developed for submittal and Coastal Commission action. The long-term solution envisions narrowing and ultimately abandoning the Great Highway south of Sloat, removing temporary armoring, and ultimately managing shoreline retreat in this area differently, all as called out in the Ocean Beach Master Plan. CDP 2-15-1357 requires the San Francisco Public Utilities Commission (PUC) to develop their preferred long term plan for Coastal Commission consideration consistent with the deadlines established in the California Coastal Protection Network and the City and County of San Francisco Settlement Agreement, and no later than the end of 2021 when authorization of the temporary measures expires, and to permit and implement the plan thereafter. The PUC’s preliminarily identified preferred approach would involve the removal of existing revetments and other shoreline protection measures that are currently in place, the restoration of the bluffs and beach, and the phased construction of a low-profile shoreline protection device landward of the current bluff face and adjacent to the Lake Merced Tunnel (SPUR/ESA PWA, April 24, 2015). However, the PUC is in the midst of an alternatives analysis and assessment that includes a variety of options, including relocation of affected infrastructure inland, and their plans may change moving forward. The main point, though, is that the adaptation discussion and project for South Ocean Beach is in process under those CDP provisions, all of which dovetails with the City’s proposed LCP on these points.

The second factor unique to San Francisco is that even though such development may qualify for protection under Section 30235, the City has gone further to set up a phased approach that will proactively address hazards in a way that not only limits the need for new armoring, but will result in the removal of existing armoring in favor of nature-based adaptation strategies for managed retreat and soft shoreline protection. Finally, the amendment includes a robust framework for requiring mitigation, not only for sand supply impacts, but also for other impacts to public access caused by shoreline protection. These factors, together, properly address the provisions of Section 30235, particularly given the development context in San Francisco.

Likewise, the proposed policies ensure consistency with Coastal Act Section 30253 by prohibiting new development that would require shoreline armoring for protection and requiring new development to ensure structural stability without the use of shoreline armoring that alters natural landforms. Furthermore, new development is discouraged in areas that would be exposed to an increased risk of coastal hazards through policies that limit new public development in the Ocean Beach area to that which is required to serve public recreational access or public trust needs, cannot be feasibly sited in an alternative area that avoids current and future hazards, will not require a new or expanded shoreline protective device, and will not contribute to bluff instability. Finally, in developing policies that implement some of the primary goals and approaches outlined in the Ocean Beach Master Plan, the proposed LCP will set up a phased approach that will proactively address hazards in a way that not only limits the need for new armoring, but will result in the removal of armoring in favor of nature-based adaptation strategies. In combination with this phased approach, the proposed LCP commits the City to develop sea level rise vulnerability assessments, adaptation plans, sea level rise hazard maps, and a long term beach nourishment program, thereby ensuring that Ocean Beach and the recreational opportunities it affords will be preserved over short-, medium-, and long-term horizons.

Overall, the proposed amendment adds adaptation policies to the LUP, recognizes the unique pattern of development and hazards in the City's coastal zone, and provides a framework for implementation in both the short and long term. The proposed amendment represents a first step towards a more comprehensive LCP update, and ensures that the City's LCP includes appropriate coastal hazards-related objectives and policies in the interim. For these reasons, the proposed LUP amendment conforms with the policies of Chapter 3 of the Coastal Act. While not the standard of review, certification of this amendment will additionally satisfy requirements of grants awarded to the City by the Coastal Commission and State Ocean Protection Council, and will help San Francisco's LCP implement the recommendations within the Coastal Commission's 2015 Sea Level Rise Policy Guidance.

D. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The Coastal Commission's review and development process for LCPs and LCP amendments has been certified by the Secretary of the Natural Resources Agency as being the functional equivalent of the environmental review required by CEQA. Local governments are not required to undertake environmental analysis of proposed LCP amendments, although the Commission can and does use any environmental information that the local government has developed. CEQA requires that alternatives to the proposed action be reviewed and considered for their potential impact on the environment and that the least damaging feasible alternative be chosen as the alternative to undertake.

The City and County of San Francisco determined that adoption of this LCP amendment is exempt from environmental review under CEQA pursuant to Public Resources Section 21080.9. Nevertheless, the Commission is required in an LCP submittal or, as in this case, an LCP amendment submittal, to find that the LCP as amended conforms with CEQA provisions. This report has discussed the relevant coastal resource issues with the proposed amendment and concludes that the amendment would not result in an intensification of land uses, or have adverse impacts on coastal resources. The proposed LCP amendment promotes consideration of a variety of adaption measures and solutions to avoid and minimize hazards, as well as to minimize impacts of shoreline armoring. As such, there are no additional feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse environmental effects which approval of the amendment would have on the environment within the meaning of CEQA. Thus, the proposed amendment will not result in any significant environmental effects for which feasible mitigation measures have not been employed consistent with CEQA Section 21080.5(d)(2)(A).

APPENDIX A – SUBSTANTIVE FILE DOCUMENTS

- Ocean Beach Master Plan (SPUR, 2012)
- Sea Level Rise Adopted Policy Guidance (CCC, 2015)
- Sea Level Rise Existing Data and Analyses Technical Memorandum (ESA, 2016)

APPENDIX B – STAFF CONTACT WITH AGENCIES AND GROUPS

- City and County of San Francisco Planning Department
- City and County of San Francisco Public Utilities Commission
- Surfrider Foundation, San Francisco Chapter
- San Francisco Bay Area Planning and Urban Research Association (SPUR)
- San Francisco Recreation and Parks Department
- San Francisco Zoo
- San Francisco Municipal Transportation Agency
- San Francisco County Transportation Agency
- San Francisco Public Works
- Sierra Club San Francisco Bay Chapter
- United States National Park Service - Golden Gate National Recreation Area (GGNRA)

EXHIBIT H



EXECUTIVE SUMMARY COASTAL ZONE PERMIT

HEARING DATE: November 9, 2023

Record No.: 2022-007356CTZ

Project Address: Upper Great Highway between Lincoln Way & Sloat Boulevard; plus surrounding streets

Zoning: Various

Cultural District: Sunset Chinese Cultural District

Block/Lot: N/A

Project Sponsor: Brian Stokle
San Francisco Recreation and Parks Department
49 South Van Ness Ave., Suite 1200
San Francisco, CA

Property Owner: City and County of San Francisco

Staff Contact: Alex Westhoff – (628) 652-7314
alex.westhoff@sfgov.org

Environmental Review: Exempt

Recommendation: Approval with Conditions

Project Description

The Great Highway Pilot Project restricts automobile access, on a temporary basis, to the Upper Great Highway between Lincoln Way and Sloat Boulevard (approximately 2.0 miles), for a car-free bicycle and pedestrian promenade on weekends and holidays. This stretch of the Upper Great Highway was originally closed to automobiles full-time in April 2020 to offer an outdoor recreational corridor where users could safely distance during the COVID-19 pandemic. In August 2021, the City modified the closure to apply only between Fridays at noon and Mondays at 6 a.m., and on holidays. In December 2022 the Park Code was amended through an ordinance passed by the Board of Supervisors (File No. 220875) to extend the restrictions instituted in 2021 for a pilot period expiring December 31, 2025. This Coastal Zone Authorization is being sought retroactively for the current pilot closure and also for related traffic calming measures which have been implemented on surrounding streets, including detour and warning signs, turn restrictions, speed tables, speed cushions, and stop signs.

Required Commission Action

Pursuant to Planning Code Section 330, the Commission must grant a Coastal Zone Permit. The Great Highway Pilot Project area lies fully within San Francisco's Coastal Zone Area, as do most of the traffic calming measures.

Issues and Other Considerations

- **Sunset Chinese Cultural District:** The Project is located within the boundaries of the Sunset Chinese Cultural District, which was established in July 2021. The District's mission is to recognize the neighborhood's history, preserve the legacy and traditions uniquely born in the Sunset, recognize and memorialize the Chinese American experience, and preserve and increase the depth and impact of the Chinese American legacy in San Francisco. Currently, this Cultural District does not include any land use regulations that apply to the Project.

Environmental Review

The Great Highway Pilot Project was issued an exemption from the California Environmental Quality Act ("CEQA") as a statutory exemption pursuant to Public Resources Code section 21080.25 (case no. 2022-007356ENV). The Traffic Calming measures occurred through a separate independent action by the San Francisco Municipal Transportation Agency (SFMTA) and were issued an exemption from CEQA as a Class 1 categorical exemption (case no. 2021-001354ENV).

Basis for Recommendation

The Department finds that the Project is, on balance, consistent with applicable zoning and land use controls and the Objectives and Policies of the General Plan, including the Western Shoreline Area Plan. The Project offers increased safe public access to and along Ocean Beach for pedestrians and cyclists, while ultimately maintaining the Upper Great Highway for automobile use due to the temporary nature of the Project.

Attachments:

- Draft Motion – Coastal Zone Permit with Conditions of Approval
- Exhibit B – Plans and Renderings
- Exhibit C – Park Code Amendment Ordinance – Upper Great Highway Pilot (File No. 220875)
- Exhibit D – Maps and Context Photos
- Exhibit E – Statutory Exemption (Great Highway Pilot Project)
- Exhibit F – Categorical Exemption with SFMTA Public Hearing Agenda (Traffic Calming Measures)
- Exhibit G - Project Sponsor Brief



PLANNING COMMISSION DRAFT MOTION

HEARING DATE: November 9, 2023

Record No.: 2022-007356CTZ
Project Address: Upper Great Highway between Lincoln Way & Sloat Boulevard; plus surrounding streets
Zoning: Various
Cultural District: Sunset Chinese Cultural District
Block/Lot: N/A
Project Sponsor: Brian Stokle
San Francisco Recreation and Parks Department
49 South Van Ness Ave., Suite 1200
San Francisco, CA
Property Owner: City and County of San Francisco
Staff Contact: Alex Westhoff – (628) 652-7314
alex.westhoff@sfgov.org

ADOPTING FINDINGS RELATING TO THE APPROVAL OF A COASTAL ZONE PERMIT PURSUANT TO PLANNING CODE SECTION 330 TO PERMIT TEMPORARY RESTRICTION OF AUTOMOBILE ACCESS TO THE UPPER GREAT HIGHWAY BETWEEN LINCOLN WAY AND SLOAT BOULEVARD (APPROX. 2.0 MILES) FOR A CAR-FREE BICYCLE AND PEDESTRIAN PROMENADE ON WEEKENDS AND HOLIDAYS THROUGH DECEMBER 31, 2025; AS WELL AS THE IMPLEMENTATION OF VARIOUS TRAFFIC CALMING MEASURES ON SURROUNDING STREETS; IN DISTRICTS INCLUDING THE PUBLIC (P), NEIGHBORHOOD COMMERCIAL SMALL-SCALE (NC-2), RESIDENTIAL-MIXED LOW DENSITY (RM-1), RESIDENTIAL-HOUSE, ONE FAMILY (RH-1), RESIDENTIAL-HOUSE, TWO FAMILY (RH-2), AND RESIDENTIAL-HOUSE, THREE FAMILY (RH-3) ZONING DISTRICTS AND OS, 40-X, AND 100-A HEIGHT AND BULK DISTRICTS AND AFFIRMING THE PLANNING DEPARTMENT'S EXEMPT DETERMINATION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On January 18, 2023, the San Francisco Recreation and Parks Department (hereinafter "Project Sponsor") filed Application No. 2022-007356CTZ (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Coastal Zone Permit for the Great Highway Pilot Project to allow for weekend and holiday closure of the Upper Great Highway to automobile traffic on a temporary basis, and for surrounding traffic calming measures.

The Great Highway Pilot Project is statutorily exempt from the California Environmental Quality Act ("CEQA") pursuant to Public Resources Code section 21080.25. The CEQA determination is attached as Exhibit E.

The traffic calming measures are exempt from the California Environmental Quality Act ("CEQA") as a Class 1 categorical exemption. The CEQA determination is attached as Exhibit F.

On November 9, 2023, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Coastal Zone Permit Authorization Application No. 2022-007356CTZ.

The Planning Department Commission Secretary is the Custodian of Records; the File for Record No. 2022-007356CTZ is located at 49 South Van Ness Avenue, Suite 1400, San Francisco, California.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

MOVED, that the Commission hereby authorizes the Coastal Zone Permit as requested in Application No. 2022-007356CTZ, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

- 1. The above recitals are accurate and constitute findings of this Commission.**
- 2. Project Description.** The Coastal Zone Permit is required for the Great Highway Pilot Project including related traffic calming measures. In April 2020, the Recreation and Parks Department (RPD) at the recommendation of Supervisor Gordon Mar and in consultation with Mayor London N. Breed, temporarily closed the four-lane Upper Great Highway between Lincoln Way and Sloat Boulevard to automobiles. The closure was a response to the unprecedented COVID-19 pandemic to allow for safe, distanced outdoor recreation. In August 2021, the City modified vehicular restrictions to apply only during weekends, beginning Fridays at noon and ending Monday at 6 a.m., in addition to holidays.

On December 6, 2022, the San Francisco Board of Supervisors (BOS) passed an ordinance (Board File 220875) amending the Park Code to restrict private vehicles on the Upper Great Highway between Lincoln Way and Sloat Boulevard on weekends and holidays until December 31, 2025. The restriction was proposed as a pilot effort, including studies and analysis of the car-free use of the Upper Great Highway to inform a long-term plan for the future of this space. The ordinance specified:

“Upon enactment of this ordinance, the Recreation and Park Department intends to apply to the Planning Department for a permit to ensure compliance with any coastal development requirements. The Planning Commission will review the application at a public hearing to determine whether the permit will be issued, as required by law.”

Few physical changes related to the Upper Great Highway weekend closures are proposed. Currently there are two existing fixed swing gates, one at the northbound entry and one at the southbound entry. The existing gates are closed when excessive amounts of sand or flood water accumulate on the road and make it unsafe for car travel, as well as when the road functions as a promenade. Traffic cones and moveable gates are currently being placed on the northeast and southwest exits to serve as traffic barriers during the weekends and holidays. RPD is proposing installation of new swing gates installed in a chicane layout (i.e., staggered and on opposite sides of the roadway) to allow emergency vehicles to access the westernmost lanes of the roadway without needing to stop and open the gates. This design supports the continued recreational use of the beach while also enhancing the safe recreational use of the roadway by pedestrians and bicyclists during private vehicular closure times for promenade use, or during sand/water accumulation events.

Related improvements include traffic calming measures constructed by the San Francisco Municipal Transit Agency (SFMTA), for the safety of pedestrian and cyclists. The measures aimed to reduce traffic volumes and speeds on local streets which saw an increase in automobile traffic resulting from the Upper Great Highway closure. In spring 2020, eight detour and warning signs, a road closure barricade, five turn restrictions, and five speed tables were constructed at the intersections of Great Highway along Lincoln Way and Sloat Boulevard and in the adjacent neighborhood to support the Upper Great Highway closure to private vehicles. In April 2021, additional tools were added, including 24 speed cushions, one speed

table, and 12 stop signs. In August 2021, when the Upper Great Highway was reopened to weekday vehicular use, some of the tools were no longer necessary and thus removed. In November 2021, additional stop signs were added to the Lower Great Highway at Ortega and Ulloa streets. Exhibit F documents SFMTA approvals of the traffic calming measures.

3. **Site Description and Present Use.** The Project Site includes a roughly 2-mile stretch of the Upper Great Highway within the Public Zoning District in the Western Shoreline Area plan, bound by Lincoln Way to the North, Sloat Boulevard to the South, Ocean Beach/Pacific Ocean to the West and the Lower Great Highway to the East within the Outer Sunset neighborhood. The Upper Great Highway, developed in 1929, is a four-lane straight highway, divided by a narrow median.
4. **Surrounding Properties and Neighborhood.** Ocean Beach is a popular recreational hub for surfing and other beach-related activities, and is part of the Golden Gate National Recreation Area, which is administered by the National Park Service. The sloped, vegetated median separating the Upper and Lower Great Highways is managed by the RPD and also includes a 10-foot wide asphalt multi-use recreational pathway.

The traffic calming measures implemented by SFMTA are located throughout the adjacent surrounding neighborhood spanning multiple Zoning Districts including NC-2, RM-1, RH-2, and RH-3. The surrounding neighborhood is predominately residential, characterized by one to two story single- or double- family homes with some larger multi-family apartments.

The Project is also located within the boundaries of the Sunset Chinese Cultural District, which was established in July 2021. The District's mission is to recognize the neighborhood's history, preserve the legacy and traditions uniquely born in the Sunset, recognize and memorialize the Chinese American experience, and preserve and increase the depth and impact of the Chinese American legacy in San Francisco. Currently, this Cultural District does not include any land use regulations that apply to the Project.

5. **Planning Code Compliance.** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

The Project falls within the Coastal Zone Permit Area and is subject to Coastal Zone Permit Review pursuant to Planning Code Section 330. Pursuant to Planning Code Section 330.2, the Local Coastal Program shall be the San Francisco Western Shoreline Plan, a part of the City's General Plan. The project is consistent with objectives and policies of the Western Shoreline Plan as outlined in this motion.

6. **General Plan Compliance.** The Project is, on balance, consistent with the following Objectives and Policies of the General Plan:

ENVIRONMENTAL PROTECTION ELEMENT

Objectives and Policies

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.

OBJECTIVE 7

ASSURE THAT THE LAND RESOURCES IN SAN FRANCISCO ARE USED IN WAYS THAT BOTH RESPECT AND PRESERVE THE NATURAL VALUES OF THE LAND AND SERVE THE BEST INTERESTS OF ALL THE CITY'S CITIZENS.

Policy 7.1

Preserve and add to public open space in accordance with the objectives and policies of the Recreation and Open Space Element.

OBJECTIVE 9

REDUCE TRANSPORTATION-RELATED NOISE.

Policy 9.2

Impose traffic restrictions to reduce transportation noise.

OBJECTIVE 15

INCREASE THE ENERGY EFFICIENCY OF TRANSPORTATION AND ENCOURAGE LAND USE PATTERNS AND METHODS OF TRANSPORTATION WHICH USE LESS ENERGY.

Policy 15.1

Increase the use of transportation alternatives to the automobile.

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 1

ENSURE A WELL-MAINTAINED, HIGHLY UTILIZED, AND INTEGRATED OPEN SPACE SYSTEM.

Policy 1.1

Encourage the dynamic and flexible use of existing open spaces and promote a variety of recreation and open space uses, where appropriate.

Policy 1.4

Prioritize the better utilization of McLaren Park, Ocean Beach, the Southeastern Waterfront and other underutilized significant open spaces.

OBJECTIVE 2

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

Policy 2.2

Provide and promote a balanced recreation system which offers a variety of high quality recreational opportunities for all San Franciscans.

Policy 2.4

Support the development of signature public open spaces along the shoreline.

Policy 2.7

Expand partnerships among open space agencies, transit agencies, private sector and nonprofit institutions to acquire, develop and/or manage existing open spaces.

OBJECTIVE 3

IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE.

Policy 3.1

Creatively develop existing publicly owned right-of-ways and streets into open space.

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 3.4

Encourage non-auto modes of transportation – transit, bicycle and pedestrian access—to and from open spaces while reducing automobile traffic and parking in public open spaces.

Policy 3.5

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

SAFETY AND RESILIENCY ELEMENT

Objectives and Policies

OBJECTIVE 2.1

CLIMATE RESILIENCE. PURSUE SYNERGISTIC EFFORTS THAT BOTH ELIMINATE GREENHOUSE GASES (CLIMATE MITIGATION) AND PROTECT PEOPLE, THE BUILT ENVIRONMENT, AND NATURE FROM THE UNAVOIDABLE IMPACTS OF THE CLIMATE CRISIS (CLIMATE ADAPTATION).

Policy 2.1.2

Direct City actions to reduce local contributions towards the climate crisis by mitigating greenhouse gasses and by increasing carbon sequestration.

Policy 2.1.4

Ensure that City projects and private developments provide multi-benefit solutions that mitigate hazard risk and contribute to a zero-emission future.

TRANSPORTATION ELEMENT

Objectives and Policies

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 1.3

Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.

OBJECTIVE 2

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

Policy 2.2

Reduce pollution, noise and energy consumption.

Policy 2.3

Design and locate facilities to preserve the historic city fabric and the natural landscape, and to protect views.

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.

OBJECTIVE 19

ESTABLISH A STREET HIERARCHY SYSTEM IN WHICH THE FUNCTION AND DESIGN OF EACH STREET ARE CONSISTENT WITH THE CHARACTER AND USE OF ADJACENT LAND.

Policy 19.4

Discourage high-speed through traffic on local streets in residential areas through traffic "calming" measures that are designed not to disrupt transit service or bicycle movement.

Policy 19.5

Mitigate and reduce the impacts of automobile traffic in and around parks and along shoreline recreation areas.

OBJECTIVE 27

EMPLOY A MULTI-DISCIPLINARY APPROACH TO IMPROVING PEDESTRIAN SAFETY

Policy 27.4

Apply best practices in street design and transportation engineering to improve pedestrian safety across the City.

OBJECTIVE 29

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

Policy 29.1

Expand and improve access for bicycles on city streets and develop a well-marked, comprehensive system of bike routes in San Francisco.

Policy 29.8

Encourage biking as a mode of travel through the design of safer streets, education programs and targeted enforcement.

Policy 29.9

Identify and expand recreational bicycling opportunities.

OBJECTIVE 31

CITY GOVERNMENT SHOULD PLAY A LEADERSHIP ROLE IN INCREASING BICYCLE USE.

Policy 31.1

Consider the needs of bicycling and the improvement of bicycle accommodations in all city decisions.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 4

IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY.

Policy 4.1

Protect residential areas from the noise, pollution and physical danger of excessive traffic.

Policy 4.8

Provide convenient access to a variety of recreation opportunities.

Policy 4.9

Maximize the use of recreation areas for recreational purposes.

WESTERN SHORELINE AREA PLAN

Land Use

Objectives and Policies

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.

OBJECTIVE 3

ENHANCE THE RECREATIONAL CONNECTION BETWEEN GOLDEN GATE PARK AND THE BEACH FRONTAGE.

Policy 3.1

Strengthen the visual and physical connection between the park and beach. Emphasize the naturalistic landscape qualities of the western end of the park for visitor use. When possible eliminate the Richmond-Sunset sewer treatment facilities.

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.

OBJECTIVE 11

PRESERVE THE SCALE OF RESIDENTIAL AND COMMERCIAL DEVELOPMENT ALONG THE COASTAL ZONE AREA.

Policy 11.6

Protect the neighborhood environment of the Richmond and Sunset residential areas from the traffic and visitor impacts from the public using adjacent recreation and open space areas.

The Project offers a myriad of public benefits aligned with various policies of the General Plan and Western Shoreline Area Plan. It improves public access to and along Ocean Beach, opening a new paved path as a safe outdoor recreational corridor for persons of all socioeconomic circumstances and varying physical abilities. The Project helps achieve one of the California Coastal Commission's basic goals and associated policies of public coastal access and recreation as mandated by the California Coastal Act of 1976. Moreover, the Upper Great Highway runs adjacent to the Great Highway Dune Trail, a segment of the California Coastal Trail which is an integrated trail network being developed for over 1,230 miles of California's coastline. Ultimately the Great Highway Pilot Project bolsters the capacity of the area for cyclists and pedestrians; enhancing Ocean Beach's existing recreational qualities as a destination that can be appreciated by both local residents and international tourists alike. The Project encourages non-motorized vehicle traffic, which ultimately results in less carbon emissions than private automobiles, helping to reduce San Francisco's contributions to the climate crisis and thus aligning with the City's Climate Action Plan. The City's Transit-First policy prioritizes safe and accessible biking and walking over private automobiles, which this Project also supports. Given the pilot is only temporary, the Upper Great Highway will ultimately remain a four-lane highway, thus consistent with the Western Shoreline Area Plan which states that the Upper Great Highway should be developed as a four-lane highway. Furthermore, even during the pilot period, the Upper Great Highway will remain a four-lane highway during nearly all weekdays. On balance, the Project is consistent with the Objectives and Policies of the General Plan.

7. Planning Code Section 101.1(b) establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the Project complies with said policies in that:

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

The Project site does not possess any neighborhood-serving retail uses. However, increased visitors to Ocean Beach resulting from the Project can bolster patronage to nearby businesses including cafes, restaurants, food trucks, shops, and more.

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

The Project includes few physical improvements, thus having virtually no impact on the neighborhood's built form. Reduced automobile usage can help improve the neighborhood's physical and visual connection to Ocean Beach and the Pacific Ocean.

- C. That the City's supply of affordable housing be preserved and enhanced.

The Project does not affect affordable housing.

- D. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

The Project Site is served by nearby public transportation options including the N-Judah, L-Taraval, and 7, 48, and 23 bus lines. To support the pilot Project, RPD and SFMTA are collecting and analyzing data such as visitor usage and traffic conditions. No new parking is provided by the Project. Currently Ocean Beach visitors can park their vehicles in the vicinity and walk to the beach using Upper Great Highway crosswalks.

- E. 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 does not include commercial office development and does not eliminate any industrial or service uses.

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

The Project does not include any structural or seismic improvements.

- G. That landmarks and historic buildings be preserved.

The Project Site does not contain or impact any City Landmarks or historic buildings.

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

The Project fundamentally enhances the City's open space amenities. It does not propose any development that would inhibit the access to sunlight and vistas for existing parks and open space. Reduced automobile usage on the Upper Great Highway can improve visual access to Ocean Beach.

8. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
9. The Commission hereby finds that approval of the Coastal Zone Permit would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Coastal Zone Permit Application No. 2022-007356CTZ** subject to the following conditions attached hereto as “EXHIBIT A” in general conformance with plans on file, dated December 9, 2022, and stamped “EXHIBIT B”, which is incorporated herein by reference as though fully set forth.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Coastal Zone Permit to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at (628) 652-1150, 49 South Van Ness Ave., Suite 1475, San Francisco, CA 94103.

Additionally, any aggrieved person may appeal this Coastal Zone Permit to the California Coastal Commission within ten (10) working days after the California Coastal Commission receives notice of final action from the Planning Department pursuant to the provisions of Section 330.9. Appeals to the California Coastal Commission are subject to the aggrieved party provisions in Section 330.2(a). An applicant is required to exhaust local appeals before appealing to the California Coastal Commission. For further information about appeals to the California Coastal Commission, including current fees, contact the North Central Coast District Office at (415) 904 - 5260.

Protest of Fee or Exaction: You may protest any fee or exaction subject to Government Code Section 66000 that is imposed as a condition of approval by following the procedures set forth in Government Code Section 66020. The protest must satisfy the requirements of Government Code Section 66020(a) and must be filed within 90 days of the date of the first approval or conditional approval of the development referencing the challenged fee or exaction. For purposes of Government Code Section 66020, the date of imposition of the fee shall be the date of the earliest discretionary approval by the City of the subject development.

If the City has not previously given Notice of an earlier discretionary approval of the Project, the Planning Commission’s adoption of this Motion, Resolution, Discretionary Review Action or the Zoning Administrator’s Variance Decision Letter constitutes the approval or conditional approval of the development and the City hereby gives **NOTICE** that the 90-day protest period under Government Code Section 66020 has begun. If the City has already given Notice that the 90-day approval period has begun for the subject development, then this document does not re-commence the 90-day approval period.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on November 9, 2023.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

RECUSED:

ADOPTED: November 9, 2023

EXHIBIT A

Authorization

This authorization is for a Coastal Zone Permit to allow the temporary restriction of automobile access on weekends and holidays to the Upper Great Highway between Lincoln Way and Sloat Boulevard (approximately 2.0 miles) for a car-free bicycle and pedestrian promenade on weekends and holidays through December 31, 2025 and installation of new swing gates at the north and south ends of the Upper Great Highway; as well as the implementation of various traffic calming measures on surrounding streets subject to conditions of approval reviewed and approved by the Commission on November 9, 2023 under Motion No XXXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

Recordation of Conditions Of Approval

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the Project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on November 9, 2023 under Motion No XXXXXX.

Printing of Conditions of Approval on Plans

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. XXXXXX shall be reproduced on the Index Sheet of construction plans submitted with the permit application for the Project. The Index Sheet of the construction plans shall reference the Coastal Zone Permit authorization and any subsequent amendments or modifications.

Severability

The Project shall comply with all applicable City codes and requirements. If any clause, sentence, section or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other remaining clauses, sentences, or sections of these conditions. This decision conveys no right to construct, or to receive a building permit. "Project Sponsor" shall include any subsequent responsible party.

Changes and Modifications

Changes to the approved plans may be approved administratively by the Zoning Administrator. Significant changes and modifications of conditions shall require Planning Commission approval of a new Conditional Use authorization.

CONDITIONS OF APPROVAL, COMPLIANCE, MONITORING, AND REPORTING

Performance

- 1. Expiration and Renewal.** This Coastal Zone Permit shall expire on December 31, 2025. Pursuant to Planning Code Section 330.13(a) a final decision on an application for an appealable Project shall become effective after a 10 working day appeal period to the California Coastal Commission has expired, unless either of the following occur: (1) a valid appeal is filed in accordance with City and State regulations, or (2) local government requirements are not met per Section 330.6(b). When either of the above occur, the California Coastal Commission shall, within five calendar days of receiving notice of that circumstance, notify the local government and the applicant that the local government action has been suspended. The applicant shall cease construction immediately if that occurs.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

- 2. Extension.** The Zoning Administrator may extend a Coastal Zone Permit prior to its expiration for up to 12 months from its original date of expiration. Coastal Zone Permit extensions may be granted upon findings that the Project continues to be in conformance with the Local Coastal program.

All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the Project is delayed by a public agency, an appeal, or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

Monitoring - After Entitlement

- 3. Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

- 4. Revocation due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission,

after which it may hold a public hearing on the matter to consider revocation of this authorization.

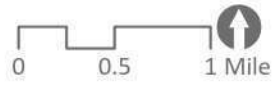
For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

Exhibit B:

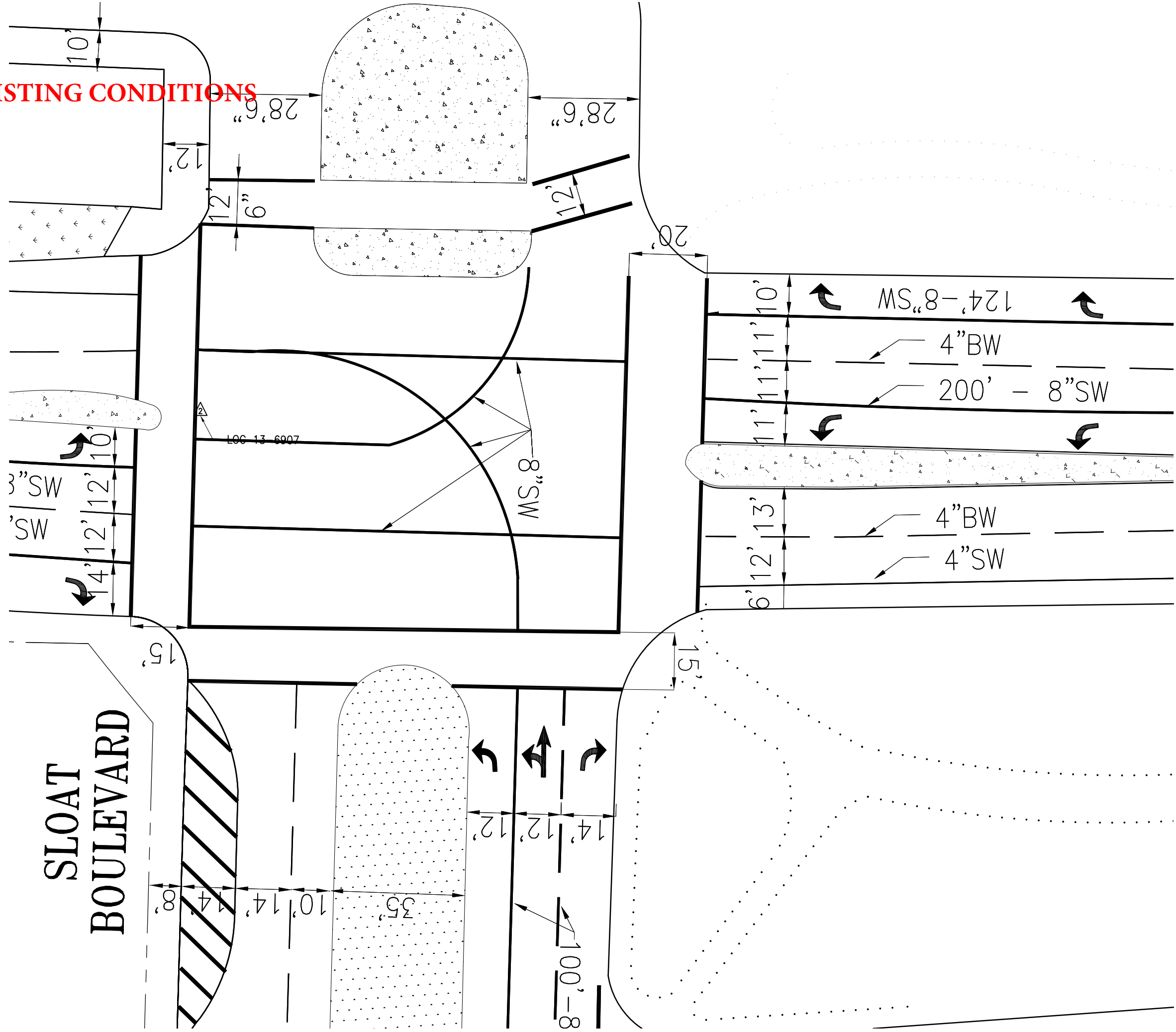
Plans and Renderings



- RPD Parks
- Non-RPD Parks
- Great Highway Pilot
- Turn Restriction
- Stop Sign
- Speed Table
- Speed Hump
- Speed Cushion
- Signage/Detour
- Detour Warning
- Barricade
- Coastal Zone
- One Way
- Bike Lane
- Car Free Street
- Partially Car Free Street
- Additional Car Free Streets (pre 2022)



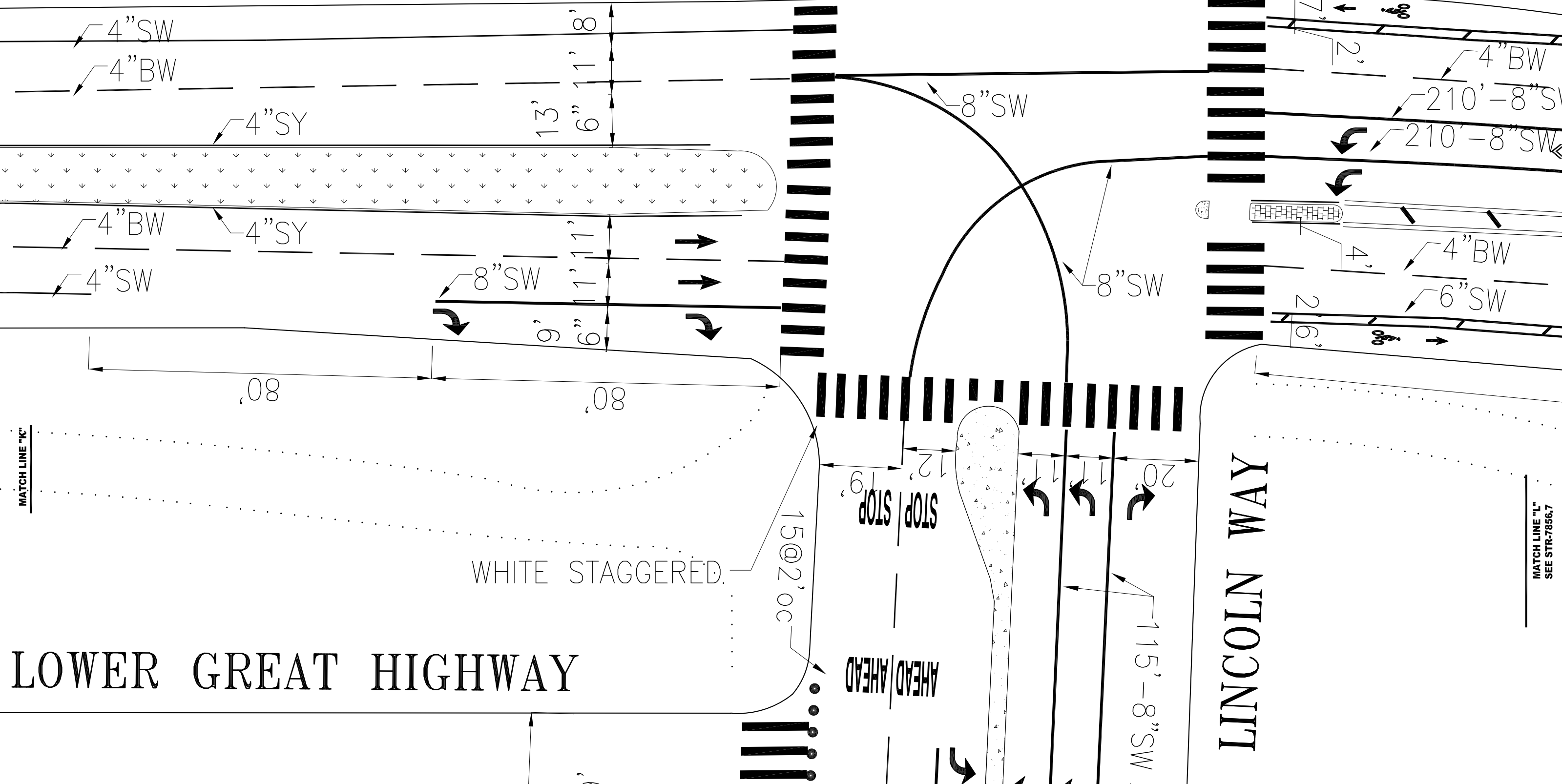
EXISTING CONDITIONS



EXISTING CONDITIONS

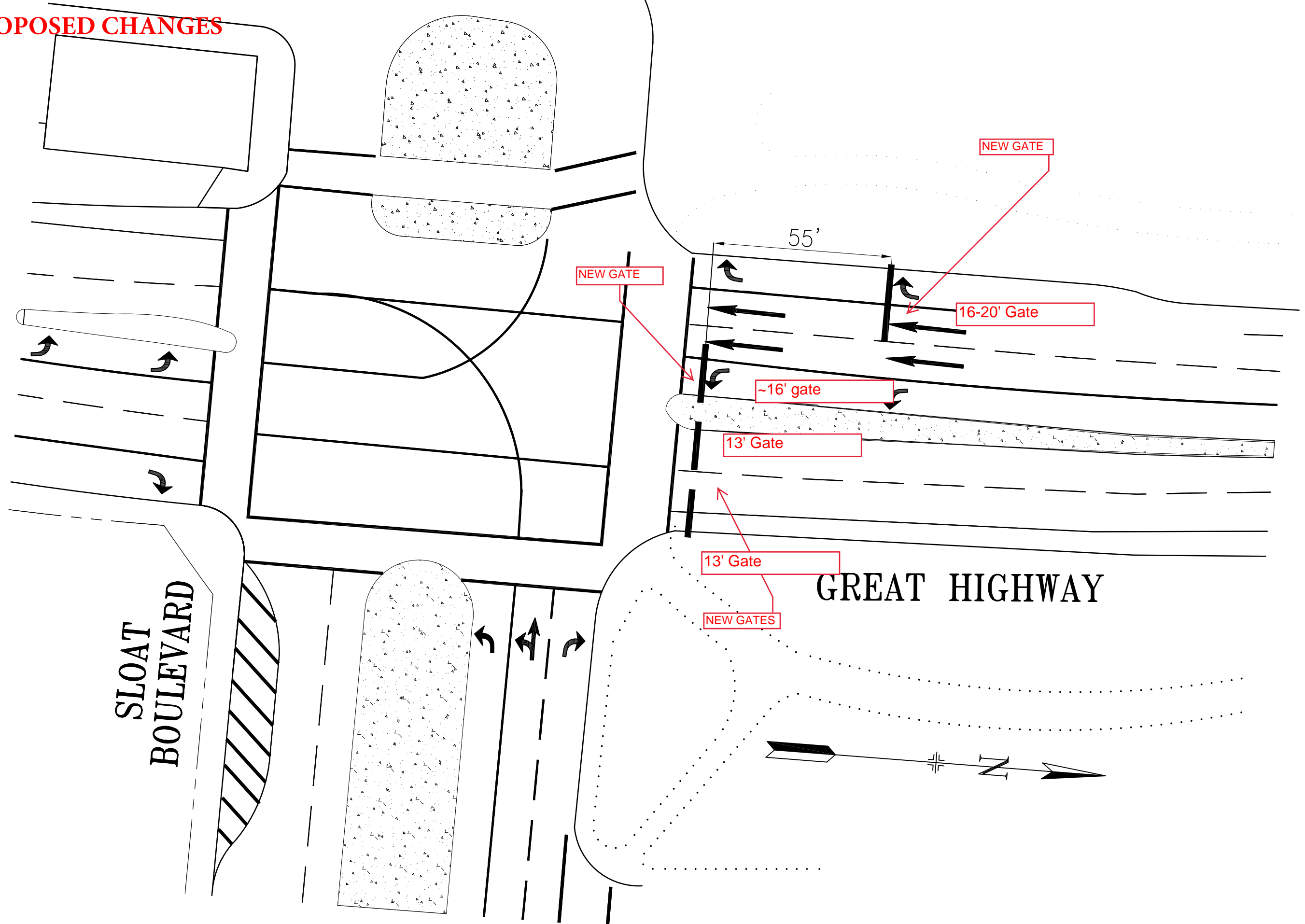
GREAT HIGHWAY

WHITE STAGGERED
CONTINENTAL



LOWER GREAT HIGHWAY

PROPOSED CHANGES



PROPOSED CHANGES

GREAT HIGHWAY

NEW GATES
14'-16'

NEW GATE
14'-16'

NEW GATE
16'-18'

55'

RECTANGULAR
PAVEMENT
MARKERS

2 NEW
THRU ARROWS

STOP / STOP

AHEAD / AHEAD

LINCOLN WAY

LOWER GREAT HIGHWAY

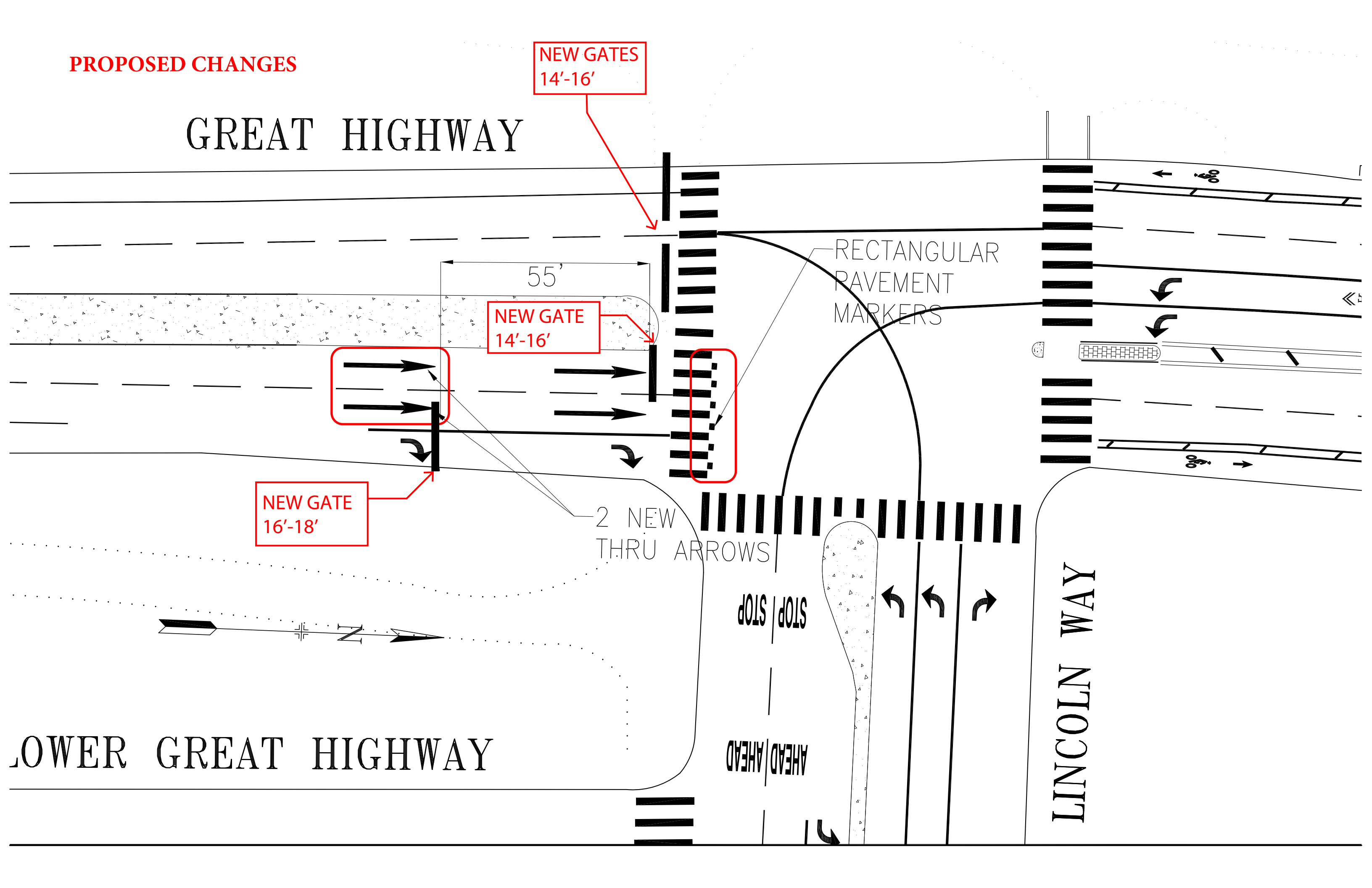


Exhibit C:

Great Highway Pilot Project Ordinance

Planning Commission Hearing
Case Numbers 2022-007356CTZ
Great Highway Pilot Project

1 [Park Code - Upper Great Highway - Pilot Weekend and Holiday Vehicle Restrictions]

2
3 **Ordinance amending the Park Code to restrict private vehicles on the Upper Great**
4 **Highway between Lincoln Way and Sloat Boulevard, on a pilot basis, on weekends and**
5 **holidays until December 31, 2025; making associated findings under the California**
6 **Vehicle Code; affirming the Planning Department’s determination under the California**
7 **Environmental Quality Act; and making findings of consistency with the General Plan,**
8 **and the eight priority policies of Planning Code, Section 101.1.**

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

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

17 Section 1. Background and Findings.

18 (a) In April 2020, the City temporarily closed the four-lane limited access Upper
19 Great Highway between Lincoln Way and Sloat Boulevard (hereafter, “the Upper Great
20 Highway”) to private motor vehicles, in response to the unprecedented COVID-19 pandemic,
21 to ensure the safety and protection of persons using the Upper Great Highway to safely
22 recreate. On August 15, 2021, with reduced pandemic restrictions and people resuming in-
23 person work and school, the City modified the vehicular restrictions to apply only between
24 Fridays at noon and Mondays at 6 a.m., and on holidays.

25 (b) The restrictions on private motor vehicles have enabled people of all ages and
all walks of life to safely use the Upper Great Highway as a recreational promenade for

1 walking, jogging, biking, scooting, and rolling. From April 2020 until May 2022, there were an
2 estimated two million visits or more to the Upper Great Highway, with a total of 3,700 average
3 daily visits during the period when the Upper Great Highway was closed to private vehicles
4 and the recreational promenade was open at all times. There have been an estimated 3,300
5 average daily weekend visits since August 2021 when the weekend and Friday afternoon
6 promenade was instituted. The New York Times listed the promenade as one of 52 places to
7 go in the world in 2022, writing that a “Great Highway has become a unique destination – in a
8 city full of them – to take in San Francisco’s wild Pacific Ocean coastline by foot, bike, skates
9 or scooter, sample food trucks and explore local cafes, restaurants, record stores, bookstores
10 and more.”

11 (c) In 2012, the Ocean Beach Master Plan was released, calling for six key
12 infrastructure improvements for the City to implement for a sustainable “managed retreat” on
13 the length of Ocean Beach needed as a result of the anticipated impacts of climate change to
14 the western waterfront. As a result, the San Francisco Public Utilities Commission is planning
15 the Ocean Beach Climate Change Adaptation Project (“OBCCAP”), to improve the City’s
16 stormwater infrastructure near Ocean Beach and make it resilient to climate change and
17 erosion. This project includes converting the Great Highway Extension roadway between
18 Sloat Boulevard and Skyline Boulevard to a multi-use pathway. The project will protect key
19 stormwater infrastructure with a buried seawall, and will enhance recreational access to the
20 corridor with a multi-use path bridging a link in the Coastal Trail between Fort Funston and
21 Ocean Beach, new beach access points, and a new parking lot.

22 (d) Under this ordinance, the weekend and holiday vehicle restrictions on the Upper
23 Great Highway that were instituted on August 15, 2021 would be extended for a pilot period
24 expiring December 31, 2025. These proposed restrictions are consistent with the following
25 policies:

1 (1) Section 4.113 of the Charter, which states that park land, which includes the
2 Upper Great Highway, shall be used for recreational purposes.

3 (2) The Recreation and Park Department Strategic Plan, which calls for
4 developing more open space and improving access to existing facilities to address population
5 growth in high-need and emerging neighborhoods; and strengthening the City's climate
6 resiliency by protecting and enhancing San Francisco's precious natural resources through
7 conservation, education, and sustainable land and facility management practices.

8 (3) The Transit First Policy, codified at Section 8A.115 of the Charter, which
9 encourages the use of public right-of-way by pedestrians, bicyclists, and public transit, and
10 strives to reduce traffic and improve public health and safety; calls for enhanced pedestrian
11 areas, to improve the safety and comfort of pedestrians and to encourage travel by foot; and
12 promotes bicycling by encouraging safe streets for riding, convenient access to transit, bicycle
13 lanes, and secure bicycle parking.

14 (4) San Francisco's General Plan Transportation Element, which classifies the
15 Great Highway as a recreational street under Objective 18 with the major function to provide
16 for slow pleasure drives and cyclist and pedestrian use; more highly valued for recreational
17 use than for traffic movement. According to Objective 18, the order of priority for these streets
18 should be to accommodate: 1) pedestrians, hiking trails, or wilderness routes, as appropriate;
19 2) cyclists; 3) equestrians; 4) automobile scenic driving. The General Plan specifies that the
20 design capacity of the Great Highway should be reduced substantially to correspond with its
21 recreational function; emphasis to be on slow pleasure traffic, bicycles, and safe pedestrian
22 crossings.

23 (5) The 2021 Climate Action Plan, which calls for creating a complete and
24 connected active transportation network that shifts trips from automobiles to walking and
25 biking; and restoring and enhancing parks, natural lands, and large open spaces.

1 (e) On June 10, 2021, the Recreation and Park Commission and the San Francisco
2 Municipal Transportation Agency Board of Directors held a joint meeting regarding the
3 weekend and holiday restrictions on private vehicles using the Upper Great Highway. After
4 considering staff presentations and public comment, each body recommended that staff
5 pursue a pilot closure of the Upper Great Highway. Based on the foregoing and on the further
6 information presented to the Board of Supervisors, the Board finds that the closures set forth
7 herein are consistent with California Vehicle Code Section 21101, and that:

8 (1) The pilot project leaves a sufficient portion of the streets in the surrounding
9 area for other public uses, including vehicular, pedestrian, and bicycle traffic.

10 (2) The pilot project is necessary for the safety and protection of persons who
11 are to use those parts of the streets during the closure or traffic restriction.

12 (3) Staff have done outreach and engagement for abutting residents and
13 property owners, including facilities located along the Upper Great Highway and surrounding
14 neighbors of the project.

15 (4) The City maintains a publicly available website with information about the
16 pilot program that identifies the streets being considered for closure and provides instructions
17 for participating in the public engagement process.

18 (5) Prior to implementing the pilot project, the Recreation and Park Department
19 shall provide advance notice of the pilot project to residents and owners of property abutting
20 those streets and shall clearly designate the closures and restrictions with appropriate
21 signage consistent with the California Manual on Uniform Traffic Control Devices.

22 (f) The Planning Department has determined that the actions contemplated in this
23 ordinance comply with the California Environmental Quality Act (California Public Resources
24 Code Sections 21000 et seq.). Said determination is on file with the Clerk of the Board of
25

1 Supervisors in File No. 220875 and is incorporated herein by reference. The Board affirms
2 this determination.

3 (g) On September 28, 2022, the Planning Department determined that the actions
4 contemplated in this ordinance are consistent, on balance, with the City's General Plan and
5 eight priority policies of Planning Code Section 101.1. The Board adopts this determination
6 as its own. A copy of said determination is on file with the Clerk of the Board of Supervisors in
7 File No. 220875, and is incorporated herein by reference.

8 (h) Upon enactment of this ordinance, the Recreation and Park Department intends
9 to apply to the Planning Department for a permit to ensure compliance with any applicable
10 coastal development requirements. The Planning Commission will review the application at a
11 public hearing to determine whether the permit will be issued, as required by law.

12 (i) In conjunction with the restrictions on private vehicular traffic imposed by this
13 ordinance, the Recreation and Park Department and the Municipal Transportation Agency
14 shall study transportation and recreational impacts of weekend and holiday vehicle
15 restrictions, including multi-modal transportation usage, open-space usage, and traffic impacts
16 to adjacent intersections. City staff shall engage in public outreach and collect data, to inform
17 a final decision by the Board of Supervisors at or near the end of the pilot program established
18 by this ordinance.

19
20 Section 2. Article 6 of the Park Code is hereby amended by adding Section 6.13, to
21 read as follows:

22
23 **SEC. 6.13. RESTRICTING MOTOR VEHICLES ON THE UPPER GREAT HIGHWAY.**

24 **(a) Findings and Purpose. In 2022, following the temporary closure of the Great Highway**
25 **between Lincoln Way and Sloat Boulevard (hereafter, the "Upper Great Highway") due to the COVID-**

1 19 pandemic, and on recommendation of the Recreation and Park Commission and San Francisco
2 Municipal Transportation Agency ("SFMTA") Board of Directors, the Board of Supervisors found that
3 it would be appropriate to restrict private vehicles from the four-lane limited-access Upper Great
4 Highway at certain times, as described herein, due to the need to ensure the safety and protection of
5 persons who are to use those streets; and because the restrictions would leave a sufficient portion of
6 the streets in the surrounding area for other public uses including vehicular, pedestrian, and bicycle
7 traffic.

8 (b) **Restrictions on Private Vehicles.** The Recreation and Park Department shall restrict
9 private vehicles from the Upper Great Highway from Fridays at 12:00 p.m. ~~afternoons~~ until Monday
10 mornings at 6:00 a.m., and on holidays, as set forth herein. These closures shall remain in effect until
11 December 31, 2025, unless extended by ordinance. The temporary closure of the Upper Great
12 Highway due to the COVID-19 pandemic from April 2020 until the commencement of the pilot project
13 is hereby ratified.

14 (c) **Public Notice and Engagement.**

15 (1) The Recreation and Park Department shall include on its website a map depicting
16 the street segments subject to the street closures and traffic restrictions authorized in subsection (b),
17 and such other information as it may deem appropriate to assist the public; and shall provide advance
18 notice of any changes to these street closures or traffic restrictions to residents and owners of property
19 abutting those streets.

20 (2) The Recreation and Park Department and SFMTA shall collect and publicly report
21 data on pedestrian and cyclist usage and vehicular traffic on the Upper Great Highway and
22 surrounding streets at regular intervals throughout the duration of the pilot program established in this
23 Section 6.13.

24 (3) SFMTA shall develop and release draft recommendations for traffic management no
25 later than July 31, 2023. The draft recommendations shall build upon past traffic management

1 measures and past traffic studies, and shall be updated during the pilot program based on data
2 monitoring, traffic conditions, and community outreach. SFMTA shall also develop final
3 recommendations which may propose traffic management measures for after the pilot period, with a
4 description of potential improvements to the surrounding circulation system, cost estimates, and an
5 implementation schedule for accommodating any future vehicular traffic restrictions that may be in the
6 public interest.

7 (4) The Recreation and Park Department, in coordination with SFMTA, shall engage in
8 community outreach during the pilot period to gain public input on the effectiveness of the pilot
9 program and inform the development of the Westside Traffic Management Plan.

10 (5) Public Works or its successor agency shall develop an Upper Great Highway Sand
11 Management Plan by no later than ~~January~~ March 1, 2023. This plan shall detail how Public Works
12 will manage and maintain an Upper Great Highway free of sand incursions, along with any resource
13 or policy changes needed to accomplish this.

14 (d) **Exempt Motor Vehicles.** The following motor vehicles are exempt from the restrictions
15 in subsection (b):

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

17 (2) Official City, State, or federal vehicles, or any other authorized vehicle, being used
18 to perform official City, State, or federal business pertaining to the Upper Great Highway or any
19 property or facility therein, including but not limited to public transit vehicles, vehicles of the
20 Recreation and Park Department, and construction vehicles authorized by the Recreation and Park
21 Department.

22 (3) Authorized intra-park transit shuttle buses, paratransit vans, or similar authorized
23 vehicles used to transport persons along the Upper Great Highway.

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

1 (e) **Emergency Authority.** The General Manager of the Recreation and Park Department
2 shall have the authority to allow vehicular traffic on segments of the Upper Great Highway that would
3 otherwise be closed to vehicles in accordance with this Section 6.13 in circumstances which in the
4 General Manager's judgment constitute an emergency such that the benefit to the public from the
5 vehicular street closure is outweighed by the traffic burden or public safety hazard created by the
6 emergency circumstances.

7 (f) **Promotion of the General Welfare.** In enacting and implementing this Section 6.13, the
8 City is assuming an undertaking only to promote the general welfare. It is not assuming, nor is it
9 imposing on its officers and employees, an obligation for breach of which it is liable in money damages
10 to any person who claims that such breach proximately caused injury.

11 (g) **Severability.** If any subsection, sentence, clause, phrase, or word of this Section 6.13 or
12 any application thereof to any person or circumstance, is held to be invalid or unconstitutional by a
13 decision of a court of competent jurisdiction, such decision shall not affect the validity of the remaining
14 portions or applications of Section 6.13. The Board of Supervisors hereby declares it would have
15 passed this Section and each and every subsection, sentence, clause, phrase, and word not declared
16 invalid or unconstitutional without regard to whether any other portions of Section 6.13 or application
17 thereof would be subsequently declared invalid or unconstitutional.

18 (h) **Sunset Clause.** This Section 6.13, and the temporary closures of the Upper Great
19 Highway authorized herein, shall expire by operation of law on December 31, 2025, unless extended by
20 ordinance. If not extended by ordinance, upon expiration the City Attorney is authorized to remove this
21 Section 6.13 from the Code.

22
23 Section 3. Effective Date. This ordinance shall become effective 30 days after
24 enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the
25

1 ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board
2 of Supervisors overrides the Mayor's veto of the ordinance.

3
4 APPROVED AS TO FORM:
5 DAVID CHIU, City Attorney

6 By: /s/
7 MANU PRADHAN
8 Deputy City Attorney
9 n:\egana\as2022\2200412\01617615.docx
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25



City and County of San Francisco
Tails
Ordinance

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

File Number: 220875

Date Passed: December 13, 2022

Ordinance amending the Park Code to restrict private vehicles on the Upper Great Highway between Lincoln Way and Sloat Boulevard, on a pilot basis, on weekends and holidays until December 31, 2025; making associated findings under the California Vehicle Code; affirming the Planning Department's determination 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.

November 28, 2022 Land Use and Transportation Committee - AMENDED, AN AMENDMENT OF THE WHOLE BEARING SAME TITLE

November 28, 2022 Land Use and Transportation Committee - DUPLICATED AS AMENDED

November 28, 2022 Land Use and Transportation Committee - REFERRED WITHOUT RECOMMENDATION AS AMENDED

December 06, 2022 Board of Supervisors - NOT AMENDED, AN AMENDMENT OF THE WHOLE BEARING SAME TITLE

Ayes: 3 - Chan, Melgar and Walton

Noes: 8 - Dorsey, Mandelman, Mar, Peskin, Preston, Ronen, Safai and Stefani

December 06, 2022 Board of Supervisors - PASSED ON FIRST READING

Ayes: 9 - Dorsey, Mandelman, Mar, Peskin, Preston, Ronen, Safai, Stefani and Walton

Noes: 2 - Chan and Melgar

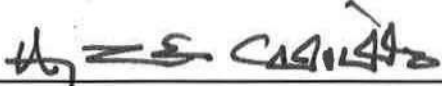
December 13, 2022 Board of Supervisors - FINALLY PASSED

Ayes: 9 - Dorsey, Mandelman, Mar, Peskin, Preston, Ronen, Safai, Stefani and Walton

Noes: 2 - Chan and Melgar

File No. 220875

I hereby certify that the foregoing Ordinance was FINALLY PASSED on 12/13/2022 by the Board of Supervisors of the City and County of San Francisco.



Angela Calvillo
Clerk of the Board



London N. Breed
Mayor

12/22/22

Date Approved

Exhibit D:

Maps and Context Photos

Planning Commission Hearing
Case Numbers 2022-007356CTZ
Great Highway Pilot Project

Map 1: Great Highway Project Location



GREAT HIGHWAY AT SLOAT BOULEVARD (looking north)



GREAT HIGHWAY AT LINCOLN WAY (looking south)



Exhibit E:
Statutory Exemption
Great Highway Pilot Project

Planning Commission Hearing
Case Numbers 2022-007356CTZ
Great Highway Pilot Project



CEQA Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
The Great Highway Project		
Case No.		Permit No.
2022-007356ENV		
<input checked="" type="checkbox"/> Addition/Alteration	<input type="checkbox"/> Demolition (requires HRE for Category B Building)	<input type="checkbox"/> New Construction
<p>Project description for Planning Department approval.</p> <p>The San Francisco Recreation and Parks Department (RPD) proposes the Great Highway Project, which would implement a pilot program to create a car-free bicycle and pedestrian promenade on weekends, holidays, and a portion of Fridays by restricting private vehicle access to the Upper Great Highway between Lincoln Way and Sloat Boulevard (2.0 miles). When closed to private vehicles, the roadway would become a separated right-of-way promenade for the exclusive use of pedestrians, bicyclists, emergency vehicles, and other permitted vehicles. The roadway would continue to operate as a four-lane vehicular roadway on weekdays from Monday to the Friday closure time.</p> <p>See attachments for a full project description and project plans.</p>		

STEP 1: EXEMPTION TYPE

The project has been determined to be exempt under the California Environmental Quality Act (CEQA).	
<input type="checkbox"/>	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	Class 3 - New Construction. Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	<p>Class 32 - In-Fill Development. New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p> <p>FOR ENVIRONMENTAL PLANNING USE ONLY</p>
<input checked="" type="checkbox"/>	<p>Other _____</p> <p>Statutory Exemption per Public Resources Code section 21080.25 as demonstrated in the attached Senate Bill 288 Eligibility Checklist</p>
<input type="checkbox"/>	Common Sense Exemption (CEQA Guidelines section 15061(b)(3)). It can be seen with certainty that there is no possibility of a significant effect on the environment. FOR ENVIRONMENTAL PLANNING USE ONLY

STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT

TO BE COMPLETED BY PROJECT PLANNER

<input type="checkbox"/>	<p>Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g. use of diesel construction equipment, backup diesel generators, heavy industry, diesel trucks, etc.)? <i>(refer to The Environmental Information tab on the San Francisco Property Information Map)</i></p>
<input type="checkbox"/>	<p>Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential?</p> <p>Note that a categorical exemption shall not be issued for a project located on the Cortese List if box is checked, note below whether the applicant has enrolled in or received a waiver from the San Francisco Department of Public Health (DPH) Maher program, or if Environmental Planning staff has determined that hazardous material effects would be less than significant. (refer to The Environmental Information tab on the San Francisco Property Information Map)</p>
<input type="checkbox"/>	<p>Transportation: Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?</p>
<input type="checkbox"/>	<p>Archeological Resources: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? If yes, archeology review is required.</p>
<input type="checkbox"/>	<p>Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? <i>(refer to The Environmental Information tab on the San Francisco Property Information Map)</i> If box is checked, Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Average Slope of Parcel = or > 25%, or site is in Edgehill Slope Protection Area or Northwest Mt. Sutro Slope Protection Area: Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, or (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area? <i>(refer to The Environmental Planning tab on the San Francisco Property Information Map)</i> If box is checked, a geotechnical report is likely required and Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Seismic Hazard: <input type="checkbox"/> Landslide or <input type="checkbox"/> Liquefaction Hazard Zone:</p> <p>Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area, or (4) grading performed at a site in the landslide hazard zone? <i>(refer to The Environmental tab on the San Francisco Property Information Map)</i> If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</p>
<p>Comments and Planner Signature (optional):</p> 	

**STEP 3: PROPERTY STATUS - HISTORIC RESOURCE
TO BE COMPLETED BY PROJECT PLANNER**

PROPERTY IS ONE OF THE FOLLOWING: <i>(refer to Property Information Map)</i>	
<input type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input checked="" type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4. NOT APPLICABLE
<input type="checkbox"/>	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). GO TO STEP 6.

**STEP 4: PROPOSED WORK CHECKLIST
TO BE COMPLETED BY PROJECT PLANNER**

Check all that apply to the project.	
<input type="checkbox"/>	1. Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. Garage work. A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. Addition(s) that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
Note: Project Planner must check box below before proceeding.	
<input type="checkbox"/>	Project is not listed. GO TO STEP 5.
<input type="checkbox"/>	Project does not conform to the scopes of work. GO TO STEP 5.
<input type="checkbox"/>	Project involves four or more work descriptions. GO TO STEP 5.
<input type="checkbox"/>	Project involves less than four work descriptions. GO TO STEP 6.

**STEP 5: ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PRESERVATION PLANNER**

Check all that apply to the project.	
<input type="checkbox"/>	1. Reclassification of property status. <i>(Attach HRER Part I)</i> <input type="checkbox"/> Reclassify to Category A a. Per HRER b. Other <i>(specify):</i> <input type="checkbox"/> Reclassify to Category C <i>(No further historic review)</i>
<input type="checkbox"/>	2. Project involves a known historical resource (CEQA Category A) as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	3. Interior alterations to publicly accessible spaces that do not remove, alter, or obscure character defining features.
<input type="checkbox"/>	4. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	5. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.

<input type="checkbox"/>	6. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	7. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input type="checkbox"/>	8. Work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties (Analysis required)</i> :
<input type="checkbox"/>	9. Work compatible with a historic district (Analysis required):
<input type="checkbox"/>	10. Work that would not materially impair a historic resource (Attach HRER Part II).
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.	
<input type="checkbox"/>	Project can proceed with exemption review. The project has been reviewed by the Preservation Planner and can proceed with exemption review. GO TO STEP 6.
Comments (optional):	
Preservation Planner Signature:	

**STEP 6: EXEMPTION DETERMINATION
TO BE COMPLETED BY PROJECT PLANNER**

<input checked="" type="checkbox"/>	No further environmental review is required. The project is exempt under CEQA.	
	Project Approval Action: Approval via majority YES Vote of Board of Supervisors	Signature: Ryan Shum 09/28/2022
	Once signed or stamped and dated, this document constitutes a n exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code. In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination to the Board of Supervisors can only be filed within 30 days of the project receiving the approval action.	

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional environmental review pursuant to CEQA.

MODIFIED PROJECT DESCRIPTION

Modified Project Description:

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:

<input type="checkbox"/>	Result in expansion of the building envelope, as defined in the Planning Code;
<input type="checkbox"/>	Result in the change of use that would require public notice under Planning Code Sections 311 or 312;
<input type="checkbox"/>	Result in demolition as defined under Planning Code Section 317 or 19005(f)?
<input type="checkbox"/>	Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption?

If at least one of the above boxes is checked, further environmental review is required

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

<input type="checkbox"/>	The proposed modification would not result in any of the above changes.
If this box is checked, the proposed modifications are exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can be filed to the Environmental Review Officer within 10 days of posting of this determination.	
Planner Name:	Date:



Eligibility Checklist: Senate Bill 288 (SB288) and Public Resources Code Section 21080.25

Date of Preparation: September 28, 2022
Record No.: 2022-007356ENV, **The Great Highway Project**
Project Sponsor: Jordan Harrison, San Francisco Recreation and Parks Department
Staff Contact: Ryan Shum, ryan.shum@sfgov.org, (628) 652-7542

PROJECT DESCRIPTION

The Great Highway project would implement a pilot program to create a car-free bicycle and pedestrian promenade on weekends, holidays, and a portion of Fridays by restricting private vehicle access to the Upper Great Highway between Lincoln Way and Sloat Boulevard (2.0 miles). When closed to private vehicles, the roadway would become a separated right-of-way promenade for the exclusive use of pedestrians, bicyclists, emergency vehicles, and other permitted vehicles. The roadway would continue to operate as a four-lane vehicular roadway on weekdays from Monday to the Friday closure time.

The full project description and additional project information is attached to this checklist as Attachment A. Project plans are included as Attachment B.

Constructed by:	Contracted through:
<input type="checkbox"/> Public Works	<input type="checkbox"/> Public Works
<input type="checkbox"/> SFMTA	<input type="checkbox"/> SFMTA
<input checked="" type="checkbox"/> RPD	<input checked="" type="checkbox"/> RPD

SB288 ELIGIBILITY CHECKLIST

This project, as proposed, would be eligible for a Statutory Exemption per Public Resources Code section 21080.25 as demonstrated below.

<p>Table 1: Project Type Checklist – Public Resources Code Section 21080.25(b)</p> <p>The project must meet at least one project type to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms.</p>	
<input checked="" type="checkbox"/>	(1) Pedestrian and bicycle facilities, including new facilities. For purposes of this paragraph, “bicycle facilities” include, but are not limited to, bicycle parking, bicycle sharing facilities, and bikeways as defined in Section 890.4 of the Streets and Highways Code.
<input type="checkbox"/>	(2) Projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians.
<input type="checkbox"/>	(3) Transit prioritization projects.
<input type="checkbox"/>	(4) On highways with existing public transit service or that will be implementing public transit service within six months of the conversion, a project for the designation and conversion of general purpose lanes or highway shoulders to bus-only lanes, for use either during peak congestion hours or all day.
<input type="checkbox"/>	(5) A project for the institution or increase of new bus rapid transit, bus, or light rail service, including the construction of stations, on existing public rights-of-way or existing highway rights-of-way, whether or not the right-of-way is in use for public mass transit.
<input type="checkbox"/>	(6) A project to construct or maintain infrastructure to charge or refuel zero-emission transit buses, provided the project is carried out by a public transit agency that is subject to, and in compliance with, the State Air Resources Board’s Innovative Clean Transit regulations (Article 4.3 (commencing with Section 2023) of Chapter 1 of Division 3 of Title 13 of the California Code of Regulations) and the project is located on property owned by the transit agency or within an existing public right-of-way.
<input type="checkbox"/>	(7) The maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with a project identified in items (1) to (6) above, inclusive.
<input type="checkbox"/>	(8) A project that consists exclusively of a combination of any of the components of a project identified in items (1) to (7) above, inclusive.
<input type="checkbox"/>	(9) A project carried out by a city or county to reduce minimum parking requirements.

(continued on the following page)

Table 2: Other Project Eligibility Criteria – Public Resources Code Section 21080.25(c)	
The project must meet all the criteria listed below to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 2 does not apply to a project carried out by a city or county to reduce minimum parking requirements.	
<input checked="" type="checkbox"/>	(1) A public agency is carrying out the project and is the lead agency for the project.
<input checked="" type="checkbox"/>	(2) The project is located in an urbanized area.
<input checked="" type="checkbox"/>	(3) The project is located on or within an existing public right-of-way (or on property owned by the transit agency per Table 1, Item 6 above).
<input checked="" type="checkbox"/>	(4) The project shall not add physical infrastructure that increases new automobile capacity on existing rights-of-way except for minor modifications needed for the efficient and safe movement of transit vehicles, such as extended merging lanes. The project shall not include the addition of any auxiliary lanes.
<input checked="" type="checkbox"/>	(5) The construction of the project shall not require the demolition of affordable housing units.
<input checked="" type="checkbox"/>	(6) The project would not exceed one hundred million dollars (\$100,000,000) in 2020 United States dollars. ¹
¹ If the project exceeds \$100,000,000, then Section 21080.25(c)(6) imposes additional requirements. Please consult with the Planning Department staff.	
Table 3: Project Labor Requirements – Public Resources Code Section 21080.25(d)	
In addition to meeting the criteria in Table 2, the project must meet labor requirements to qualify for a Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 3 does not apply to a project carried out by a city or county to reduce minimum parking requirements.	
<input type="checkbox"/>	<p>(1) Before granting an exemption under this section, the lead agency shall certify that the project will be completed by a skilled and trained workforce.</p> <p>(2) (A) Except as provided in subparagraph (B), for a project that is exempted under this section, the lead agency shall not enter into a construction contract with any entity unless the entity provides to the lead agency an enforceable commitment that the entity and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project or a contract that falls within an apprenticeship occupation in the building and construction trades in accordance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.</p> <p>(B) Subparagraph (A) does not apply if any of the following requirements are met:</p> <p>(i) The lead agency has entered into a project labor agreement that will bind all contractors and subcontractors performing work on the project or the lead agency has contracted to use a skilled and trained workforce and the entity has agreed to be bound by that project labor agreement.</p> <p>(ii) The project or contract is being performed under the extension or renewal of a project labor agreement that was entered into by the lead agency before January 1, 2021.</p> <p>(iii) The lead agency has entered into a project labor agreement that will bind the lead agency and all its subcontractors at every tier performing the project or the lead agency has contracted to use a skilled and trained workforce.</p>
<input type="checkbox"/>	A portion of the project would be constructed by SFMTA and/or Public Works Shops and this portion would not require the use of contractors for labor.
<input checked="" type="checkbox"/>	Not Applicable. The project would be entirely constructed by RPD, SFMTA and/or Public Works Shops and would not require the use of contractors for labor.

ATTACHMENT 1: DEFINITIONS

Definitions for terms 1 through 8 are the same as provided in the text of Senate Bill 288.

- (1) **“Affordable housing”** means any of the following:
 - (A) Housing that is subject to a recorded covenant, ordinance, or law that restricts rents or sales prices to levels affordable, as defined in Section 50052.5 or 50053 of the Health and Safety Code, to persons and families of moderate, lower, or very low income, as defined in Section 50079.5, 50093, or 50105 of the Health and Safety Code, respectively.
 - (B) Housing that is subject to any form of rent or price control through a public entity’s valid exercise of its police power.
 - (C) Housing that had been occupied by tenants within five years from the date of approval of the development agreement by a primary tenant who was low income and did not leave voluntarily.

- (2) **“Highway”** means a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. “Highway” includes a street.

- (3) **“New automobile capacity”** means any new lane mileage of any kind other than sidewalks or bike lanes.

- (4) **“Project labor agreement”** has the same meaning as defined in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.

- (5) **“Skilled and trained workforce”** has the same meaning as provided in Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.

- (6) **“Transit lanes”** means street design elements that delineate space within the roadbed as exclusive to transit use, either full or part time.

- (7) **“Transit prioritization projects”** means any of the following transit project types on highways:
 - (A) Signal coordination.
 - (B) Signal timing modifications.
 - (C) Signal phasing modifications.
 - (D) The installation of wayside technology and onboard technology.
 - (E) The installation of ramp meters.
 - (F) The installation of dedicated transit or very high occupancy vehicle lanes, and shared turning lanes.

- (8) **“Very high occupancy vehicle”** means a vehicle with six or more occupants.

- (9) For the purpose of this statutory exemption, **bikeway** is defined the same way as in Section 890.4 of the California Streets and Highways Code. “Bikeway” means all facilities that provide primarily for, and promote, bicycle travel. Bikeways shall be categorized as follows:
 - (a) Bike paths or shared use paths (Class I bikeways) provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows

by motorists minimized.

(b) Bike lanes (Class II bikeways) provide a restricted right-of-way designated for the exclusive or semi exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

(c) Bike routes (Class III bikeways) provide a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists. In San Francisco, many of these routes are marked with shared lane markings referred to as sharrows.

(d) Cycle tracks or separated bikeways (Class IV bikeways) promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are separated from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

(10) Pedestrian Facilities as a term is not defined in Senate Bill 288. The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) is a national standard approved by the Federal Highway Administrator in accordance with Title 23 of the U.S. Code. In the MUTCD, **Pedestrian Facilities** is “a general term denoting improvements and provisions made to accommodate or encourage walking.”² This definition will be used by San Francisco Planning Department to determine if a project or project component includes a pedestrian facility and meets the eligibility criteria of SB288.

² U.S. Department of Transportation, Federal Highway Administration. 2009. *Manual on Uniform Traffic Control Devices for Streets and Highways*. See page 17. Online at <https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/mutcd2009r1r2edition.pdf>. Accessed December 21, 2020

Attachment A: Great Highway Project Information

Pilot Project Summary

The Great Highway project would implement a pilot program to create a car-free bicycle and pedestrian promenade on weekends, holidays, and a portion of Fridays by restricting private vehicle access to the Upper Great Highway between Lincoln Way and Sloat Boulevard (2.0 miles). When closed to private vehicles, the roadway would become a separated right-of-way promenade for the exclusive use of pedestrians, bicyclists, emergency vehicles, and other permitted vehicles¹. The roadway would continue to operate as a four-lane vehicular roadway on weekdays from Monday to the Friday closure time.

- Promenade: Friday afternoons (exact time of private vehicular closure to be determined) to Monday at 6:00am, plus holidays
- Vehicular Roadway: Monday 6:00am to Friday closure time

At the time the roadway is closed to private motor vehicles, the roadway would become a bicycle and pedestrian promenade used for active transportation modes, including bicycles, walkers, runners, scooter riders, skateboarders, and motorized wheelchairs, etc.

The location of the project is shown in Map 1.

Approval Action and Pilot Period

The San Francisco Board of Supervisors approval of legislation for the pilot (board file number 220875) would constitute the Approval Action for the project for the purposes of CEQA, pursuant to San Francisco Administrative Code section 31.04(h). The pilot would begin upon such legislative approval, which is anticipated Fall 2022 and would end on December 31, 2025, unless extended by ordinance. The project would include data collection during this pilot period, as described below.

Project Background

The Great Highway has been under the jurisdiction of the Recreation and Park Commission since the 1870s. The Upper Great Highway is a four-lane vehicular roadway. There are existing swing gates located at the intersection of Sloat Boulevard and Upper Great Highway to block the northbound lanes and at the intersection of Lincoln Way and Upper Great Highway to block the southbound lanes. The gates are closed when excessive amounts of sand blown onto the road make it unsafe for car travel. An existing multi-use pathway located within the median between the Upper and Lower Great Highway is used by walkers and cyclists. An existing dirt pathway located west of the Upper Great Highway along Ocean Beach is used by walkers.

In April 2020, the roadway was closed to private vehicles by the Recreation and Parks Department (RPD) General Manager under an emergency action. This was in response to the COVID-19-related shelter-in-

¹ Examples of permitted vehicles include official City, State, or federal vehicles being used to perform official City, State, or federal business (e.g., sand removal), intra-park shuttle busses, paratransit vans, and others as defined by the legislation.

place order to provide people more space outdoors while social distancing. In August 2021, the General Manager issued a directive reopening the Upper Great Highway to private vehicles weekdays starting Monday at 6:00am through Friday at 12:00pm, excluding holidays.

The Great Highway extension south of Sloat Boulevard is currently open to vehicular traffic; however, this stretch is planned to be permanently closed to vehicular traffic in 2024 as part of the Ocean Beach Climate Change Adaptation Project (Planning Department case number 2019-020115ENV).

The San Francisco County Transportation Authority conducted a “Great Highway Concepts Evaluation Report” (September 2022) for the long-term future of the Upper Great Highway. This pilot would be an extension of that report and would support pedestrian and bicyclist usage based on an evaluation in the report.²

Pilot Physical Changes:

To create a protected bicycle and pedestrian promenade on weekends and holidays, the project would install new swing gates with road closure signage on Upper Great Highway to restrict private vehicle access. The existing swing gates may be modified for reuse with this project, or removed and replaced.

At the intersection with Sloat Boulevard and Upper Great Highway, the project would install swing gates at the entry of the northbound lanes. The new swing gates would be arranged in a chicane layout (i.e., staggered and on opposite sides of the roadway) at the exit of the south-bound lanes.

At the intersection with Lincoln Way and Upper Great Highway, there are two options being considered, a chicane and the median pass through. With the “chicane” option, the project would install new gates in a chicane layout at the exit of the south-bound lanes. With the “median pass through” option, the project would install swing at the entry of the southbound lanes and about 100 feet south of the exit of the northbound lanes. The project would install a paved segment in the median between the north and southbound lanes just north of the new gates in the northbound lanes. The median pass through would also include hatching in the newly paved median, delineators along the east side, a pair of double yellow lines on each side of median, and thru arrows on the northbound approach to the intersection. The project may install red rectangular pavement markers along the outside of crosswalk facing the intersection. See Existing and Proposed illustrations of the two intersections, attached.

The chicane and median would allow emergency vehicles and other permitted vehicles to access the western-most lanes of the roadway without needing to stop and open the gates. This would allow emergency vehicles to better respond to calls from Ocean Beach and would support the continued safe recreational use of Ocean Beach while enhancing the safe recreational use of the roadway by pedestrians and bicyclists during private vehicular closure times.

² For example, section 2.2 of the report evaluates the bicycle and pedestrian usage of five different concepts for the Great Highway. The section identifies a four-lane roadway for vehicles projected to have the lowest bicycle and pedestrian usage of the concepts (which is pre-COVID-19 conditions), and a timed promenade (which is this pilot) having a medium amount of bicycle and pedestrian usage, or more bicycle and pedestrian usage than a four-lane roadway. https://www.sfcta.org/sites/default/files/2022-09/SFCTA_Great-Highway-Evaluation-Report_2021-07-13_FINAL_a.pdf.

The project would maintain vehicle access on the Great Highway north of Lincoln Way, along the Lower Great Highway, and other areas (e.g., throughout the Sunset District). The project would not change the existing multi-use pathway within the median between the Upper and Lower Great Highway or the dirt path west of Upper Great Highway along Ocean Beach.

Pilot Data Collection

Throughout the duration of the pilot program, RPD and San Francisco Municipal Transportation Agency (SFMTA) staff would collect and publicly report data on pedestrian and cyclist usage and vehicular traffic on the Upper Great Highway and surrounding streets at regular intervals. The pilot does not propose any changes to traffic management (e.g., changing traffic signal timings) or parking. The pilot would collect data on promenade users (detailed list below), conduct public outreach, and conduct network analysis of the broader circulation system to inform recommendations for the future use of the Upper Great Highway, including consideration of data collected because of permanent closure of vehicular traffic on the Great Highway extension south as part of the Ocean Beach Climate Change Adaptation Project (anticipated in 2024). Data collection would include:

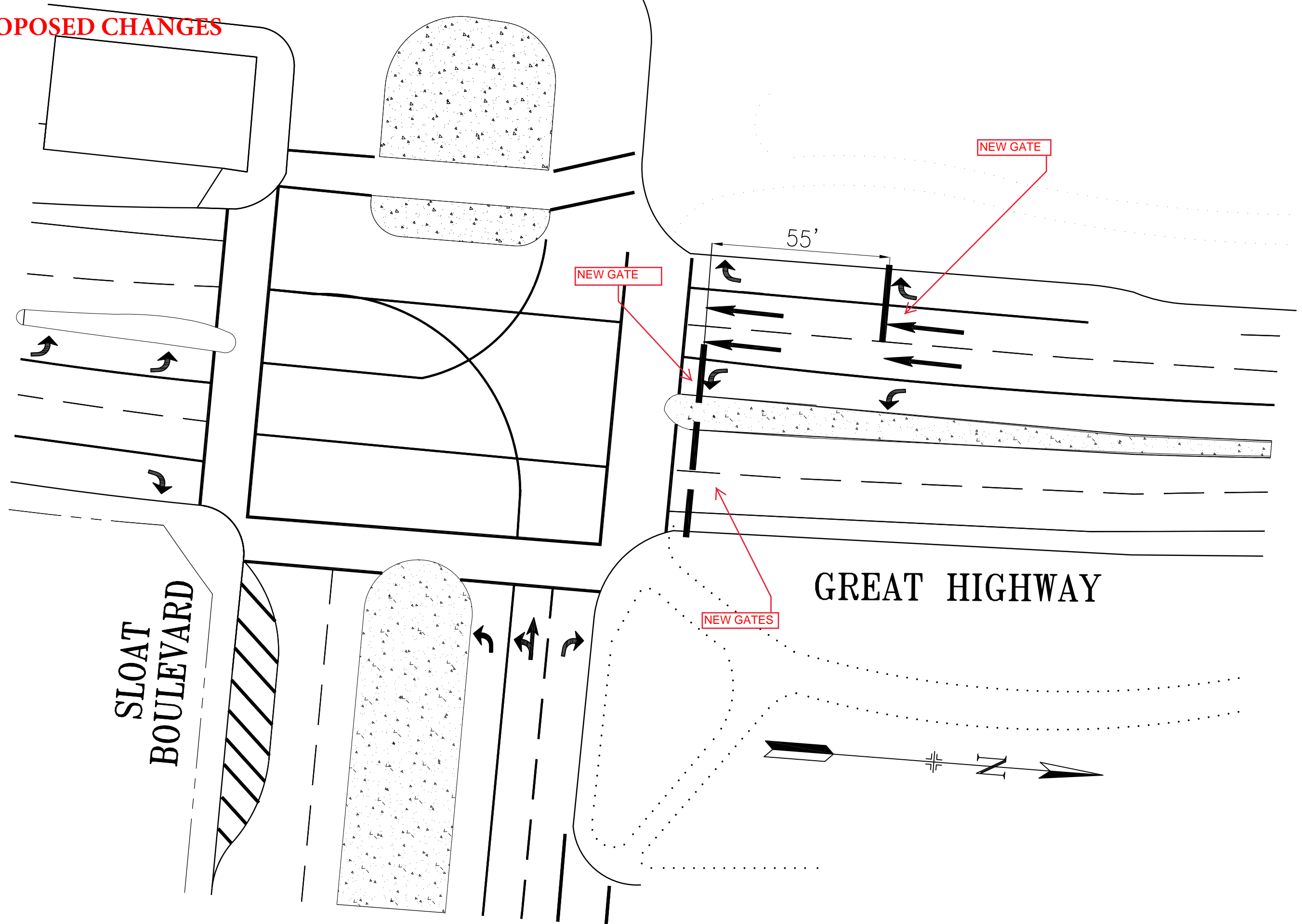
1. Vehicular traffic counts, speeds, travel times, and turning movements using tube counts, video counts, and/or disaggregated cellular data along the Great Highway and nearby intersections and side streets.
2. Bicycle counts using tube counts, video counts, infrared counters, and/or disaggregated cellular data along the Great Highway and nearby intersections and side streets.
3. Pedestrian and other mode counts using video counts, infrared counters, observation, and/or disaggregated cellular data along the Great Highway and nearby intersections.
4. Length of stay by all modes using cellular data, intercept surveys, and/or public life study methodology.
5. Design efficacy and safety assessing whether vehicles are yielding to pedestrians and pedestrians and bicyclists are complying with traffic signals using video data and/or observation.
6. Surveys of non-motorized users and drivers; solicit suggestions from all users; solicit user demographics.

RPD and SFMTA would determine exact locations for data collection after the San Francisco Board of Supervisors approval of the pilot.

Map 1: Great Highway Project Location



PROPOSED CHANGES



**SLOAT
BOULEVARD**

GREAT HIGHWAY

NEW GATES

NEW GATE

NEW GATE

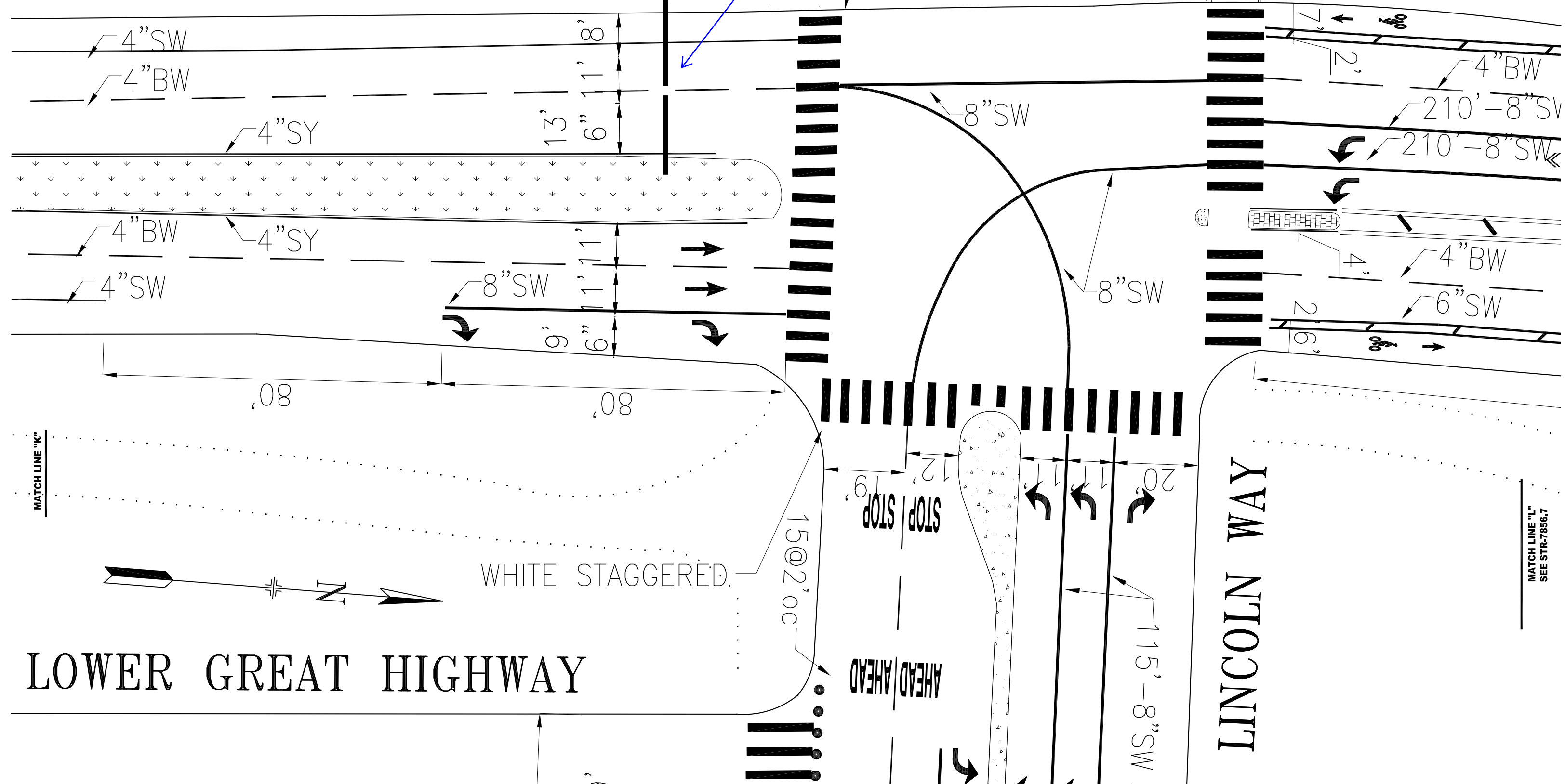
55'

EXISTING CONDITIONS

GREAT HIGHWAY

EXISTING GATES

WHITE STAGGERED CONTINENTAL



LOWER GREAT HIGHWAY

LINCOLN WAY

MATCH LINE "L"
SEE STR-7856.7

PROPOSED CHANGES

GREAT HIGHWAY

NEW GATES

NEW GATES

55'

45'

RECTANGULAR PAVEMENT MARKERS

NEW 8" YELLOW CROSS HATCHING INSIDE DOUBLE YELLOW LINES

2 NEW THRU ARROWS

NEW MOUNTABLE DELINEATORS

STOP / STOP

AHEAD / AHEAD

LINCOLN WAY

LOWER GREAT HIGHWAY

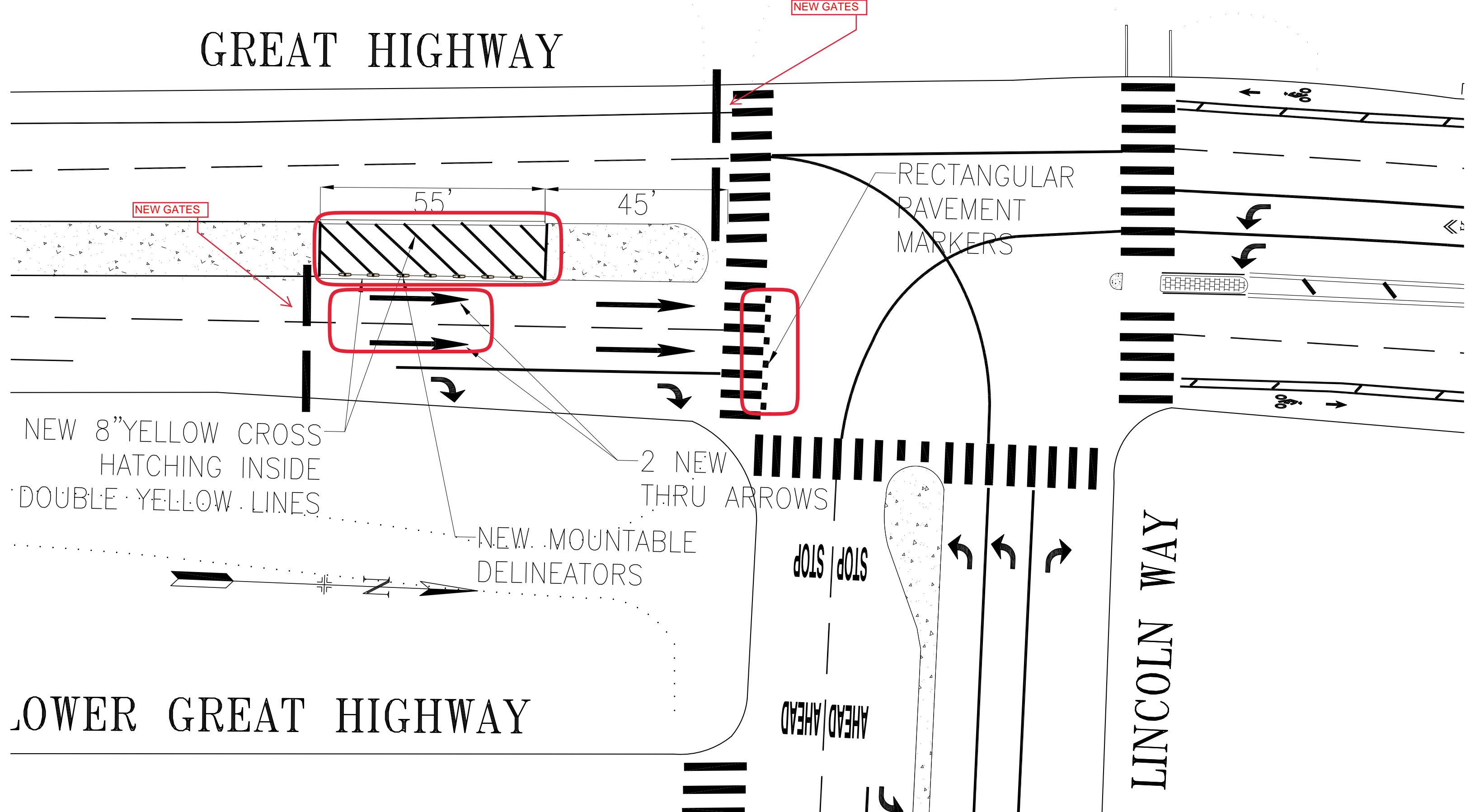


Exhibit F:
Categorical Exemption
with SFMTA Public Hearing Agenda
(Traffic Calming Measures)

Planning Commission Hearing
Case Numbers 2022-007356CTZ
Great Highway Pilot Project



SAN FRANCISCO PLANNING DEPARTMENT

2021-001354ENV

ENVIRONMENTAL EVALUATION APPLICATION COVER MEMO - PUBLIC PROJECTS ONLY

In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the first approval action.

Please attach this memo along with all necessary materials to the Environmental Evaluation Application.

Project Address and/or Title:	
Project Approval Action:	
Will the approval action be taken at a noticed public hearing? <input type="checkbox"/> YES* <input type="checkbox"/> NO * If YES is checked, please see below.	

IF APPROVAL ACTION IS TAKEN AT A NOTICED PUBLIC HEARING, INCLUDE THE FOLLOWING CALENDAR LANGUAGE:

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

Individual calendar items: This proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31.

THE FOLLOWING MATERIALS ARE INCLUDED:

- 2 sets of plans (11x17)
- Project description
- Photos of proposed work areas/project site
- Necessary background reports (specified in EEA)



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6358
FOR PUBLIC HEARING

The Sustainable Streets Division of the San Francisco Municipal Transportation Agency will hold an on-line public hearing on Friday, February 19, 2021, at 10:00 AM to consider the various matters listed on the agenda below.

The purpose of the public hearing will be to get public feedback on these proposals. **No decisions will be made on these items at the public hearing.** Based upon all public feedback received, the SFMTA will make and post the decision on these items by 5 pm. the following Friday on the SFMTA website.

Public opinion about these proposals can be shared in any of the following ways:

- Online Skype Meeting: [SFMTA.com/ENGhearing](https://www.sfmta.com/ENGhearing)
- To speak about any items, please follow the phone-in instructions.
- Phoning during the public hearing: please dial **888-398-2342** and enter the code 8647385. When public comment is open key in "1" and then "0" to join the queue of people wishing to comment.
- Sending an email to Sustainable.Streets@SFMTA.com with the subject line "Public Hearing."

Online Participation	1. For the best online experience, join the Skype session and select "Don't join audio". For the audio, use the phone instructions below. This will allow you to listen and participate through the same audio experience.
Phone Participation	1. When prompted, dial "1 - 0" to be added to the speaker line. The auto-prompt will indicate callers are entering "Question and Answer" time; this is the "Public Comment" period. 2. Callers will hear silence when waiting for your turn to speak. 3. When prompted, callers will have the standard two minutes to provide comment.

For clarification about any items before the public hearing, the responsible staff person is listed, along with an email address.

Irving Street, south side, between 8th Avenue and 9th Avenue

- 1. ESTABLISH – RESIDENTIAL PERMIT PARKING ELIGIBILITY, AREA J**
Irving Street, south side, between 8th Avenue and 9th Avenue
(Supervisor District 5) Kathryn Studwell, kathryn.studwell@sfmta.com

Extension of RPP Area J will enable residents to obtain RPP permits for Area J.



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6358
FOR PUBLIC HEARING

Monterey Boulevard, both sides, at Hazelwood Avenue – Red Zones

2. ESTABLISH - RED ZONES

- A. Monterey Boulevard, north side, 26 feet to 30 feet east of Hazelwood Avenue (Engineer)
- B. Monterey Boulevard, north side, from Hazelwood Avenue to 20 feet westerly (removes 1 parking space) (Engineer)
- C. Monterey Boulevard, south side, 15 feet to 35 feet west of Hazelwood Avenue (removes 1 parking space) (Engineer)
- D. Monterey Boulevard, south side, 14 feet to 30 feet east of Hazelwood Avenue (removes 1 parking space) (Engineer)
(Supervisor District 7) David Sindel, david.sindel@sfmta.com

Additional daylighting requested by SFMTA to address pattern of left-turn collisions.

Joice Street, between Clay Street and Sacramento Street – Speed Hump

3. ESTABLISH – SPEED HUMP

Joice Street, between Clay Street and Sacramento Street (1 speed hump)
(Supervisor District 3) Daniel Carr, daniel.carr@sfmta.com

This proposal installs a traffic calming speed hump on the block at the request of the community.

Minnesota Street between 23rd & 25th Streets; 24th Street between Minnesota & Tennessee Streets- One-Way Street, Red Zone & Sidewalk

4. ESTABLISH – ONE WAY STREET

24th Street, eastbound, from Minnesota Street to Tennessee Street
(Supervisor District 10) Shahram Shariati, Shahram.shariati@sfmta.com

This project is designed to improve safety and convert the street from a two way into a one way street.

Cole Street, both sides, between Haight Street and Waller Street – Residential Permit Parking Extension

5(a). ESTABLISH – RESIDENTIAL PERMIT PARKING AREA J

Cole Street, both sides, between Haight Street and Waller Street

5(b). ESTABLISH – 2-HOUR PARKING, 8AM TO 5PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA J PERMITS

Cole Street, east side, from 76 feet south of Haight Street to Waller Street
Cole Street, west side, from 113 feet south of Haight Street to Waller Street
(Supervisor District 5) Kathryn Studwell, kathryn.studwell@sfmta.com

This proposal will extend RPP Area J to the 600 block of Cole Street.



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6358
FOR PUBLIC HEARING

Polk Street/Pacific Ave – Red Zone

**6(a). RESCIND - YELLOW METERED LOADING ZONE
(30 MIN LIMIT 8AM-1PM, MON-FRI)**

Polk Street, west side, from 7 feet to 47 feet north of Pacific Avenue
(meter space #2001 & 2003). (Engineer)

**6(b). RESCIND – YELLOW METERED LOADING ZONE
(30 MIN LIMIT 10AM-1PM, MON-FRI)**

Polk Street, east side, from 104 feet to 148 feet south of Broadway Street
(meter space #2024 & 2020). (Engineer)

6(c). RESCIND - RED ZONE

Polk Street, west side, from 64 feet to 68 feet north of Pacific Avenue. (Engineer)
Polk Street, west side from 86 feet to 89 feet north of Pacific Avenue. (Engineer)

6(d). ESTABLISH - RED ZONE

Polk Street, west side, from 7 feet to 20 feet north of Pacific Avenue.
(Engineer)

**6(e). ESTABLISH - YELLOW METERED LOADING ZONE
(30 MIN LIMIT 8AM-6PM, MON-SAT)**

Polk Street, west side, from 20 feet to 47 feet north of Pacific Avenue
(extends yellow meter space #2003 from 22 feet to 27 feet) (Engineer)
Polk Street, west side, from 64 feet to 89 feet north of Pacific Avenue
(converts general meter space #2011 into a 25-foot yellow metered
space). (Engineer)

**6(f). ESTABLISH – YELLOW METERED LOADING ZONE
(30 MIN LIMIT 10AM-6PM, MON-SAT)**

Polk Street, east side, from 104 feet to 148 feet south of Broadway Street
(meter space #2024 & 2020) (Engineer) (Supervisor District 3) Shahram Shariati,
Shahram.Shariati@sfmta.com

This project is designed to improve pedestrian safety by daylighting the intersection.

Tenderloin – Speed Limit

RESCIND – 25 MPH SPEED LIMIT

7. ESTABLISH – 20 MPH SPEED LIMIT

- A.** Grove Street, between Van Ness Avenue and Market Street
- B.** McAllister Street, between Van Ness Avenue and Market Street
- C.** Golden Gate Avenue, between Van Ness Avenue and Market Street
- D.** Turk Street, between Van Ness Avenue and Market Street
- E.** Eddy Street, between Van Ness Avenue and Mason Street
- F.** Ellis Street, between Van Ness Avenue and Mason Street
- G.** O’Farrell Street, between Van Ness Avenue and Mason Street
- H.** Geary Street, between Van Ness Avenue and Mason Street



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6358
FOR PUBLIC HEARING

- I. Post Street, between Van Ness Avenue and Mason Street
 - J. Sutter Street, between Van Ness Avenue and Mason Street
 - K. Polk Street, between Sutter Street and Grove Street
 - L. Larkin Street, between Sutter Street and Grove Street
 - M. Hyde Street, between Sutter Street and Market Street
 - N. Leavenworth Street, between Sutter Street and Market Street
 - O. Jones Street, between Sutter Street and Market Street
 - P. Taylor Street, between Sutter Street and Market Street
 - Q. Mason Street, between Sutter Street and Market Street
- (Supervisor Districts 3 and 6) Tom Folks, tom.folks@sfmta.com

These streets are all part of the City's High Injury Vision Zero Network, with either the entire street segment or a substantial portion included. The signal timing progression in this area was set at 20 mph in the recent NOMA/SOMA area-wide retiming effort.

Tenderloin – No Turn on Red

8. ESTABLISH – NO TURN ON RED

- A. Sutter Street, westbound, at Larkin Street (Engineer)
- B. Sutter Street, westbound, at Hyde Street (Engineer)
- C. Sutter Street, westbound, at Leavenworth Street (Engineer)
- D. Sutter Street, westbound, at Jones Street (Engineer)
- E. Sutter Street, westbound, at Taylor Street (Engineer)
- F. Sutter Street, westbound, at Mason Street (Engineer)
- G. Post Street, eastbound, at Larkin Street (Engineer)
- H. Post Street, eastbound, at Hyde Street (Engineer)
- I. Post Street, eastbound, at Leavenworth Street (Engineer)
- J. Post Street, eastbound, at Jones Street (Engineer)
- K. Post Street, eastbound, at Taylor Street (Engineer)
- L. Post Street, eastbound, at Mason Street (Engineer)
- M. Geary Street, westbound, at Larkin Street (Engineer)
- N. Geary Street, westbound, at Hyde Street (Engineer)
- O. Geary Street, westbound, at Leavenworth Street (Engineer)
- P. Geary Street, westbound, at Jones Street (Engineer)
- Q. Geary Street, westbound, at Taylor Street (Engineer)
- R. Geary Street, westbound, at Mason Street (Engineer)
- S. O'Farrell Street, eastbound, at Larkin Street (Engineer)
- T. O'Farrell Street, eastbound, at Hyde Street (Engineer)
- U. O'Farrell Street, eastbound, at Leavenworth Street (Engineer)
- V. O'Farrell Street, eastbound, at Jones Street (Engineer)
- W. O'Farrell Street, eastbound, at Taylor Street (Engineer)
- X. O'Farrell Street, eastbound, at Mason Street (Engineer)
- Y. Ellis Street, westbound, at Larkin Street (Engineer)
- Z. Ellis Street, eastbound, at Hyde Street (Engineer)
- AA. Ellis Street, westbound, at Leavenworth Street (Engineer)
- BB. Ellis Street, westbound, at Taylor Street (Engineer)
- CC. Ellis Street, westbound, at Mason Street (Engineer)



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6358
FOR PUBLIC HEARING

- DD.** Eddy Street, westbound, at Larkin Street (Engineer)
- EE.** Eddy Street, eastbound, at Hyde Street (Engineer)
- FF.** Eddy Street, westbound, at Leavenworth Street (Engineer)
- GG.** Eddy Street, eastbound, at Mason Street (Engineer)
- HH.** Turk Street, westbound, at Larkin Street (Engineer)
- II.** Turk Street, westbound, at Taylor Street (Engineer)
- JJ.** Golden Gate Avenue, eastbound, at Larkin Street (Engineer)
- KK.** McAllister Street, eastbound and westbound, at Larkin Street (Engineer)
- LL.** McAllister Street, westbound, at Leavenworth Street (Engineer)
- MM.** McAllister Street, eastbound, at Charles J. Brenham Place (Engineer)
- NN.** Fulton Street, westbound, at Larkin Street (Engineer)
- OO.** Fulton Street, eastbound, at Hyde Street (Engineer)
- PP.** Grove Street, westbound, at Larkin Street (Engineer)
- QQ.** Larkin Street, northbound, at Post Street (Engineer)
- RR.** Larkin Street, northbound, at Geary Street (Engineer)
- SS.** Larkin Street, northbound, at O'Farrell Street (Engineer)
- TT.** Larkin Street, northbound, at Ellis Street (Engineer)
- UU.** Larkin Street, northbound, at Eddy Street (Engineer)
- VV.** Larkin Street, northbound, at Turk Street (Engineer)
- WW.** Larkin Street, northbound, at Golden Gate Avenue (Engineer)
- XX.** Larkin Street, northbound, at McAllister Street (Engineer)
- YY.** Larkin Street, northbound, at Fulton Street (Engineer)
- ZZ.** Larkin Street, northbound and southbound, at Grove Street (Engineer)
- AAA.** Hyde Street, southbound, at Sutter Street (Engineer)
- BBB.** Hyde Street, southbound, at Post Street (Engineer)
- CCC.** Hyde Street, southbound, at Geary Street (Engineer)
- DDD.** Hyde Street, southbound, at O'Farrell Street (Engineer)
- EEE.** Hyde Street, southbound, at Ellis Street (Engineer)
- FFF.** Hyde Street, southbound, at Eddy Street (Engineer)
- GGG.** Hyde Street, southbound, at Fulton Street (Engineer)
- HHH.** Leavenworth Street, northbound, at Sutter Street (Engineer)
- III.** Leavenworth Street, northbound, at Post Street (Engineer)
- JJJ.** Leavenworth Street, northbound, at Geary Street (Engineer)
- KKK.** Leavenworth Street, northbound, at O'Farrell Street (Engineer)
- LLL.** Leavenworth Street, northbound, at Ellis Street (Engineer)
- MMM.** Leavenworth Street, northbound, at Eddy Street (Engineer)
- NNN.** Charles J. Brenham Place, northbound, at McAllister Street (Engineer)
- OOO.** Jones Street, southbound, at Sutter Street (Engineer)
- PPP.** Jones Street, southbound, at Post Street (Engineer)
- QQQ.** Jones Street, southbound, at Geary Street (Engineer)
- RRR.** Jones Street, southbound, at O'Farrell Street (Engineer)
- SSS.** Taylor Street, northbound, at Post Street (Engineer)
- TTT.** Taylor Street, northbound, at Geary Street (Engineer)
- UUU.** Taylor Street, northbound, at O'Farrell Street (Engineer)
- VVV.** Taylor Street, northbound, at Ellis Street (Engineer)
- WWW.** Taylor Street, northbound, at Eddy Street (Engineer)



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6358
FOR PUBLIC HEARING

- XXX.** Mason Street, southbound, at Sutter Street (Engineer)
 - YYY.** Mason Street, southbound, at Post Street (Engineer)
 - ZZZ.** Mason Street, southbound, at Geary Street (Engineer)
 - AAAA.** Mason Street, southbound, at O'Farrell Street (Engineer)
 - BBBB.** Mason Street, southbound, at Ellis Street (Engineer)
 - CCCC.** Mason Street, southbound, at Eddy Street (Engineer)
 - DDDD.** Sutter Street, westbound, at Polk Street (Engineer)
 - EEEE.** Post Street, eastbound, at Polk Street (Engineer)
 - FFFF.** Geary Street, westbound, at Polk Street (Engineer)
 - GGGG.** O'Farrell Street, eastbound, at Polk Street (Engineer)
 - HHHH.** Ellis Street, westbound, at Polk Street (Engineer)
 - IIII.** Eddy Street, eastbound, at Polk Street (Engineer)
 - JJJJ.** Eddy Street, westbound, at Polk Street (Engineer)
 - KKKK.** Turk Street, westbound, at Polk Street (Engineer)
 - LLLL.** Golden Gate Street, eastbound, at Polk Street (Engineer)
 - MMMM.** McAllister Street, eastbound, at Polk Street (Engineer)
 - NNNN.** Grove Street, eastbound, at Polk Street (Engineer)
 - OOOO.** Grove Street, westbound, at Polk Street (Engineer)
 - PPPP.** Polk Street, southbound, at Sutter Street (Engineer)
 - QQQQ.** Polk Street, northbound, at Post Street (Engineer)
 - RRRR.** Polk Street, northbound, at O'Farrell Street (Engineer)
 - SSSS.** Polk Street, northbound, at Ellis Street (Engineer)
 - TTTT.** Polk Street, northbound, at Eddy Street (Engineer)
 - UUUU.** Polk Street, northbound, at Golden Gate Street (Engineer)
 - VVVV.** Polk Street, northbound, at McAllister Street (Engineer)
 - WWWW.** Polk Street, southbound, at McAllister Street (Engineer)
 - XXXX.** Polk Street, southbound, at Grove Street (Engineer)
 - YYYY.** Polk Street, southbound, at Hayes Street (Engineer)
 - ZZZZ.** Cyril Magnin Street, northbound, at Ellis Street (Engineer)
 - AAAAA.** Cyril Magnin Street, southbound, at Ellis Street (Engineer)
 - BBBBB.** Cyril Magnin Street, northbound, at O'Farrell Street (Engineer)
 - CCCCC.** Eddy Street, westbound, at Taylor Street (Engineer)
(Supervisor Districts 3 and 6) (Engineer)
- David Sindel, david.sindel@sfmta.com & Amy Chun, amy.chun@sfmta.com

Adding NO TURN ON RED restrictions in the Tenderloin.

43rd Avenue, between Irving Street and Judah Street – Speed Cushions

9. ESTABLISH – SPEED CUSHIONS

43rd Avenue, between Irving Street and Judah Street (2 3-Lump Speed Cushions)
(Engineer) (Supervisor District 4) Daniel Carr, daniel.carr@sfmta.com

This proposal installs two traffic calming speed cushions on the block at the request of the community. Installation will follow the construction of SFUSD teacher housing at the Francis Scott Key Annex (Playland Community Park) property.



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6358
FOR PUBLIC HEARING

37th Avenue, between Rivera Street and Santiago Street – Speed Humps

10. ESTABLISH – SPEED HUMPS

37th Avenue, between Rivera Street and Santiago Street (2 speed humps) (Engineer)
(Supervisor District 4) Jeff Banks, jeffrey.banks@sfmta.com

This proposal installs traffic calming devices on the block at the request of SFMTA. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

37th Avenue, between Vicente Street and Wawona Street – Speed Humps

11. ESTABLISH – SPEED HUMPS

37th Avenue, between Vicente Street and Wawona Street (2 speed humps) (Engineer)
(Supervisor District 4) Jeff Banks, jeffrey.banks@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

46th Avenue, between Lincoln Way and Irving Street – Speed Cushions

12. ESTABLISH - SPEED CUSHIONS

46th Avenue, between Lincoln Way and Irving Street (Two 5-lump speed cushions)
(Engineer) (Supervisor District 4) Philip Louie, philip.louie@sfmta.com

Supervisor requested speed cushions on this block to address speeding concerns.

Various Outer Sunset Intersections from 46th Avenue to La Playa – STOP Signs

13(a). ESTABLISH - STOP SIGNS (Converting 2-Way to All-Way Controlled)

- A. 46th Avenue northbound and southbound at Pacheco Street (Engineer)
- B. Lawton Street westbound and eastbound at 47th Avenue (Engineer)
- C. Moraga Street westbound and eastbound at 47th Avenue (Engineer)
- D. Santiago Street westbound and eastbound at 47th Avenue (Engineer)
- E. Taraval Street westbound and eastbound at 47th Avenue (Engineer)
- F. Ulloa Street westbound and eastbound at 47th Avenue (Engineer)
- G. Lawton Street at westbound and eastbound 48th Avenue (Engineer)
- H. Moraga Street westbound and eastbound at 48th Avenue (Engineer)
- I. Santiago Street westbound and eastbound at 48th Avenue (Engineer)
- J. Irving Street westbound and eastbound at La Playa (Engineer)
- K. Lower Great Highway, northbound and southbound, at Moraga Street (Engineer)
- L. Lower Great Highway, northbound and southbound, at Quintara Street (Engineer)
(Supervisor District 4) Maurice Growney, maurice.growney@sfmta.com

Various along Lower Great Highway, La Playa and Outer Avenues – Speed Cushions

13(b). ESTABLISH – SPEED CUSHIONS

- A. Lower Great Highway, Lincoln Way to Irving Street (Engineer)
- B. Lower Great Highway, Irving Street to Judah Street (Engineer)



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6358
FOR PUBLIC HEARING

- C. Lower Great Highway, Judah Street to Kirkham Street (Engineer)
- D. Lower Great Highway, Lawton Street to Moraga Street (Engineer)
- E. Lower Great Highway, Moraga Street to Noriega Street (Engineer)
- F. Lower Great Highway, Noriega Street to Ortega Street (Engineer)
- G. Lower Great Highway, Ortega Street to Pacheco Street (Engineer)
- H. Lower Great Highway, Pacheco Street to Quintara Street (Engineer)
- I. Lower Great Highway, Quintara Street to Rivera Street (Engineer)
- J. Lower Great Highway, Rivera Street to Santiago Street (Engineer)
- K. Lower Great Highway, Santiago Street to Taraval Street (Engineer)
- L. Lower Great Highway, Taraval Street to Ulloa Street (Engineer)
- M. Lower Great Highway, Ulloa Street to Vicente Street (Engineer)
- N. Lower Great Highway, Cutler Avenue to Wawona Street (Engineer)
- O. La Playa Street, Lincoln Way to Irving Street (Engineer)
- P. La Playa Street, Irving Street to Judah Street (Engineer)
- Q. La Playa Street, Judah Street to Kirkham Street (Engineer)
- R. Irving Street, 47th Avenue to 48th Avenue (Engineer)
- S. Irving Street, 48th Avenue to La Playa Street (Engineer)
- T. 47th Avenue, Lincoln Way to Irving Street (Engineer)
- U. 47th Avenue, Wawona Street to Sloat Boulevard (Engineer)
- V. 48th Avenue, Lincoln Way to Irving Street (Engineer)
- W. 48th Avenue, Rivera Street to Santiago Street (Engineer)
- X. 48th Avenue, Santiago Street to Taraval Street (Engineer)

13(c). ESTABLISH – SPEED TABLE

Lower Great Highway at Moraga Street (Engineer)
(Supervisor District 4) Maurice Growney, maurice.growney@sfmta.com

Addressing traffic diversion due to the Upper Great Highway vehicular closure and increasing pedestrian safety and comfort along the Lower Great Highway and surrounding neighborhood.

Categorically exempt from Environmental Review:
CEQA Guidelines Section 15301 Class 1(c): Operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities.

Andrea Contreras 2/5/2021
Andrea Contreras, SFMTA Date

The following items have been environmentally cleared by the Planning Department on January 14, 2021 Case No. 2011.1323E:

Avalon Avenue, Lisbon Street, and Mission Street – Tow-Away, No Stopping Anytime, Red Zone



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6358
FOR PUBLIC HEARING

**14(a). ESTABLISH – TOW-AWAY NO STOPPING ANYTIME
ESTABLISH – SIDEWALK WIDENING**

Avalon Avenue – north side, from 123 feet to 246 feet east of Mission Street,
(sidewalk widening for 6-foot-wide bulb, removes 6 parking spaces)
Lisbon Street – west side, from 27 feet to 131 feet south of Silver Street,
(sidewalk widening for 4-foot-wide bulb, removes 4 parking spaces)

TOW AWAY NO STOPPING ANYTIME due to the sidewalk improvements for the 302 Silver Street project

**14(b). ESTABLISH – RED ZONE
ESTABLISH – SIDEWALK WIDENING**

Mission Street – east side, from 10 feet to 49 feet north of Avalon Avenue, (sidewalk widening for 6-foot-wide bulb, removes 2 metered parking spaces #4359 and #4357)
Lisbon Street - west side, from 60 feet to 72 feet north of Avalon Avenue,
(sidewalk widening for 6-foot-wide bulb, removes 1 parking space)

RED ZONE due to sidewalk improvements for the 302 Silver Street project

♦ Items denoted with (Engineer) can be given approval by the City Traffic Engineer after the public hearing. Otherwise, the SFMTA Board will make the final approval at a later date based on the outcome at the public hearing.

California Environmental Quality Act (CEQA) Appeal Rights under Chapter 31 of the San Francisco Administrative Code: For Approval Actions, the Planning Department has issued a CEQA exemption determination or negative declaration, which may be viewed online at <http://www.sf-planning.org/index.aspx?page=3447>. Following approval of the item by the SFMTA City Traffic Engineer, the CEQA determination is subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16, typically within 30 calendar days of the Approval Action. For information on filing a CEQA appeal, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or in written correspondence delivered to the Board of Supervisors or other City board, commission or department at, or prior to, such hearing, or as part of the appeal hearing process on the CEQA decision.

Whether the City Traffic Engineer's decision is considered a Final SFMTA Decision is determined by Division II, Section 203 of the Transportation Code. If the City Traffic Engineer approves a parking or traffic modification, this decision is considered a Final SFMTA Decision. If a City Traffic Engineer disapproves a parking or traffic modification and a member of the public requests SFMTA review of that decision, the additional review shall be conducted pursuant to Division II, Section 203 of the Transportation Code. City Traffic Engineer decisions will be posted on <https://www.sfmta.com/committees/engineering-public-hearings> by 5 p.m. on the Friday following the public hearing. Final SFMTA Decisions involving certain parking or traffic modifications, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Information about the review process can be found at: https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf.

Approved for Public Hearing by:

Ricardo Olea
Ricardo Olea
City Traffic Engineer



2021-001354ENV

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6358
FOR PUBLIC HEARING

Sustainable Streets Division

cc: James Lee, SFMTA Parking and Enforcement
Matt Lee, SFMTA Service Planning

RO:TF:ND
ISSUE DATE: 2/5/21

Exhibit G:

Project Sponsor Brief



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

Date: October 27, 2023

To: San Francisco Planning Commission

From: Brian Stokle, Planner, San Francisco Recreation and Parks

Cc: Yael Golan, Deputy Director of Planning, San Francisco Recreation and Parks
Stacy Bradley, Director of Capital and Planning, San Francisco Recreation and Parks
Thalia Leng, Senior Transportation Planner, SFMTA
Adrienne Heim, Transportation Planner, SFMTA

Re: Great Highway Pilot Coastal Zone Permit PROJECT SPONSOR BRIEF

The Great Highway Pilot Project restricts automobile access, on a temporary basis, to the Upper Great Highway between Lincoln Way and Sloat Boulevard (approximately 2.0 miles), for a car-free bicycle and pedestrian promenade on weekends and holidays in the (P) Public Zoning District. This stretch of the Upper Great Highway was originally closed to automobiles full-time in April 2020 to offer an outdoor recreational corridor where users could safely distance during the COVID-19 pandemic. In August 2021, the City modified the vehicular restrictions to apply only between Fridays at noon and Mondays at 6 a.m., and on holidays. In December 2022 the Park Code was amended through an ordinance passed by the Board of Supervisors (File No. 220875) to extend the restrictions instituted in 2021 for a pilot period expiring December 31, 2025. Authorization is also being sought for related traffic calming measures which have been developed on surrounding streets, including detour and warning signs, turn restrictions, speed tables, speed cushions, and stop signs.

Background

In April 2020, the Upper Great Highway was closed to private vehicles by the RPD General Manager (GM) in response to the COVID-19-related shelter-in-place order to provide people more space to recreate outdoors while social distancing. In August 2021, the GM issued a directive reopening the Upper Great Highway to private vehicles weekdays from Monday at 6:00am through to Friday at 12:00 noon.

During both the 13 ½ month period of 24-hour promenade, and the subsequent 2 years of weekend promenade, there have been over 2.8 million visits to the Great Highway promenade. In that time, various community members and groups have held numerous activities and events at the promenade, ranging from the Great Hauntway Halloween event to political protests, yoga classes, and music performances.

A median of over 3,800 visits to the promenade occurred per weekend day from December 2022 to October 2023. Based on vehicular counts performed in 2022 by SFTMA, average daily vehicular trips on the Upper Great Highway have diminished from the pre-pandemic 18,000 daily vehicles to 12,000 vehicles per day in 2022. A new count planned for Fall of 2023 will determine whether counts have gone up or down compared to 2022, and to pre-pandemic averages.

By counting both visitors using the promenade, and vehicle usage on and near the Upper Great Highway, the City can determine how to best manage vehicular traffic while also providing a new active transportation and recreational space. For more qualitative measurements, the City will soon be conducting in-person intercept surveys on the promenade to determine how people reach the promenade, how they use it, and how often.

Figure 1: Map of Project Area



Existing Conditions: The Upper Great Highway is a four-lane vehicular roadway. Existing swing gates are located at Sloat Boulevard to block entry to the northbound lanes and at Lincoln Way to block entry to the southbound lanes. The existing gates are closed when excessive amounts of sand, or flood water, accumulates on the road and make it unsafe for car travel, as well as when the road functions as a promenade. An existing multi-use asphalt pathway located within the approximately 85-foot-wide park space between the Upper and Lower Great Highways is used by pedestrians and bicyclists. An existing pathway system west of the Upper Great Highway is located approximately 20 to 30 feet west of the Upper Great Highway along the back of the dunes and beside the beach within RPD jurisdiction, very close to the National Park Service boundary.

The Lower Great Highway is a neighborhood street with houses and apartment buildings on its east side. The streets with traffic calming features added are part of the Outer Sunset neighborhood. Streets from the Outer Sunset running east-west only intersect the Lower Great Highway, but not the Upper Great Highway, apart from Lincoln Way and Sloat Boulevard. Vehicles cannot access the Upper Great Highway from Irving Street south to Cutler Avenue, but pedestrians and people biking may use paths to reach crosswalks across the Upper Great Highway.

Traffic Installations

Traffic Calming Tools: In spring 2020, the Phase 1 Great Highway Traffic Management tools were constructed at the intersections of Great Highway along Lincoln Way and Sloat Boulevard and in the adjacent neighborhood to support the Upper Great Highway closure to private vehicles. These included eight detour and warning signs, a road closure barricade, five turn restrictions, and five speed tables. In April 2021, additional tools were added, including 24 speed cushions, one speed table, and 12 stop signs. On August 16, 2021, the Upper Great Highway was reopened to weekday vehicular use, which resulted in the removal of some of the tools. In November 2021, additional stop signs were added to the Lower Great Highway at Ortega and Ulloa streets. **Exhibit 1** includes the Great Highway Traffic Management tools in place as of October 2023 and the coastal zone boundary.

Traffic Impact Analysis:

Vehicular Traffic - The SFMTA conducted traffic counts in the Outer Sunset in order to study how vehicle travel patterns have changed following implementation of the car-free Great Highway during the following time periods:

1. Prior to the COVID-19 pandemic.
2. During the period the Upper Great Highway was fully closed to private vehicles (April 2020 to August 2021).
3. During the period when the roadway was closed to vehicles only on weekends (August 2021 to present).

The SFMTA analyzed vehicle volume changes from pre-COVID to Winter 2021. Overall, vehicle volumes decreased on almost all roads studied. In a 2022 SFMTA traffic study during the

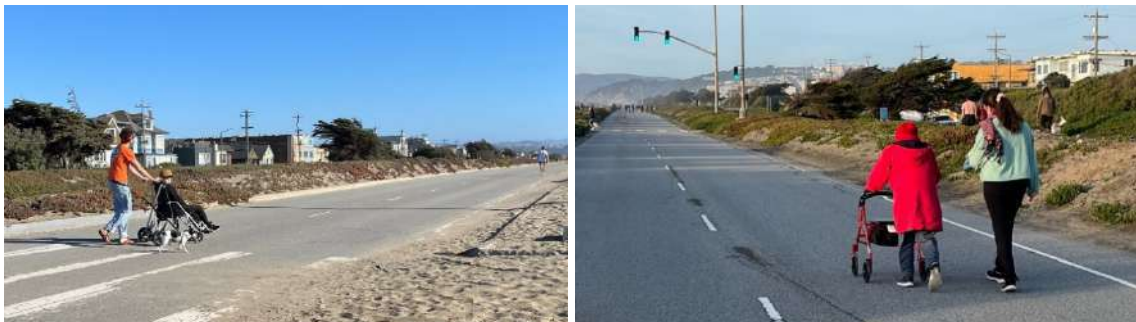
promenade configuration on Fridays, vehicle traffic on Lower Great Highway and Sunset Boulevard were still below pre-pandemic levels, indicating that diversion from the Upper Great Highway was not significantly impacting these roadways on Fridays.

Beach Access - No change to formal access to the beach has resulted from the project. Currently, nine signal-controlled crosswalks provide access from the adjacent Sunset District to Ocean Beach, as well as to the adjoining dunes and Noriega seawall promenade. During the promenade periods, beach access is facilitated by easier roadway crossings.

Parking – vehicular and bicycle - The Upper Great Highway has no vehicular nor bicycle street parking. Designated bike racks exist at both the Taraval and Judah restroom building sites, as well as at the intersection of Lincoln and Great Highway. Visitors may park their vehicles in the vicinity and walk to the beach using the crosswalks or from parking facilities to the north and south of the Upper Great Highway, especially like the O’Shaughnessy Ocean Beach Parking lot near Golden Gate Park, or Sloat Boulevard parking.

With the installation of the Golden Gate Park JFK Promenade, which ends near the Great Highway at MLK Drive and Lincoln Way, access to the Great Highway via bicycle has greatly improved and is now a popular way to reach the Great Highway from the east.

Visit experience by mode - The Pilot facilitates greater access to outdoor recreation space along the coast. Compared to a visit by a private vehicle on the Upper Great Highway, which lasts approximately five minutes, the visit experienced by a walker or cyclist lasts 15 to 45 minutes. The increase in time spent along the coast by promenade visitors results in increased access to a coastal recreation area. In addition, the flat and wide nature of the Great Highway in its promenade format makes for a very accessible experience for people using wheelchairs, walkers and other mobility devices.



Person in a rolling mobility device entering the Great Highway. Person pushing a walker.

Great Highway Pilot Site Management and Installations

To support the Great Highway’s operation and use as a vehicular roadway on weekdays, and a park for walking and biking spaces on weekends and Friday afternoons, as well as required sand-related closures, RPD is partnering with other agencies including SFMTA, Public Works (PW), and the NPS to monitor and manage the Great Highway.

Access to Emergency Responders - The pilot project includes the proposed installation of new swing gates installed in a chicane layout (i.e., staggered and on opposite sides of the roadway). This would allow emergency vehicles to access the western-most lanes of the roadway without needing to stop and open the gates. Emergency vehicles will be able to respond to calls from Ocean Beach more quickly compared to gates that are not staggered. This design supports the continued recreational use of Ocean Beach while enhancing the safe recreational use of the roadway by pedestrians and bicyclists during private vehicular closure times for promenade use, or during sand accumulation events.

Interagency Coordination of Great Highway and Ocean Beach - RPD, in coordination with its partner agencies is developing a more comprehensive approach to address litter, pilot new uses along the Great Highway, and develop improved visitor services and experiences. RPD has met with the California Coastal Commission (CCC) to address some of the staff concerns around litter, visitor management and access. The harsh conditions of the site include strong winds, sand movement and salt. The department is working with its city, state and federal partners in the following ways:

Litter - Trash is currently collected seven days per week from the 32-gallon cans and toters. Department staff cleans trash and site litter daily. Service is also increased during special occasions and events. RPD and Recology have added toter recycling receptacles at each of the intersections with marked crosswalks. Recology has also increased the frequency of collection service to further address the increased volume of waste. RPD and PW custodial teams work together to manage trash collection within the constraints of available City resources. In addition, RPD will be converting bins at major intersections to larger, dual stream (land fill and recycling) “bear saver” trash receptacles in fiscal year 2023/24.



Recology truck collecting trash, Recology employee emptying trash receptacle

Dune and sand management - The Sunset Natural Resiliency Project, led by the San Francisco Estuary Institute and funded by the California Coastal Conservancy is an effort led by a team of coastal and dune scientists, along with public agencies, to develop long-term strategies for improved dune health, dune habitat, beach/coastal erosion and sand

management in this area. The goal of this project is to identify best management practices for stabilizing dune vegetation. The Department is participating in the study, along with the National Park Service (NPS) and other partners.

With the anticipated release of the coastal beach and dune management recommendations in November 2023, RPD will work with the NPS, who has jurisdiction over most dune areas, to evaluate and pilot improved dune and habitat management practices and seek funding for such pilots.

Achieving our Citywide Goals

Use of the Upper Great Highway as a partial promenade aligns with many City goals and adopted policies, including:

- The **Transit-First Policy**, which prioritizes public transit and promotes access and safety for transit, bicycling, walking, and other alternatives to individual vehicles, and is built upon in **SFMTA's Strategic Plan** and the **Vision Zero Action Plan**.
- Ongoing work to update the **Climate Action Plan**, which charts a pathway to achieve net zero greenhouse gas (GHG) emissions by 2050 by shifting trips from vehicles to walking, biking, and other active transportation modes.
- Builds on the **Western Shoreline Area Plan** and supports numerous policy goals outlined in the **General Plan**, particularly the **Recreation and Open Space Element** and strategies in **RPD's Strategic Plan** to increase access to open space.

The department has reviewed consistency of these roadway changes with the applicable sections of the Western Shoreline Area Plan and the Coastal Act.

Public Outreach

The Great Highway has had a promenade format starting in April 2020. Since then, a series of public meetings and hearings focusing on the near- and medium-term future of the Great Highway have taken place:

- SFCTA Great Highway Concepts Evaluation District 4 Town Hall Meetings (2020-2021)
- SFRPD & SFMTA Joint Commission Hearing: June 2021
- Board of Supervisor Land Use and Transportation Committee Hearing: November 2022

Concerns raised by the public at these meetings included: slower traffic through the neighborhood when the promenade in place - this was addressed by adding more flashing signs to show when Great Highway was inaccessible to vehicles; concerns about the timing and speed of sand removal on Great Highway, which were relayed by RPD staff to PW, who is developing an updated sand management plan; and concerns regarding additional trash, which have been addressed by installing additional receptacles and increasing trash collection as described above.

Elements of the Project were also included in a ballot measure in 2022, Proposition I, which called for restoring 24/7 vehicular access to the Great Highway. The proposition failed with 65%

voting “NO”, showing strong support for the weekend promenade configuration that was in place at the time.

Conclusion

Whether it is a playground, promenade or open green field, parks and open spaces are a respite, people value them as an extension of their community. The Great Highway Pilot is enhancing and facilitating access to the beach, as well as to accessible and active recreation along the promenade, while also supporting several City goals and policies around active transportation and climate resiliency. The changes to use of roadways resulting from implementation of the pilot project are consistent with several Coastal Act, Western Area Shoreline Plan objectives, and Citywide and policies, including:

- *Coastal Act (30001.5):*
 - *(b) Ensure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.*
 - *(c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.*

Therefore, the approval of this CZP application is consistent with CCC requirements. RPD is working with other City and non-City partners to continue studying, monitoring and addressing the impacts of the pilot project to conditions at the site and its vicinity, including traffic, litter, dune health and sand management, and to collaborate across departments and with non-City partners to effectively manage the space across its various jurisdictions. RPD plans to continue engaging its partners as the pilot project progresses and more information is collected, to improve management practices of the Upper Great Highway and its surroundings.

BRIEF SUBMITTED BY THE APPELLANT(S) FOR APPEAL NO.
23-064

January 18, 2024

Appeal No.: 23-064

Appeal Title: Geoffrey Moore vs. PC

Subject Property: Upper Great Highway between Lincoln Way and Sloat Blvd.

Determination Type: Coastal Zone Permit

Record No.: 2022-007356CTZ (Motion No. 21437)

Appellant Brief from Geoffrey Moore, submitted to the San Francisco Board of Appeals, with copies to Brian Stokle, Agent for Permit Holder(s), and associated parties

Capitalized terms may correspond to those terms defined in the November 9, 2023 submission materials and exhibits (together, the “Application”). Certain documents discussed below have been listed in a Table of Exhibits at the end of this brief and each document should please be incorporated by reference into the review and administrative record.

Overview of Procedural and Substantive Issues

Thank you sincerely for the opportunity to respectfully express my concerns with the requested Coastal Zone Permit (“CZP”) related to the Project. My opinion, which I hope you will conclude is supported by the law, facts and discussion below, is that the Application for the Project has not fully addressed various compelling environmental issues, nor adhered to applicable statutory and procedural *requirements*. My primary request for relief is that all applicable law be fully evaluated, and then enforced - with additional input not only from the San Francisco City Attorney but also experts in state coastal and environmental laws - and that the CZP be denied in its entirety, or the Project modified with conditions that are responsive to my concerns and the critical environmental issues.

San Francisco’s Ocean Beach (“OB”) and nearby Outer Sunset and Outer Richmond communities include multi-jurisdictional property and “Coastal Zone” (“CZ”) land that is subject to the express provisions of the California Coastal Act (“CCA”), as administered with full and unequivocal jurisdiction by the California Coastal Commission (“CCC”). While the CCC has delegated certain conditional authority to the City of San Francisco (“SF”) to manage a CCC-approved Local Coastal Program (“LCP”), that delegation does *not* absolve SF from requirements to follow all applicable CCA law – not only with respect to fully compliant LCP administration, but all provisions of the CCA in its entirety (particularly if the LCP itself is outdated, ambiguous, defective in its design or administration, has been amended without express CCC approval, and/or appears contrary to a proposed development).

In addition to the mandatory enforcement of all lawful requirements, certain aspects of the Project appear substantively to contradict the spirit and terms of the LCP and other SF plans, as discussed further below. Therefore, the CZP must be denied on substantive grounds, or modified to address these issues.

The LCP does not allow permits to be issued retroactively for previously developed unpermitted property.

The Application indicates that “Pursuant to Planning Code Section 330, the [Planning] Commission must grant a Coastal Zone Permit.” However, no mandate exists anywhere in Section 330 which requires any city or state agency to grant a permit sight-unseen after a project has already been completed, nor is the authority of the Commission exclusive, nor is any specific statutory description or factual assertion offered for this erroneous conclusory statement. To the contrary, section 330.1 allows rather than requires the submission of a permit application, which is subject to public and administrative reviews *prior to* both the granting of a permit and the development of property pursuant to that approved permit. Specifically, Section 330.1(b) provides that “[a]ll public projects, except those specifically exempt, shall be **required to apply** to the San Francisco Planning Department for a Coastal Zone Permit” (emphasis added). Further, Section 330.5 highlights the temporal and conditional nature of the approval process by providing that “[a] Coastal Zone Permit shall be applied for at the Planning Department **concurrent** with other necessary project permit(s)” (emphasis added). These express terms, as well as other provisions throughout Section 330, make clear that permitting is a conditional and chronological process, with defined linear steps which include an application, followed by a review (which requires sufficient public notice, and comment), followed by the granting of a permit *if* deemed appropriate - all occurring BEFORE any project construction is allowed. To interpret the LCP as allowing the city to just engage in construction as it pleases before a permit has actually been secured is wholly contrary to both the purpose and the express provisions of state law, as well as the limited delegation of authority by the California Coastal Commission in the LCP at issue.

In approving the LCP, the CCC has reserved certain powers and jurisdiction. The nature of this limited delegation, and the ultimate authority of the CCC to directly administer state law, is underscored in Section

330.5(d)(2), which prohibits SF from engaging in actions that are inconsistent with existing LCP requirements absent direct CCC approval. As such, it is entirely unclear from a statutory perspective what authority is being relied upon by the Commission when it receives and then acts upon a permit request which indicates that “[t]his Coastal Zone Authorization is being sought retroactively for the current pilot closure.” Likewise, it is unclear how an ordinance which *changes* the terms of the LCP could have been approved by the SF Board of Supervisors. The Commission and its Commissioners appear to have knowingly violated applicable law – despite this issue being clearly raised by the public during the November 9, 2023 hearing, when public commentary about the legal *requirement* was completely ignored by the Commissioners. The CCC has been explicit in its statement that “[d]evelopment within the coastal zone generally may not commence until a coastal development permit has been issued by either the Commission or a local government” (see Exhibit 1 at <https://www.coastal.ca.gov/cdp/cdp-forms.html>, and as detailed further in Exhibit 2). As such, the CZP must be denied as a matter of law, and irrespective of any substantive analysis.

The LCP does not contemplate temporary and expiring permits for projects which have no removal plan or remain intact after the questionable expiration.

The Project by its very terms indicates that certain of its portions are a “pilot” while other portions either are not a pilot, or do not have an accurate temporal description about their permanence (for example, speed bumps, speed tables, and signage). Reference is made to the planned December 2025 expiration of an ordinance which appears to have been approved by the SF Board of Supervisors at a time when *no Coastal Zone Permit was even in effect*, and no notice of Coastal Zone permitting had been timely provided to the public (see section (h) of exhibit C of the Application). Yet despite the acknowledged temporary nature of the ordinance, and portions of the Application itself - which rely on a local ordinance being passed as justification only for achieving CEQA compliance but with no mention of CCA compliance or CCC approval of an LCP amendment - no clear description has been provided to the public of the LCP authority which allows for the future expiration of permits associated with permanent development. In fact, it seems common-sense that the CCA by its plain terms is not designed for development of the coast which will be partially

removed and partially retained in the future at the sole discretion of the developer and with no clear plan expressed to the public about which portions are temporary, which are permanent, and how each portion will either be managed indefinitely or dismantled properly upon expiration of the “temporary” permit.

The permitting process, including the provision of clear and actionable plans and notice to the public, is predicated upon clarity and certainty, rather than temporary or pilot permits with no written plan for demolition or removal of some (or all?) of the permitted project. Given that the Permit terms appear to expire on December 31, 2025 while some, but not all, of the proposed development appears designed for permanence, the Permit must be denied.

The Application is written ambiguously to cure an illegal unpermitted development, and the public has been misled about necessary environmental review.

As noted above, no permit was in effect at the time that coastal development was illegally approved by the SF Board of Supervisors. In fact, the Application was filed on January 18, 2023, *after* the ordinance was passed approving unpermitted portions of the Project (other portions, such as speed bumps and signage had selectively occurred prior to this Application as well). The negligent ignorance of CCA requirements is apparent when considering the various 2022 and 2023 materials produced by SF in the Application, as there are erroneous assertions that the Recreation and Parks Commission (“RPC”) maintains jurisdiction over land subject to state coastal laws and CCC jurisdiction.

However, *the jurisdiction of the RPC in the Coastal Zone is limited by operation of state law – period.* Though it may choose which city agency or agencies can operate pursuant to city rules, the city of San Francisco does not have carte blanche to manage or develop coastal zone property contrary to state law. The CCC maintains this jurisdiction pursuant to terms of the CCA, and further subject to its limited delegation of authority pursuant to an approved LCP.

The RPC’s ignorance of state law requirements is troubling, and appears at best to be misguided, inexperienced, and negligent. But what should citizens of San Francisco expect when RPC’s most senior

leadership has previously been found unanimously by the Sunshine Ordinance Task Force to have *willfully* violated public records requests associated *directly with this same Project*? See Exhibit 3 Sunshine Ordinance Task Force Unanimous Finding. There appears to be an active attempt with the Application to continue misleading the public by surreptitiously seeking “retroactive” terms devoid of clarity and transparency, all while public notice is deficient and public records access has been impaired. The Permit simply cannot be approved under circumstances where public access to records has not been transparent, robust, and compliant in advance of the Application, and where the local agency that erroneously claims exclusive responsibility for management of the Project has demonstrated a willful inability to adhere to both local and state rules.

Further, SF has previously promised the public that environmental review of the road closure would in fact take place. Specifically, SF previously represented to the public that an environmental review would be conducted with respect to the Project (See page 5 and footnote 7 to “Exhibit 4 Public Comment Regarding Sloat Extension EIR” which references and discusses the September 9, 2020 “Exhibit 5 EIR Representation” associated with the proposed closure of the Sloat roadway extension; this notice from SF stated explicitly that “[e]ach of these separate projects would be subject to separate environmental review.”). SF has refused to provide the community with a comprehensive plan and EIR across these and other geographically and practically related projects, stating only that comments will be transmitted for consideration to unnamed “city decision-makers.” (see Exhibit 6 page 212 excerpt of Draft EIR Response to Comments). To date, no unnamed city decision-maker has been identified, and no response has been provided, on behalf of the public to the CCC to address these material comments regarding SF promises that were made directly in furtherance of a separate EIR that is related to significant coastal zone issues appurtenant to the subject property.

It is further troubling that SF would leave Coastal Zone management in the hands of a single ill-equipped city department. SF including its Board of Supervisors is already well-aware that the area has been the subject of prior litigation and regulatory enforcement, and that policy decisions require careful and lawful administration from a multi-jurisdictional perspective to preserve natural resources as well as city resources,

minimize litigation risk, and comply with multiple laws beyond local laws. In addition to legacy Environmental Protection Agency findings, and recent voter initiatives, SF has previously been subject to direct litigation related to coastal management at OB (see Exhibit 7 Settlement Terms and Exhibit 8 Settlement Approval). Curiously, the subject ordinance seems to have been approved while the Exhibit 7 Settlement Terms may still have been in effect.

Exemplifying SF's incomplete internal management of Project review due to faulty jurisdictional assumptions is the issue of emergency management. The Upper Great Highway ("UGH") is a critical part of the city's emergency response system for purposes of ocean safety as well as natural disaster mitigation and transportation. The UGH is the key access point for emergency vehicles to conduct safety operations in a beachfront area which experiences ocean safety events on a regular basis, including multiple fatalities from drownings. The Application engages in no review of the increased response times for emergency vehicles associated with the locked gates at the UGH entrances – not only with respect to the fundamentally time-critical access for beach rescues, but also the necessary emergency access for the public during tsunami and earthquake evacuation events. It appears from the available public record that RPC facilitated no coordination whatsoever with SF's Department of Emergency Management to address the current status of the UGH as a designated emergency route (see Exhibit 9 Emergency Response Plan and Exhibit 10 ERP Transportation Annex, indicating respectively a last amendment date of May 2017, and the status of UGH as an Emergency Priority Route per Appendix B). Such coordination would be necessary if SF determined that the UGH no longer was part of emergency infrastructure. Was that determination made in advance of the Application, and in full public view? If not, the Permit must be denied due to noncompliance with established SF policies.

While the Project goal obviously creates material environmental impacts, there has been insufficient review of and planning for such impacts.

SF has steadfastly maintained that rerouting thousands of vehicles into residential streets (thereby increasing neighborhood pollution and danger) is necessary and justified because of the large number of

actual or planned park visitors (see for example Exhibit C of the Application). The city has repeatedly but vaguely pointed to excessive park visitors that it alleges must number in the thousands, yet simultaneously it has asserted that a pilot program is necessary to count the actual numbers. However, in no instance has SF taken any steps to acknowledge that if a large number of park visitors is indeed occurring then it must necessarily mean just from a fundamental common-sense perspective that there is a corresponding environmental effect from that large number of park visitors. This paradox underscores exactly why comprehensive environmental review is needed before any type of coastal zone development is approved. Either there are lots of people – with a corresponding effect upon the environment which requires closer inspection – or there simply aren't material visitors nor associated environmental impacts in need of accommodation. It simply defies basic logic to create a large park due to assertions of significant public use while simultaneously claiming that a careful environmental review is unnecessary alongside that use. Yet SF has asserted that a “pilot” is needed to inform a public policy decision which seems to have been made already, with no comprehensive environmental review, and little data or even advance notice available for public inspection.

People create impacts – period. It is unreasonable to open a new oceanside park with the expectation that there will be no effect upon the dunes, the nearby endangered species, the beach, the nearby public restrooms, the garbage, the infrastructure, the parking and traffic, and the nearby community. Shouldn't a comprehensive review of environmental effects (and planned mitigation and management) take place before a new public resource is simply opened? It may very well be the case that a properly managed park, supported by full awareness, planning, and budgeting, will address the inevitable consequences of numerous park visitors – but we simply do not know in this instance. Will the public be provided with an opportunity *in advance* to evaluate with full transparency the Project's impacts upon the environment, and the city's plans for effective environmental management? This type of planning is core to applicable provisions of the CCA (see e.g., Exhibit 2, page 5). The CZP must be denied until sufficient review and planning has materialized and been evaluated to determine impacts to this sensitive ecological area.

The Project does not substantively conform to city planning and LCP environmental standards.

There are numerous substantive problems with closing a public highway that carries thousands of vehicles daily and rerouting that traffic into a local neighborhood. The Application does not sufficiently address these problems, and in turn cannot mitigate material environmental impacts upon the Coastal Zone.

A key environmental issue which requires further review is the transmission of significant highway emissions into a neighborhood community. It is common knowledge that traditional motorized vehicles create pollution, notwithstanding ongoing efforts to increase efficiency. And it is equally common knowledge that the further such a vehicle travels, and the more it stops and starts, the more emissions are created. Shifting vehicles from the UGH into stop and go traffic likely increases emissions in the Coastal Zone because the UGH is not subjected to cross-traffic or intersections but is managed by timed lights along a straight unbroken path. The roadway has a beneficial profile for emissions efficiency, while neighborhood streets such as the Lower Great Highway (“LGH”) are subjected to stop and go design due to multiple intersections. Ironically, pursuant to the Project the LGH has been further subjected to additional emissions inefficiency due to multiple speed tables and cushions in between each cross-traffic intersection, which further impede the mechanics of vehicle efficiency. Finally, there has been insufficient evaluation of the Vehicle Miles Traveled (“VMT”) due to rerouted traffic, and it appears that VMT has been *increased* by UGH road closure – particularly when considering the dynamic increase in traffic in the Chain of Lakes region of Golden Gate Park due to rerouted Richmond District commuters, as well as the dynamic increase in traffic at the intersection of Sloat and 39th Avenue due to the closure of the Sloat extension roadway. The Permit should be denied unless VMT emissions effects have first been fully evaluated, and in turn determined to be improved (see e.g., Exhibit 2, page 5, which provides that “[n]ew development shall . . . (d) minimize energy consumption and vehicle miles traveled”). Failing to take this step would be a direct violation of various portions of the General Plan and Transportation Plan, and in fact there are multiple questionable sections of various city plans noted in the Application which require further analysis, including:

General Plan, Policy 3.1 –“Cooperate with and otherwise support regulatory programs of existing regional, State, and Federal agencies dealing with the Bay, Ocean, and Shorelines.” The retroactive Permit demonstrates on its face that there was no necessary advance coordination with state agencies responsible for state coastal law compliance.

General Plan, Policy 9.2 - “Impose traffic restrictions to reduce transportation noise.” Any resident along the LGH recognizes that neighborhood noise has been *increased* rather than decreased by rerouting thousands of highway vehicles past their front doors.

General Plan, Objective 15 - “Increase the energy efficiency of transportation and encourage land use patterns and methods of transportation which use less energy.” Clogging local routes for Muni buses and personal drivers alike by closing roads and reducing parking is categorically *not* increasing energy efficiency. Further VMT analysis is needed, as discussed above, to fully evaluate the energy efficiency of the Project.

Recreation and Open Space Element, Policy 3.5 - “Ensure that, where feasible, recreational facilities and open spaces are physically accessible, especially for those with limited mobility.” As discussed below, when the UGH is closed there is no visual access for individuals who rely upon their vehicles for mobility.

Safety and Resiliency Element, Policy 2.1.2 - “Direct City actions to reduce local contributions towards the climate crisis by mitigating greenhouse gasses and by increasing carbon sequestration.” If the Project actually reduces VMT then the public should be provided with proof, in advance, prior to the Permit being approved.

Transportation Element, Policy 1.2 “Ensure the safety and comfort of pedestrians throughout the city.” No explanation or analysis has been provided which describes the newly created safety issues caused by rerouting thousands of commuter vehicles from a highway into a residential neighborhood.

Transportation Element, Policy 2.2 - “Reduce pollution, noise and energy consumption.” As discussed above, when functioning for commuter traffic the UGH is one of the most energy-efficient transit routes in the city.

Transportation Element - Policy 19.5 – “Mitigate and reduce the impacts of automobile traffic in and around parks and along shoreline_recreation areas.” The Project worsens rather than improves coastal zone traffic.

Transportation Element, Policy 27.4 - “Apply best practices in street design and transportation engineering to improve pedestrian safety across the City.” There has been no analysis to determine that pedestrian incidents in newly congested areas improved versus the UGH legacy history, and so safety effects are unclear.

Urban Design Element, Policy 4.1 - “Protect residential areas from the noise, pollution and physical danger of excessive traffic.” It seems impossible to rationally explain how this objective could be met by rerouting thousands of highway vehicles into a residential neighborhood. The Permit fails abjectly on this basis.

Western Shoreline Area Plan (“WSAP”), 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.” It is unclear how the Project would emphasize slow pleasure traffic by eliminating it. Additionally, the Project contradicts the Ocean Beach Master Plan, which presumes that roadway closure will only take effect south of Sloat (see Exhibit 11 at <https://www.spur.org/publications/spur-report/2012-05-21/ocean-beach-master-plan>).

WSAP, Policy 3.1 - “When possible eliminate the Richmond-Sunset sewer treatment facilities.” It is unclear how developing a new park over existing sewage infrastructure meets this objective, and the public needs more information before proceeding. Does RPC plan to decommission the infrastructure beneath the road?

WSAP, Policy 11.6 - “Protect the neighborhood environment of the Richmond and Sunset residential areas from the traffic and visitor impacts from the public using adjacent recreation and open space areas.” This element really sums up the problem and underscores why further analysis is needed before a Permit is approved. No budget, no visitation mitigation, and no usage planning has been detailed in the Application which addresses the impacts upon the local community or environment from visitors. Instead, local residents are subjected to an impermissible and illegal pilot experiment, while the dunes continue to be trampled.

The Project does not substantively conform to LCP access standards.

Many community members have expressed concern that a closed roadway could impair beach access for certain citizens. Rerouting members of the public away from the scenic portion of OB along the roadway and into neighborhood streets deprives individuals from visiting and enjoying the scenic beauty of the natural

resource. This result discriminates against local residents and tourists alike, but is particularly inappropriate when considering the needs of those individuals who suffer from physical limitations that generally impede their ability to navigate public spaces without mechanical assistance. There is insufficient information in the Application to evaluate the access impacts for these individuals who are hoping to visit OB, and no Permit may be issued unless access considerations have been addressed for all members of the public.

The Project is not consistent with “managed retreat” principles under the CCA.

Ocean Beach is tilting. Unbeknownst to the casual short-term observer (and also many public servants responsible for the proper stewardship of the public resource) the assumed erosion along the beach is *not* uniform, and in fact recent sand migration patterns seem to demonstrate that there is accretion rather than erosion towards the northern end of OB (see for example page 9 discussion of Exhibit 12 Baykeeper Sand Issues, discussing imminent “threat to adjacent sewer mains”). There are many possible causes for the slow counterclockwise rotation of the land, with a rough “fulcrum” in the vicinity of the seawall which frames a section of OB from Santiago to Noriega streets. These possible causes include excessive sand mining in the San Francisco Bay; the softer geology of the rock and sediment in southern OB; a purported “attempt” by Lake Merced to reconnect with the ocean north of Fort Funston in a wetlands orientation; and the natural sand movement caused by twice-daily exhalations of tremendous quantities of water, brine, and debris through the narrow Golden Gate which eventually settle on the ocean floor to form a multi-mile semi-circle of silt and sand (the western exterior of which must be periodically “pricked” via dredging to maintain the SF shipping channel, and the southern boundary of which lies roughly just offshore of the fulcrum, leaving the Sloat area more exposed to large ocean swells than the northern stretches of OB - see Exhibit 13 NOAA Four Fathom Bank). Whatever the cause, the Application does not examine them, nor account for the intense erosion patterns at the southern section of the subject property; accordingly, the Application provides for no direct or contingency planning to address erosion of the subject property. In fact, by some accounts SF simply

is fine with the roadway eventually being covered or melting away, which is a curious disposition in light of the significant city sewage infrastructure which lies directly beneath the UGH.

In any event, it is clear that the “managed retreat” principles embedded in state coastal laws have not been analyzed or fully addressed by the Application. The goal of managed retreat is to proactively move people, structures, and infrastructure out of harm's way, not to create more development. Those principles place a preference upon minimizing new projects and development in erosion areas, and managing them so they are moved inland and away from erosion risks. Managed retreat principles would seem to point towards the need for less rather than more development along the entire UGH roadway, or at least updated plans to shift property development efforts towards the accretion rather than erosion areas. The Permit must be denied until managed retreat principles have been properly evaluated and addressed, ideally with current analysis which updates the type of detailed and exemplary erosion review previously documented in Exhibit 14 Surfriider Erosion Analysis. Otherwise, more critical dune erosion will occur, as described further in the video at Exhibit 15 Dune Erosion at <https://www.youtube.com/watch?v=IXrA1iDRV0w&t=24s>).

Conclusion

SF must develop a comprehensive plan to address property erosion across the entirety of Ocean Beach, including a funded plan to relocate its wastewater infrastructure away from the ocean. It is curious and troubling that SF seems instead to be focused upon encouraging its own protective sand dunes to be trampled. This approach impairs the city’s credibility, and the community support for important compromise decisions aimed to foster the greatest use of and access to the public resource. Please kindly ensure that a comprehensive multi-jurisdictional review of these critical environmental issues has been managed properly to its conclusion pursuant to the law before proceeding with permitting. Thank you.

Sincerely,

Geoffrey Moore

Geoffrey Moore, Appellant

TABLE OF EXHIBITS

Exhibit 1 CCC Statement

Exhibit 2 Introduction to the CCA

Exhibit 3 Sunshine Ordinance Task Force Unanimous Finding

Exhibit 4 Public Comment Regarding Sloat Extension EIR

Exhibit 5 EIR Representation

Exhibit 6 Draft EIR Response to Comments

Exhibit 7 Settlement Terms

Exhibit 8 Settlement Approval

Exhibit 9 Emergency Response Plan

Exhibit 10 ERP Transportation Annex

Exhibit 11 OB Master Plan

Exhibit 12 Baykeeper Sand Issues

Exhibit 13 NOAA Four Fathom Bank

Exhibit 14 Surfrider Erosion Analysis

Exhibit 15 link only at <https://www.youtube.com/watch?v=IXrA1iDRV0w&t=24s>

Exhibit 1 – CCC Statement



Coastal Development

Permit Applications & Appeal Forms

Development within the coastal zone generally may not commence until a coastal development permit has been issued by either the Commission or a local government. The Coastal Act defines development broadly (with a few narrow exceptions), to include not only typical land development activities such as construction of buildings, but also changes in the intensity of use of land or water, even where no construction is involved.

Coastal Development Permits are the regulatory mechanism by which proposed developments in the coastal zone are brought into compliance with the policies of Chapter 3 of the Coastal Act. After the Commission certifies a Local Coastal Program (LCP), most coastal development permit authority is delegated and coastal development permit applications are then reviewed and acted on by cities and counties. In the ports of Port Hueneme, Long Beach, Los Angeles and San Diego, the port governing bodies exercise similar permit authority under certified Port Master Plans. But the Commission has permanent ongoing responsibilities: it retains continuing permit jurisdiction over certain specified lands (such as tidelands and public trust lands), and it has appellate authority over specified categories of development.

Apply for a Permit

STEP 1

Is this an emergency?

Yes

[Download your Emergency Permit Application](#)

No

[Proceed to Step 2](#)

Exhibit 2 – Introduction to the CCA

An Introduction to the California Coastal Act

Group 1 Alarmed that private development was cutting off public access to the shore, and catalyzed by a huge oil spill off the coast of Santa Barbara, Californians in 1972 rallied to “Save Our Coast” and passed a voter initiative called the Coastal Conservation Initiative (Prop 20).

Prop 20 created the California Coastal Commission to make land use decisions in the Coastal Zone, while additional planning occurred. Then in 1976 the State Legislature passed the Coastal Act, which made the Coastal Commission a permanent agency with broad authority to regulate coastal development.

The Coastal Act guides how the land along the coast of California is developed, or protected from development. It emphasizes the importance of the public being able to access the coast, and the preservation of sensitive coastal and marine habitat and biodiversity. It dictates that development be clustered in areas to preserve open space, and that coastal agricultural lands be preserved. It prioritizes coastal recreation as well as commercial and industrial uses that need a waterfront location. It calls for orderly, balanced development, consistent with these priorities and taking into account the constitutionally protected rights of property owners.

The Coastal Act defines the area of the coast that comes under the jurisdiction of the California Coastal Commission, which is called the “coastal zone.” The Coastal Zone extends seaward to the state’s outer limit of jurisdiction (three miles), including offshore islands. The inland boundary varies according to land uses and habitat values. In general, it extends inland 1,000 yards from the mean high tide line of the sea, but is wider in areas with significant estuarine, habitat, and recreational values, and narrower in developed urban areas. Coastal Zone boundary maps are available on the Coastal Commission website.

The Coastal Zone does not include San Francisco Bay, which is under the jurisdiction of a separate state agency, the San Francisco Bay Conservation and Development Commission.

Annotated Reading of Selected Coastal Act Sections

The following is a selection of excerpts from the Coastal Act, which contains many additional policies and procedures not addressed here. To read the entire Coastal Act, visit www.coastal.ca.gov/coactact.pdf. The quoted sections below are each referenced with their identifying section number in the Coastal Act.

The Coastal Act begins with a section (30001) on the **importance of the California coast and its ecological balance**:

The Legislature hereby finds and declares:

(a) That the California coastal zone is a distinct and valuable natural resource of vital and enduring interest to all the people and exists as a delicately

balanced ecosystem.

(b) That the permanent protection of the state's natural and scenic resources is a paramount concern to present and future residents of the state and nation.

(c) That to promote the public safety, health, and welfare, and to protect public and private property, wildlife, marine fisheries, and other ocean resources, and the natural environment, it is necessary to protect the ecological balance of the coastal zone and prevent its deterioration and destruction.

(d) That existing developed uses, and future developments that are carefully planned and developed consistent with the policies of this division, are essential to the economic and social well-being of the people of this state and especially to working persons employed within the coastal zone.

Thus, the law recognizes the importance of both the **natural** environment and **economic** development that is dependent upon the resources of the coast.

The Coastal Act (30001.5) declares that the basic **goals** of the state for the coastal zone are to:

(a) Protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources.

(b) Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.

(c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.

(d) Assure priority for coastal-dependent and coastal-related development over other development on the coast.

(e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

Chapter 3 of the Coastal Act contains the policies that are to guide coastal resource planning and decisions on individual development proposals. The Coastal Act recognizes that at times there will be conflicts between these policies, and states that "such conflicts be resolved in a manner which on balance is the most protective of significant coastal resources." (30007.5)

Group 2 The Coastal Act prioritizes the **public's right to access the shoreline** (30210 to 30214):

[M]aximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Coastal development should not impede existing rights of access:

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization...

The previous statement makes reference to different ways public access rights are established. The government may establish these rights (such as by purchasing land to create a public path to the beach) or they are sometimes established through historic public use.

Acquisition through historic use is explained in the *California Coastal Access Guide*, published by UC Press:

According to court decisions, in order for the public to obtain an easement by way of implied dedication, the essential elements that must be established are that the public has used the land 1) for a continuous period of five years as if it were public land, 2) with the actual or presumed knowledge of the owner, and 3) without significant objection or significant attempts by the owner to prevent or halt such use.

The ultimate determination of prescriptive rights, if they are challenged, takes place in court. However, Section 30211 of the Coastal Act requires the Coastal Commission to make determinations as to the existence of these rights where there is evidence of historic use of a given area.

New public access is encouraged in the Coastal Act:

Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or, (3) agriculture would be adversely affected.

In practice, most new accessways require that an organization (public or private) first accept responsibility for maintenance and liability before being opened to the public.

The Coastal Act (30252) recognizes that it is not sufficient to provide access to the coast; sensible planning for encouraging coastal recreation includes addressing transportation needs and other considerations, such as preventing overcrowding of recreation areas:

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as

high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

The Coastal Act (30221) calls for **lower cost visitor and recreational facilities**, addressing the concern that coastal recreational opportunities be available to all Californians regardless of income level. In addition, “Developments providing public recreational opportunities are preferred.” Also:

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Group 3 The Coastal Act (30230) also **prioritizes ecological resources**. Marine resources, such as wetlands, rocky intertidal areas, and the open ocean are addressed as follows:

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

The Coastal Act (30240) includes **special protection for Environmentally Sensitive Habitat Areas**, often referred to as ESHA:

- (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.
- (b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

The law recognizes the importance of maintaining adequate **water quality** for coastal zone organisms and human health (30231):

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment,

controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

The Coastal Act **prioritizes certain types of activities and development** over other types in the coastal zone. For instance, visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation are prioritized over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry (30222). Recreational boating and its related facilities are encouraged in the Coastal Act (30224).

The Coastal Act (30253) dictates that new development be designed and sited to minimize adverse impacts to coastal resources, both natural and visitor-serving, as follows:

New development shall do all of the following: (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard. (b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. (c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development. (d) Minimize energy consumption and vehicle miles traveled. (e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.

Group 4 **Views** and local character are protected by the Coastal Act (30251):

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

The Coastal Act (30235) calls for **limits on the use of shoreline armoring**:

Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply.

The issue of whether new shoreline armoring should be allowed will arise with increasing frequency as global warming causes sea level rise. In applying the Coastal Act, the Commission tries to avoid shoreline armoring by locating new development away from hazard areas if feasible.

The Coastal Act (30006) includes a statement on the importance of **public participation** in its implementation...

The Legislature further finds and declares that the public has a right to fully participate in decisions affecting coastal planning, conservation and development; that achievement of sound coastal conservation and development is dependent upon public understanding and support; and that the continuing planning and implementation of programs for coastal conservation and development should include the widest opportunity for public participation.

...as well as **public education** (30012):

The Legislature finds that an educated and informed citizenry is essential to the well-being of a participatory democracy and is necessary to protect California's finite natural resources, including the quality of its environment. The Legislature further finds that through education, individuals can be made aware of and encouraged to accept their share of the responsibility for protecting and improving the natural environment.

The Coastal Commission

There are 15 California Coastal Commissioners. Twelve are voting members and three are non-voting members. The voting members are appointed by the Governor, the Speaker of the Assembly, and the Senate Rules Committee; each appoint four Commissioners, of which two are selected from the public at large and two are locally elected officials. The local officials on the Commission represent six coastal regions in California. The Governor's appointments must include at least one representative who resides in and works directly with communities with diverse racial and ethnic populations and communities with low-income populations burdened disproportionately by high levels of pollution and issues of environmental justice. The non-voting Commissioners are the Secretary of the Resources Agency, the Secretary of the Business and Transportation Agency, and the Chairperson of the State Lands Commission.

The Coastal Commission meets each month to hear from the public and make decisions. The meetings are held in different coastal locations and generally last three days. You can find out about these meetings on the Coastal Commission website at www.coastal.ca.gov. Meetings are open to the public as well as streamed live online, and previous meetings can be viewed in a video archive.

Exhibit 3

Sunshine Ordinance Task Force Unanimous Finding



SUNSHINE ORDINANCE TASK FORCE CITY AND COUNTY OF SAN FRANCISCO

Minutes

REMOTE REGULAR MEETING

January 5, 2022 - 4:00 PM

Seat 1	Dean Schmidt	Seat 7	Matthew Yankee - Vice-Chair
Seat 2	Lila LaHood	Seat 8	Chris Hyland
Seat 3	Vacant	Seat 9	Laurie Jones Neighbors
Seat 4	Jaya Padmanabhan	Seat 10	Vacant
Seat 5	Jennifer Wong	Seat 11	Bruce Wolfe - Chair
Seat 6	Laura Stein		

Ex-officio (*non-voting*) Clerk of the Board of Supervisors or his or her designee

Ex-officio (*non-voting*) Mayor or his or her designee

1. CALL TO ORDER, ROLL CALL, AND AGENDA CHANGES.

Chair B. Wolfe called the meeting to order at 4:03 PM. On the call of the roll Chair B. Wolfe and Members Hyland, LaHood, Padmanabhan, Wong, Stein, Yankee, Neighbors were noted present. Member Schmidt was noted not present. A quorum was present.

Action: Moved by Chair Wolfe, seconded by Member Neighbors, to request that Item 9 be moved to Item 5 and other cases to be moved down accordingly.

Public Comment:

Wynship Hillier stated he only wanted to make public comment on this issue, not the entire item.

The motion PASSED by the following vote:

Ayes: 8 - B. Wolfe, Neighbors, Wong, Yankee, LaHood, Stein, Padmanabhan, Hyland

Noes: 0 - None

Absent: 1 - Schmidt

1A. FINDINGS TO ALLOW TELECONFERENCED MEETINGS UNDER CALIFORNIA GOVERNMENT CODE SECTION 54953(e).

The Task Force is expected to consider a motion setting forth findings required under Assembly Bill 361 (AB 361) that would allow the committee to hold the

meeting remotely according to the modified Brown Act teleconferencing set forth in AB 361.

The Task Force is expected to consider a motion setting forth findings required under Assembly Bill 361 (AB 361) that would allow the committee to hold the meeting remotely according to the modified Brown Act teleconferencing set forth in AB 361.

The SOTF noted that every thirty days, the SOTF must have findings for continued meetings of this body, to recognize that the state of emergency will continue to impact the body and as long as local officials continue to recommend that emergency procedures remain in place. The SOTF is required to approve these findings, or the remote meeting cannot take place.

Action: Moved by Vice-Chair Yankee, seconded by Member LaHood to approve the attached motion 1A.

Public Comment:

None.

The motion PASSED by the following vote:

Ayes: 8 - Yankee, LaHood, B. Wolfe, Neighbors, Wong, Stein, Padmanabhan, Hyland

Noes: 0 - None

Absent: 1 - Schmidt

Member Schmidt was present at 4:08 PM.

2. **Approval of the minutes from the Sunshine Ordinance Task Force December 1, 2021, meeting with recommended changes.**

Action: Moved by Member Stein, seconded by Member Padmanabhan to approve the December 1, 2021, Sunshine Task Force minutes with recommended amendments.

Public Comment:

Peter Warfield addressed the process of providing a 150-word statement in place of the summary offered by the same person at the hearing.

Patrick Monette-Shaw asked the SOTF to not delay the processing of the December minutes because he has an outstanding Order of Determination.

David Pilpel agreed with Mr. Monette-Shaw that an Order of Determination should not be delayed and provided suggested amendments.

The motion PASSED by the following vote:

Ayes: 9 - Stein, Padmanabhan, Yankee, Neighbors, LaHood, Wong, Hyland,
B. Wolfe, Schmidt
Noes: 0 - None

3. Supervisor of Records Report.

Jen Kwart, Communications Director for the City Attorney's Office, presented the 2020 Supervisor of Records Report and responded to questions from the SOTF.

Action: Moved by Member Wong, seconded by Vice-Chair Yankee to receive the Supervisor of Records Report.

Public Comment:

Anonymous #3 stated that he has pointed out that many determinations are made in favor of the public and that it is ironic in this case of how many of them were regarding future calendars.

David Pilpel welcomed Ms. Kwart and suggested that the report should have been made available earlier in the year.

The motion PASSED by the following vote:

Ayes: 9 - Wong, Yankee, Stein, Padmanabhan, Neighbors, LaHood, Hyland,
B. Wolfe, Schmidt
Noes: 0 - None

4. Public Comment: Members of the public may address the Sunshine Ordinance Task Force (SOTF) on matters that are within SOTF's jurisdiction, but not on today's agenda. ***Public comment shall be taken at 5:00 p.m. or as soon thereafter as possible.***

Patrick Monette-Shaw stated that his Order of Determination should have been drafted three months ago. Mr. Monette-Shaw expressed support for Chair Wolfe's 2022 budget request and will write to Supervisor Haney regarding this issue.

Mark Sullivan provided the following written public comment. Nowhere in the Sunshine Ordinance or CPRA does it require the public to write or say "Public Record Request" when requesting records. The request just has to reasonably describe an identifiable record or records and can be a category of records. Sunshine encourages agencies to publish records in online searchable database. A search of records is a request for records. Having an online record database does not relieve an agency of its obligations under sunshine laws to have the requested records produced. As stated in the CPRA, the responsible agency needs to make record database searchable by commonly used Internet search applications. Search must reliably produce records requested or the agency is

withholding. When an agency receives a direct request for identifiable records, it must search for those records both on /off the database. An agency should not be allowed to just point to a database. They required to assist.

David Pilpel noted that General Public Comment began before 5:00 PM and that if taken up before that time the SOTF could be found in violation. Mr. Pilpel expressed disappointment in the Chair that his 6-paragraph memo related to AB631 was not included in the Agenda packet.

Anonymous #3 stated that two articles were published noting that the Mayor, several other department heads and elected officials have ignored the Ordinance regarding their Prop G calendars. Anonymous #3 also noted there were articles published in the Examiner regarding this subject.

Wynship Hillier provided the following written public comment. Attorney-client privilege is like deliberative-process privilege. The purpose of deliberative-process privilege is to ensure that all options are considered, even those which may be politically damaging if the public were to learn that they were being considered. Waiving this privilege too often will cause the Office of the City Attorney to become cagey about their advice in proportion to the probability that it will be made public. Over the long term, the quality of the SOTF's decisions will suffer. Nevertheless, we ask that SOTF waive it in this instance, because due process requires it. Due process requires notice, as well as the opportunity to be heard. For example, CCP 1005(b) requires opposition papers be submitted nine court days in advance of the hearing, and most judges will not allow oral argument by the non-movant on any issue not in the opposition papers.

5. **File No. 21152:** Complaint filed by Jarmee Thieu against Ken Pang and the Human Services Agency Investigation Division for allegedly violating Administrative Code (Sunshine Ordinance), Section(s) 67.21, by failing to respond to public records request in a timely and/or complete manner.

Jarmee Thieu (Petitioner) provided a summary of the complaint and requested the Committee to find a violation. Ms. Thieu stated that on October 8, 2021, she requested emails from Ken Pang of the Human Services Agency (HSA) regarding the hiring process and the review of the Hiring Committee. Ms. Thieu stated that she was requesting emails, communications, screen shots and anything that pertains to the hiring process. Ms. Thieu stated that at the Education, Outreach and Training Committee December 14, 2021, meeting Mr. Pang was ordered to provide the requested records and she has received nothing.

Ken Pang (Human Services Agency) (Respondent) provided a summary of the department's position. Mr. Pang stated that Ms. Thieu requested emails, communications and records of the Hiring Committee regarding the hiring process are confidential and will not be produced.

Rebecca Needens (Human Services Agency) stated that HSA was advised by their Deputy City Attorney that the screen shots and emails exchanged between members of the hiring committee are personnel records and therefore not disclosable under CPRA 6254.

A question and answer period occurred. The parties were provided an opportunity for rebuttals.

Action: Moved by Member Hyland, second by Member Schmidt, to find that Ken Pang and the Human Services Agency violated Administrative Code, (Sunshine Ordinance) Sections; 67.21(c) by failing to provide assistance to the requestor; 67.21(b) by failing to provide any documents, including documents, screenshots, templates and emails pertaining to the timeline between July 1, 2021, and October 13, 2021, regarding HSA’s position numbers 00313347 and 01072508 in a complete and timely manner and that such documents be provided to the Petitioner by January 21, 2022, and include an index or timeline of records provided with regard to opening positions, posting the interview period and announcing that the positions and all communications received have been filled by January 21, 2022.

Action: Moved by Member Padmanabhan, seconded by Member Stein to amend the motion and find a violation of Administrative Code, (Sunshine Ordinance) Sections 67.21(b) for failing to provide records between July 1, 2021, and October 13, 2021, in a complete and/or timely manner and 67.21(c) for failing to provide assistance to the requestor.

Vice-Chair Yankee suggested amending the original motion and change the violation from 67.21(b) to Government Code 6253(b).

Member Padmanabhan revised their motion as follows:

Member Hyland made the motion.

Action: Moved by Member Padmanabhan, seconded by Member Stein to amend the motion and find a violation of California Government Code 6253(b) for failing to provide a timeline of records between July 1, 2021, and October 13, 2021, in a complete and/or timely manner and a violation of Administrative Code, (Sunshine Ordinance) Section 67.21(c) for failing to provide assistance to the requestor.

Public Comment:

Patrick Monette-Shaw supported this motion and noted that his former colleague Sin Yee Poon retired from HSA, was well aware that HSA had a checkered history of not following posting job announcements and ranking scores for interviewees being considered for various positions.

Anonymous #3 suggested keeping the 67.21(c) violation and add a violation of 67.26 for failing to keep withholding to a minimum and instead provide redacted records including emails about the hiring process.

Mark Sullivan cited Administrative Code 67.21(e) and noted that if the Custodian fails or refuses to comply with the order within five days, the SOTF shall notify the District Attorney or the Attorney General.

Action: Moved by Member Hyland, second by Member Schmidt, to amend their original motion to find that Ken Pang and the Human Services Agency violated Administrative Code, (Sunshine Ordinance) Section 67.26 for nonminimal withholding and for failing to provide any documents, including screen shots and emails pertaining to the timeline between July 1, 2021, and October 13, 2021, in a complete and timely manner regarding HSA's position numbers 00313347 and 01072508 and that such documents be provided to the Petitioner with appropriate redactions by January 21, 2022, and include an index or timeline of records provided with regard to opening positions, posting the interview period and announcing the positions that have been filled by January 21, 2022.

Public Comment:

Anonymous #3 supports the amendment to the original motion.

Patrick Monette-Shaw noted that the amendment needs to be further amended that the deadline should be a five-day period to respond with records and wants the SOTF to revise the motion.

The motion PASSED by the following vote:

Ayes: 9 - Hyland, Schmidt, Yankee, Stein, Padmanabhan, Neighbors, LaHood,
B. Wolfe, Wong

Noes: 0 - None

Action: Moved by Member Hyland, second by Member Schmidt, to find that Ken Pang and the Human Services Agency violated California Government Code 6253(b) for failing to make records available promptly and Administrative Code (Sunshine Ordinance) Sections 67.21(c) by failing to provide assistance to the requestor, 67.26 for nonminimal withholding and ordered that Ken Pang and the Human Services Agency produce a timeline to include all communications from July 1, 2021 to October 13, 2021, emails, screen shots, documents with appropriate redactions pertaining to positions 00313347 and 01072508 in a complete and/or timely manner regarding information on when the job was opened, closed and all communications by HSA employees be provided to the Petitioner by January 21, 2022.

The motion PASSED by the following vote:

Ayes: 9 - Hyland, Schmidt, Yankee, Stein, Padmanabhan, Neighbors, LaHood,
B. Wolfe, Wong

Noes: 0 - None

The SOTF recessed at 7:15 p.m. and reconvened at 7:25 p.m.

6. **File No. 21081:** Complaint filed by Mary Miles against Tiffany Lin-Wilson, Philip Ginsberg and the Recreation and Parks Department for allegedly violating Administrative

Code (Sunshine Ordinance), Sections 67.21 by failing to respond to a records request in a complete and/or timely manner; 67.24 by failing to provide public information; 67.25 by failing to respond in a complete and timely manner to an Immediate Disclosure Request; 67.26 by failing to provide non-minimum withholding, 67.27 by failing to provide written justification for withholding, 67.29-2 by failing to provide access to the Department Web Page; and 67.29-7 by failing to keep and preserve correspondence and records

Mary Miles (Petitioner) provided a summary of the complaint and requested the Committee to find a violation. Ms. Miles stated that she made two records requests on June 4, 2021, requesting the approval action and environmental records on the closure of the Golden Gate Park gate to Great Highway and Great Highway. Ms. Miles stated that she received records but not anything acknowledging who made the order. Ms. Miles stated that the gate was closed April 20, 2021.

Ashley Summers (Recreation and Parks Department) (Respondent), provided a summary of the department's position. Ms. Summers stated that she was not the custodian of records at the time the request was made and is happy to work with Ms. Miles and provide the requested records. Ms. Summers noted that she is in the process of responding to Ms. Miles other requests which are similar in nature.

A question and answer period occurred. The parties were provided an opportunity for rebuttals.

Action: Moved by Vice-Chair Yankee, seconded by Member Padmanabhan, to find Phil Ginsburg, Tiffany Lin-Wilson and the Recreation and Parks Department in violation of Government Code 6253(b) by failing to make records available promptly, Government Code 6253(c) by failing to make available disclosable public records in the possession of the agency in a timely manner and Administrative Code, (Sunshine Ordinance) Sections 67.21(c) for not providing assistance to the requestor and 67.21(e) for not sending a person most knowledgeable to the hearing.

Public Comment:

None.

The motion PASSED by the following vote:

Ayes: 9 - Yankee, Padmanabhan, Hyland, Schmidt, Stein, Neighbors, LaHood,
B. Wolfe, Wong

Noes: 0 - None

7. **File No. 21084:** Complaint filed by Charles Perkins and Concerned Residents of the Sunset against Phil Ginsburg and the Recreation and Parks Department for allegedly violating Administrative Code (Sunshine Ordinance), Sections 67.24 by failing to provide public information that must be disclosed; 67.25 by failing to respond in a complete and

timely manner to an Immediate Disclosure Request; 67.27 by failing to provide written justification for withholding.

Vice-Chair Yankee stated that this matter has not yet been heard by the full SOTF.

Charles Perkins (Petitioner) provided a summary of the complaint and requested the Committee to find a violation. Mr. Perkins stated that he submitted a request asking for all information related to the initial decision to close Great Highway. Mr. Perkins stated that he brought this matter to the Ethics Commission who referred it to the SOTF noting that there could be a violation. Mr. Perkins stated that on September 14, 2021, a hearing took place before the Education, Outreach and Training Committee who also determined that there could be a possible willful misconduct violation of Phil Ginsburg, Director of Recreation and Parks Department.

Ashley Summers (Recreation and Parks Department) (Respondent), provided a summary of the department's position. Ms. Summers stated that as the Custodian she has no intention of hiding records and is happy to work with Mr. Perkins and provide his requested records.

A question and answer period occurred. The parties were provided an opportunity for rebuttals.

Action: Moved by Member Neighbors, seconded by Vice-Chair Yankee to find a violation of Administrative Code, Sunshine Ordinance Section 67.34 for failure to discharge the duties as related to willful misconduct by Phil Ginsburg, Director of Recreation and Parks Department.

Member Neighbors rescinded their motion.

Action: Moved by Member LaHood, seconded by Member Stein to find Phil Ginsburg and the Recreation and Parks Department in violation of 67.21(c) for failing to assist the petitioner in responding to the request in a complete and/or timely manner, 67.21(e) by failing to order disclosure of records; California Government Code 6253(b) by failing to respond in a complete and timely manner; and 6253(c) to include a violation of 67.34 for willful failure against Phil Ginsburg and orders the Recreation and Parks Department to comply with the request under 67.21(e) and refer the matter back to the Ethics Commission.

Public Comment:

Patrick Monette-Shaw expressed support to the SOTF for referring the matter back to the Ethics Commission and suggested that the matter also be referred to the Board of Supervisors.

Anonymous #3 supported the motion and suggested that the matter be referred to Ethics Commission because Phil Ginsburg already has a violation and move to further refer the case to the District Attorney.

Vice-Chair Yankee expressed support for referring the matter to the Board of Supervisors and the District Attorney, but not all at the same time and noted concern that either entity may state that one or the other may be working to enforce the violation.

Action: Moved by Chair Wolfe, seconded by Member Stein to amend the motion to include that the SOTF orders the compliance and immediate disclosure of records under 67.21(e) within five days.

Public Comment:

Patrick Monette-Shaw fully supports adding 67.21(e) and to order Recreation and Parks to produce the records within five days.

Anonymous #3 agreed with Vice-Chair Yankee.

The motion PASSED by the following vote:

Ayes: 9 - B. Wolfe, Stein, Yankee, Padmanabhan, Hyland, Schmidt, Neighbors, LaHood, Wong
Noes: 0 - None

Action on the original motion as amended: Moved by Member LaHood, seconded by Member Stein to find Phil Ginsburg and the Recreation and Parks Department in violation of Administrative Code (Sunshine Ordinance) Section(s) 67.21(c) by failing to assist the petitioner in responding to the request in a complete and/or timely manner and 67.21(e) by failing to provide access to the requested records and the SOTF orders the compliance and immediate disclosure those records within five days; Government Code 6253(b) by failing to respond in a complete and timely manner; and Government Code 6253(c) for failing to provide the records in a complete and/or timely manner; a violation of 67.34 for willful failure against Phil Ginsburg and orders the Recreation and Parks Department and refer the matter back to the Ethics Commission.

The motion PASSED by the following vote:

Ayes: 9 - LaHood, Stein, B. Wolfe, Yankee, Padmanabhan, Hyland, Schmidt, Neighbors, Wong
Noes: 0 - None

8. **File No. 21088:** Complaint filed by Mark Sullivan against the Recreation and Parks Department for allegedly violating Administrative Code (Sunshine Ordinance), Sections 67.21(b), 67.26, 67.27, and 67.29-7(a), and California Government Code 6253(c), by failing to respond to a public records request in a timely and/or complete manner, failing to keep withholding to a minimum, failing to provide justification for withholdings, and failing to maintain and disclose correspondence.

Mark Sullivan (Petitioner) indicated his desire for the SOTF to conduct the hearing without his presence via email.

Ashley Summers (Recreation and Parks Department) (Respondent), provided a summary of the department's position. Ms. Summers stated that the previous Custodian responded to Mr. Sullivan's request and provided 58 separate documents. Ms. Summers acknowledged that the response was five days late.

A question and answer period occurred. The parties were provided an opportunity for rebuttals.

Action: Moved by Member Neighbors, seconded by Member Stein to find a violation of CPRA 6253(b) by failing to provide to provide the records and CPRA 6253(c) by failing to provide those records in a timely manner.

Public Comment:

Anonymous #3 expressed support for the motion and suggested that cases similar to this one become part of the Pilot Program.

The motion PASSED by the following vote:

Ayes: 9 - Neighbors, Stein, B. Wolfe, Yankee, Padmanabhan, Hyland, Schmidt,
LaHood, Wong
Noes: 0 - None

9. **Consideration to Waive the Attorney-Client Privilege applicable to the City Attorney's Advice on File Nos. 20011 and 20100.**

Chair Wolfe stated that advice from the SOTF Deputy City Attorney previously received was provided in legal memos that the SOTF no longer receives. Chair Wolfe noted that because of this issue, if the information received is attorney/client privileged a vote is required to waive confidentiality. Chair Wolfe noted that instruction from the DCA has been that the advice cannot be provided outside the purview of the SOTF.

Member Stein stated that she doesn't understand why the advice is considered confidential and is in favor of making these memos public.

Member Schmidt stated that he is not in favor of making the advice public.

Mark Sullivan provided the following written public comment. Privilege only works if the information is kept between the client and attorney. You cannot choose which of the public or government employees outside of the task force gets access to this privileged information. Sec 67.30 (a) This attorney shall serve solely as legal advisor and advocate for the Task Force, so have they told you why they want to keep this information privileged? an ethical wall *will be maintained between the work of this attorney* and *any person* or Office that the Task Force determines may have a conflict of interest with regard to the matters being handled by the attorney.

Taskforce members determining whether to make this privileged information public needs to think to what extent the information is already public. Sec 67.1 (e) Only strong Open Government and Sunshine Ordinance, enforced by a strong Sunshine Ordinance Task Force, can protect the public's interest in open government.

Action: Moved by Member Stein, seconded by Member Hyland, to waive the attorney/client privilege for cases 20100 and 20011.

Public Comment:

Wynship Hillier stated that Member Hyland stated that the information would be disclosed. Mr. Hillier noted that this is a deliberative privilege because the decision maker might have political drawbacks and if waived this privilege too often it can impact the quality of the advice.

David Pilpel stated that it is not easy to comment on the merits of a waiver request without knowing the nature of the advice.

Anonymous #3 stated that he is strongly in favor of SOTF disclosing the privileged advice.

Patrick Monette-Shaw stated that complainants should be given lead time to fully consider their presentation and supports Anonymous #3's remarks.

Mark Sullivan cited the definition of ethical wall and how it is maintained.

The motion PASSED by the following vote:

Ayes: 8 - Stein, Hyland, Wong, Yankee, Padmanabhan, Neighbors, LaHood,
B. Wolfe
Noes: 1 - Schmidt

10. **Chair's Report – Budget request for 2022.**

Chair Wolfe opened the discussion and stated that he has spoken with Clerk of the Board Angela Calvillo and Supervisor Haney regarding the budget request for an additional clerk to work on Sunshine matters.

Member Wong agreed to draft language to use when writing to BOS members to request additional budget resources.

Public Comment:

Patrick Monette-Shaw stated that he is happy to advocate on behalf of SOTF Complainants and city residents that the budget be increased rapidly.

Mark Sullivan provided the following written public comment. Floored by position of taskforce legal advisors advocates. Rule of Professional Conduct, Rule

1.2 Scope of Representation and Allocation of Authority (a) Subject to rule 1.2.1, a lawyer shall abide by a client’s decisions concerning the objectives of representation and, as required by rule 1.4 shall reasonably* consult with the client as to the means by which they are to be pursued. Client is not the city. Supposed to represent client’s decisions. Redefining legal memos as “file summaries” is semantics, so call them now legal advice. Chair states “unacceptable and offensive”. “tried to reason with legal counsel and City Attorney staff” show that ethical wall broken. Sec 67.1 (e) Only a strong Open Government and Sunshine Ordinance, enforced by a strong SOTF, can protect the public's interest in open government. Legal council wants to undermine SOTF, people’s right of access. Smacks of politics, closed government, only opens door to misconduct.

Anonymous #3 agreed with prior commentors and that there should be additional paid staff.

11. Administrator’s Report, Complaints and Communications.

SOTF Administrator Leger presented the report and responded to questions from the members.

Public Comment:

Anonymous #3 stated that more articles are being published in the next few weeks regarding the Sunshine Ordinance.

12. Announcements, Comments, Questions, and Future Agenda Items by Members of the Sunshine Ordinance Task Force.

There were no actions taken.

Public Comment:

None.

13. ADJOURNMENT

There being no further business the meeting was adjourned at 10:25 p.m.

**APPROVED: 2/5/22
Sunshine Ordinance Task Force**

N.B. The Minutes of this meeting set forth all actions taken by the Sunshine Ordinance Task Force on the matters stated, but not necessarily in the chronological sequence in which the matters were taken up.

The Sunshine Ordinance Task Force was established by the San Francisco Administrative Code, Chapter 67. The purpose of the Task Force is to protect the public's interest in open government and to carry out the duties enumerated in Chapter 67 of the San Francisco Administrative Code. For additional information concerning Sunshine Ordinance Task Force please contact the Task Force by e-mail sotf@sfgov.org or by calling (415) 554-7724.

Agenda Item Information

Each item on the agenda may include the following documents:

- 1) Department or Agency cover letter and/or report;
- 2) Public correspondence;
- 3) Other explanatory documents.

These items will be available for review at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, Reception Desk.

Meeting Procedures

- | | | |
|----|--|----------------------|
| 1. | Complainant presents his/her facts and evidence | 5 minutes |
| | Other parties of Complainant present facts and evidence | Up to 3 minutes each |
| 2. | City responds | 5 minutes |
| | Other parties of City respond | Up to 3 minutes each |
| | <i>Above total speaking times for Complainant and City to be the same.</i> | |
| 3. | Matter is with the Task Force for discussion and questions. | |
| 4. | Respondent and Complainant presents clarification/rebuttal | 3 minutes |
| 5. | Matter is with the Task Force for motion and deliberation. | |
| 6. | Public comment (Excluding Complainant & City response, witnesses) | Up to 3 minutes each |
| 7. | Vote by Task Force (Public comment at discretion of chair on new motion and/or on new motion if vote fails.) | |

Public Comment will be taken before or during the Committee's consideration of each agenda item. Speakers may address the Task Force for up to three minutes on that item. During General Public Comment, members of the public may address the Task Force on matters that are within the Task Force's jurisdiction and are not on the agenda. Any person speaking during a public comment period may supply a brief written summary of their comments, which shall, if no more than 150 words, be included in the official file.

Each member of the public will be allotted the same maximum number of minutes to speak as set by the Chair at the beginning of each item, excluding persons requested by the Task Force to make presentations, except that public speakers using interpretation assistance will be allowed to testify for twice the amount of the public testimony time limit. If simultaneous interpretation services are used, speakers will be governed by the public testimony time limit applied to speakers not requesting interpretation assistance.

Each member of the public who is unable to attend the public meeting or hearing may submit to the City, by the time the hearing begins, written comments regarding the agenda items. These

comments will be made a part of the official public record. Written communications should be submitted to the SOTF at:

1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco CA 94102.

AGENDA PACKET: Available for review in the Office of the Clerk of the Board, City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, or on the internet at: <http://www.sfbos.org/sunshine>.

AUDIO RECORDINGS: Audio recordings of the meeting of the Sunshine Ordinance Task Force are available at: <http://www.sfbos.org/sunshine>.

LANGUAGE INTERPRETERS: Requests must be received at least 48 hours in advance of the meeting to help ensure availability. Contact Wilson Ng at (415) 554-7725.

Paunawa: Ang mga kahilingan ay kailangang matanggap sa loob ng 48 oras bago mag miting upang matiyak na matutugunan ang mga hiling. Mangyaring tumawag ka sa (415) 554-5184.

翻譯 必須在會議前最少四十八小時提出要求
請電 (415) 554-7719

Disability Access

The hearing rooms in City Hall are wheelchair accessible. Assistive listening devices for the hearing rooms are available upon request with the SOTF Clerk. The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 5, 5R, 6, 7, 7R, 7X, 9, 9R, 19, 21, 47, and 49. For more information about MUNI accessible services, call (415) 701-4485. There is accessible parking in the vicinity of City Hall at Civic Center Plaza and adjacent to Davies Hall and the War Memorial Complex. Accessible curbside parking is available on Dr. Carlton B. Goodlett Place and Grove Street.

The following services are available on request 48 hours prior to the meeting; except for Monday meetings, for which the deadline shall be 4:00 p.m. of the last business day of the preceding week: For American sign language interpreters or the use of a reader during a meeting, a sound enhancement system, and/or alternative formats of the agenda and minutes, please contact the SOTF Clerk at (415) 554-7724 to make arrangements for the accommodation. Late requests will be honored, if possible.

In order to assist the City's efforts to accommodate persons with severe allergies, environmental illnesses, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the City accommodate these individuals.

Know Your Rights Under the Sunshine Ordinance

Government's duty is to serve the public, reaching its decisions in full view of the public. Commissions, boards, councils, and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review.

For more information on your rights under the Sunshine Ordinance (San Francisco Administrative Code, Chapter 67) or to report a violation of the ordinance, contact: Sunshine Ordinance Task Force, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102; phone (415) 554-7724; fax (415) 554-5163; or email sotf@sfgov.org.

Citizens may obtain a free copy of the Sunshine Ordinance by printing the San Francisco Administrative Code, Chapter 67 on the Internet at <http://www.sfbos.org/sunshine>.

Cell Phones, Pagers and Similar Sound-Producing Electronic Devices

The ringing of and use of cell phones, pagers and similar sound-producing electronic devices are prohibited at this meeting. Please be advised that the Chair may order the removal from the meeting room of any person(s) responsible for the ringing or use of a cell phone, pager, or other similar sound-producing electronic devices (Chapter 67A of the San Francisco Administrative Code).

Ethics Requirements

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code, Section 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the Ethics Commission at: 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; telephone (415) 581-3100; fax (415) 252-3112; web site www.sfgov.org/ethics

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

Exhibit 4

Public Comment Regarding Sloat Extension EIR

To the SFPUC and affected stakeholders and regulators:

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

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

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

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

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

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

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

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

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

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

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

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

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

¹ https://www.bart.gov/sites/default/files/docs/064-2022_RPT_Public%20Summary_Elected%20Official%20Social%20Media%20Best%20Practices_Final_111221_0.pdf

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

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

that bike protestors purposefully block vehicular traffic on the UGH and violate transportation code requirements to yield lane usage,⁴ while the City's own police force has not enforced the transportation code (by some accounts, directly at the instruction of the Mayor of the City). In fact, the Mayor has taken no action with respect to these issues despite community requests⁵, which is particularly unsettling when a senior public official has willfully and in bad faith withheld relevant documents. Meanwhile, City leadership has been working to undermine CEQA requirements despite opposition from the Sierra Club and other advocates for balanced environmental review processes.⁶ The civic duties associated with a project involving an environmentally sensitive area must be managed according to the law and the highest ethical standards of public servants. These willful incursions cannot be tolerated by those of us who advocate for lawful discourse and common sense legislative processes – including those bicycle and environmental enthusiasts who are disgusted by the selfish protests of a few misguided riders, which not only serve ironically to create more emissions in blocked traffic (arguably the same irony demonstrated by area projects generally) but also impair the credibility of the broader and just cause for better vehicle planning and resources.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Goffrey Moore, Ocean Beach resident

Exhibit 5 EIR Representation



PUBLIC NOTICE

Notice of Preparation of an Environmental Impact Report and Notice of Public Scoping Meeting

Date: September 9, 2020
Case No.: **2019-020115ENV**
Project Title: **Ocean Beach Climate Change Adaptation Project**
Location: Ocean Beach and the Great Highway between Sloat and Skyline Boulevards, and Ocean Beach north of Lincoln Boulevard, San Francisco
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@sfgov.org
San Francisco Recreation and Parks Department
Brian Stokle – (415) 575-5606
Brian.Stokle@sfgov.org
Lead Agency: San Francisco Planning Department
Staff Contact: Julie Moore – (628) 652-7566
Julie.Moore@sfgov.org

This notice of preparation (NOP) of an environmental impact report (EIR) has been prepared by the San Francisco Planning Department in connection with the project listed above. The purpose of an EIR is to provide information about potential significant physical environmental effects of a proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the project in compliance with the California Environmental Quality Act (CEQA). The San Francisco Planning Department is issuing this NOP to inform the public, responsible agencies, and interested parties about the project and the intent to prepare an EIR, and to solicit comments regarding the scope of the environmental review. Pursuant to CEQA section 21083.9 and CEQA Guidelines section 15206, a public scoping meeting will be held to receive oral comments concerning the scope of the EIR. The meeting will be held on **September 30, 2020 at 6 p.m.** Due to the COVID-19 emergency, in order to protect the health of city staff and members of the public, the meeting will occur virtually through video and teleconference. Members of the public are encouraged to participate in the

meeting remotely, either through internet video conference application (<http://bit.ly/oceanbeachscoping>), or by telephone (877-853-5247; Meeting ID: 828 5908 1146). Written comments may also be submitted by mail or email (more information on page 17). This NOP, staff scoping meeting presentation, and meeting procedures/instructions are available for public review at sfplanning.org/sfceqadocs.

Project Summary

The City and County of San Francisco (the city) is proposing a coastal adaptation and sea level rise resiliency project to improve the portion of Ocean Beach from Sloat Boulevard to Fort Funston known as “South Ocean Beach.” The Ocean Beach Climate Change Adaptation Project (also referred to generally as the “project,”) is needed to address shoreline erosion, severe coastal storm and wave hazards, and sea level rise, which threaten city infrastructure, coastal access and recreational facilities, and public safety. The project is a collaborative, multi-agency initiative involving the San Francisco Public Utilities Commission (SFPUC), San Francisco Recreation and Parks (Rec and Park), San Francisco Public Works (Public Works), San Francisco Municipal Transportation Agency (SFMTA), the Federal Highway Administration (FHWA), and the National Park Service (NPS).¹ Major project components include: (1) permanently closing the Great Highway between Sloat and Skyline boulevards, and reconfiguring affected intersections and San Francisco Zoo parking access; (2) removing pavement, rock and sandbag revetments², rubble and debris, recontouring the bluff, and planting dune vegetation; (3) improving public access, maintaining coastal parking and continuing to provide restroom facilities; (4) installing a buried wall to protect existing sewer infrastructure from shoreline erosion; and (5) long-term *beach nourishment*.³

Project location

The project area generally encompasses the portion of San Francisco’s Ocean Beach extending south from Sloat Boulevard to the northern edge of the Fort Funston bluffs, and the Great Highway from Sloat Boulevard to Skyline Boulevard, along with a portion of Ocean Beach north of Lincoln Boulevard where sand is harvested for placement south of Sloat Boulevard. **Figure 1** shows the project location. The majority of the project area is along the Great Highway, which is under Rec and Park jurisdiction. Public Works performs sand removal along the roadway. The NPS owns and manages lands to the west of Great Highway (i.e., parking lots, bluffs, and beach) as part of the Golden Gate National Recreation Area. Various agencies own or manage the properties to the east, such as those occupied by the San Francisco Zoo, the California Army National Guard, the Oceanside Water Pollution Control Plant, the Westside Pump Station, and the Pomeroy Recreation and Rehabilitation Center.

The project is situated within the city’s westside watershed, amidst various city-owned and -operated wastewater collection, storage, conveyance and treatment facilities. The Oceanside Water Pollution Control Plant (Oceanside Treatment Plant) treats 20 percent of the city’s combined wastewater and stormwater and is located east of the Great Highway and north of Fort Funston. The Westside Pump Station, which pumps

¹ The FHWA and NPS will be lead agencies for a separate federal environmental review process, including preparation of National Environmental Policy Act (NEPA) compliance documentation.

² In coastal engineering, revetments are sloping structures placed on the shoreline to protect the shoreline from erosion or other modification by waves.

³ Beach nourishment is the practice of adding large quantities of sand or sediment to beaches to slow erosion, increase beach width, and provide for continued public beach access and recreation opportunities.



SFO12xxxxx\120469_23 - South Ocean Beach Long Term Project\05_Graphics-GIS_Modeling\Illustrator

SOURCE: ESA, 2019; Google Earth, 2019

Ocean Beach Climate Change Adaptation Project

Figure 1
Project Location and Existing Roadway Configuration



combined wastewater and stormwater from surrounding subterranean conveyance and storage infrastructure to the Oceanside Treatment Plant, is located east of the Great Highway and south of the Great Highway/Sloat Boulevard intersection. The Lake Merced Tunnel, which serves as a conveyance and storage facility for large combined sewer flows, is buried beneath the Great Highway along South Ocean Beach and drains to the Westside Pump Station.

Project Background

Ocean Beach comprises a 4½-mile stretch of sandy beach that forms the western boundary of San Francisco. It is influenced by complex coastal processes, including an intense wave climate, strong tidal currents, and irregular offshore features. Currently, chronic erosion of the beach and bluffs by episodic coastal storms occurs at South Ocean Beach. The beach varies in width by season and location. For example, monitoring performed between June 1, 2018 and May 31, 2019 found the beach width in fall to be about 96 feet on average, and spring to be about 42 feet on average. Notably, portions of the beach with revetments were found to have the smallest beach width, including some such segments with no measurable beach.⁴

Shoreline erosion has undermined and damaged beach parking lots, stormwater drainage facilities and the Great Highway, threatens existing underground wastewater system infrastructure, and has constrained public shoreline access and recreational opportunities.

Since the 1990s, the city has responded to the erosion through implementation of a series of both hard shoreline armoring (e.g., construction of rock and rubble revetments) and soft shoreline protection measures (e.g., beach nourishment and sandbag revetments). In the intervening period, the city has also undertaken planning initiatives aimed at developing a long-term strategy for managing the South Ocean Beach shoreline. Notably, the city partially funded and participated in the preparation of the 2012 Ocean Beach Master Plan (master plan). Led by the San Francisco Bay Area Planning and Urban Research Association (SPUR), the master planning process brought together community members, agency representatives, and other stakeholders to develop a sustainable long-term vision for Ocean Beach, addressing public access, recreational use, environmental protection, and infrastructure needs in the context of erosion and climate-related sea level rise. The terms of a 2014 legal settlement agreement⁵ and a 2015 California Coastal Commission permit⁶ both establish timelines for developing and implementing a long-term solution to shoreline management at South Ocean Beach.

In 2018, the city amended its local coastal program, the Western Shoreline Area Plan,⁷ to adopt policies that advance the Ocean Beach Master Plan's vision for South Ocean Beach. The local coastal program policies concerning managed retreat, beach nourishment, and shoreline armoring strategies aim to preserve and enhance public access, coastal recreation, and scenic resources at South Ocean Beach, while protecting critical wastewater system infrastructure from damage due to coastal hazards. The proposed project design represents the city's long-term strategy for addressing current and future erosion challenges at South Ocean Beach, drawing upon

⁴ ESA, Ocean Beach Short-term Erosion Protection Measures Project – 2018-2019 Monitoring Report. Prepared for San Francisco Public Utilities Commission. July 2019. This document, and all other documents referenced in this NOP unless otherwise noted, is available for review at <https://tinyurl.com/Ocean-Beach-EIR>.

⁵ California Coastal Protection Network and City and County of San Francisco, 2014. Settlement Agreement and Mutual Release in the case *California Coastal Protection Network v. City & County of San Francisco*, Case No. CGC-11-513176.

⁶ California Coastal Commission, Coastal Development Permit 2-15-1537, Issued November 9, 2015.

⁷ The Western Shoreline Area Plan is the land use plan component of the city's local coastal program. The city obtained California Coastal Commission certification of the amendment in May 2018.

ideas and information obtained through many years of community engagement, technical investigation, and interim management efforts.

There are also several other separate projects that may occur in the vicinity of South Ocean Beach. The city and the California Department of Transportation (Caltrans) have proposed separate projects to improve the operations and safety of Skyline Boulevard (State Route 35) at its Great Highway and at Sloat Boulevard intersections. NPS is planning a trail to link the proposed multi-use trail to Fort Funston's existing trail network. The city and the U.S. Army Corps of Engineers (Army Corps) are currently planning and designing a project to place sand dredged from San Francisco's main shipping channel along South Ocean Beach in 2021. The San Francisco County Transportation Authority is leading the District 4 Mobility Study and will be exploring the feasibility of modifying the Great Highway between Lincoln Way and Sloat Boulevard, which is currently temporarily closed due to COVID-19.⁸ In addition, Rec and Park, with support from SFMTA and Public Works, is considering temporary closure of the southbound lanes of the Great Highway between Sloat and Skyline boulevards. Each of these separate projects would be subject to separate environmental review.

Project Components

Through the project, the city would implement its certified local coastal program coastal hazards policies, which are based in part on the recommendations of the Ocean Beach Master Plan. The major components of the project fall into five categories: (1) permanently closing the Great Highway south of Sloat Boulevard and modifying affected intersections and zoo parking access; (2) removing pavement, rock and sandbag revetments, rubble and debris, recontouring the bluff, and planting dune vegetation; (3) improving public access, maintaining coastal parking and continuing to provide restroom facilities; (4) installing a buried wall to protect existing sewer system infrastructure; and (5) long-term beach nourishment. **Figure 2** shows the project components, each of which is described in more detail below.

Roadway and Intersection Modifications

The city would permanently close the Great Highway between Sloat and Skyline boulevards. A portion of the Great Highway's northbound travel lanes would be retained or reconstructed as a service road, as described further below. To accommodate the road closure, the city would modify intersections at Sloat Boulevard/Great Highway and Skyline Boulevard/Great Highway, and reconfigure access to the Oceanside Treatment Plant, Westside Pump Station, and the San Francisco Zoo, each of which is currently accessible via the northbound lane of Great Highway (see Figure 1). Following the Great Highway closure, the city would remove the road's southbound travel lanes and the parking lot and restrooms near the Sloat Boulevard/Great Highway intersection. The Great Highway's existing eastern northbound travel lane would be retained in place (or reconstructed east of the current road alignment to allow for more open space) to provide continued, restricted vehicle access to the Oceanside Treatment Plant and Westside Pump Station for SFPUC operations (service road). The remaining portion of the Great Highway's existing northbound travel lane would be removed and replaced with a multi-use trail to the west of the service road. A *sculptural barrier*⁹ or sand berms and landscaping would be installed between the service road and the multi-use trail to avoid conflicts among the respective user groups. With the closure of the Great Highway to through traffic, access to the zoo would be maintained through modifications to the Sloat Avenue entrance (as an entrance and

⁸ This study is underway and anticipated at the end of the year.

⁹ A sculptural barrier is a physical barrier designed to meet safety requirements that also provides visual or aesthetic interest.

exit), creating a new public entrance/exit from Herbst Road, and/or allowing zoo access on the service road along the Great Highway.

Debris and Revetment Removal, Bluff Recontouring and Revegetation

In addition to removing the Great Highway's southbound lanes, the city would remove the existing shoreline protection structures and debris from the beach and bluff, including rock and sandbag revetments and rubble, and recontour and stabilize the bluff to provide a more gradual slope towards the beach. The city would place sand over the stabilized slope and implement wind-erosion control measures to help keep the placed sand on the beach and bluff. These measures may include sand fencing¹⁰ and placing a layer of coarse sand over the finer beach sand.

Public Access, Parking, and Restroom Improvements

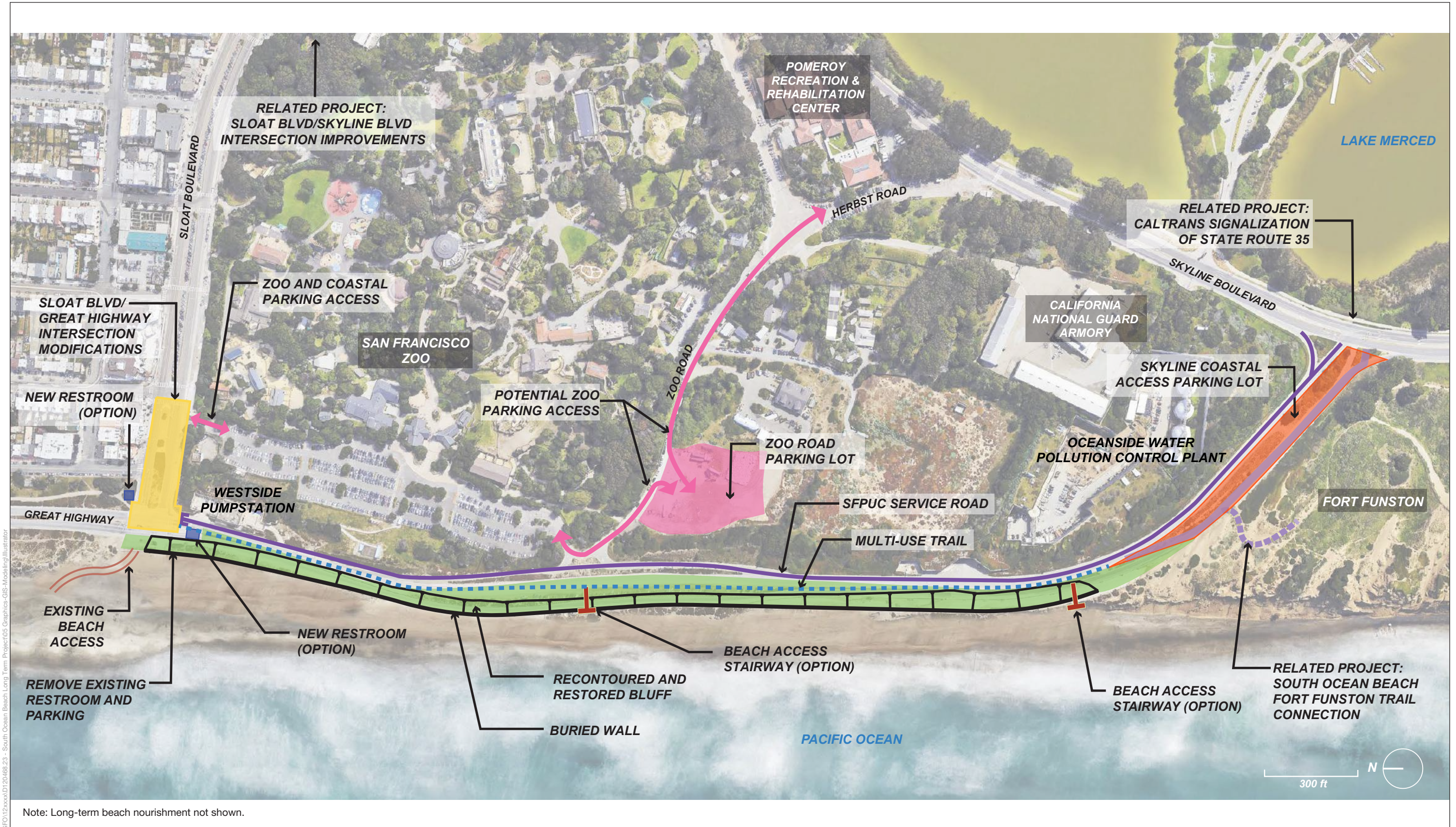
The project would improve public access and recreation at South Ocean Beach through the construction of a multi-use trail, beach access stairways, parking, and restrooms. The multi-use trail would extend from Sloat Boulevard to Skyline Boulevard and include two beach accessways and several waysides, or turnouts. The service road may also be used as a bikeway. **Figure 3** illustrates conceptual beach access improvements.

As a project awarded to Rec and Park, the FHWA's Federal Lands Access Program would deliver some components of the multi-use trail and a coastal parking lot once the SFPUC has completed the buried wall (described below) and recontoured the bluff. The coastal parking lot would be located within the approximate limits of the closed Great Highway southbound lanes and median, near their intersection with Skyline Boulevard. In addition, the project may expand parking capacity within the zoo.

New restrooms would be constructed near the Sloat Boulevard/Great Highway intersection in one of two locations. The first potential restroom location is approximately 50 feet east (inland) of the existing Sloat Boulevard restrooms, and east of the proposed buried wall. The second potential restroom location would be approximately 225 feet northeast of the existing restrooms, in the undeveloped area along the north side of Sloat Boulevard, between Lower and Upper Great Highway (see Figure 2).

The turnaround route and layover space for Muni Line 23 would change in response to the Sloat Boulevard/Great Highway intersection reconfiguration. Muni Line 23 would continue service to the existing last bus stop on the north side of Sloat Boulevard between Lower Great Highway and 47th Avenue. This stop would then serve as the layover space instead of the current layover location at the western terminus of Sloat Boulevard. The city would modify Muni Line 23's turnaround route to follow a clockwise loop along Lower Great Highway, Wawona Street, and 47th Avenue. The bus would then turn east onto Sloat Boulevard at the signalized 47th Avenue/Sloat Boulevard intersection before reaching its first return stop at the existing bus stop located just east of the zoo's main pedestrian entrance at 45th Avenue.

¹⁰ Sand fencing consists of wooden slats, plastic, or fabric attached to fence posts and is designed to reduce local wind speed and trap sand. Sand fencing on a beach or berm can assist in building additional berms, and helps prevent sand from blowing onto roads and paths.



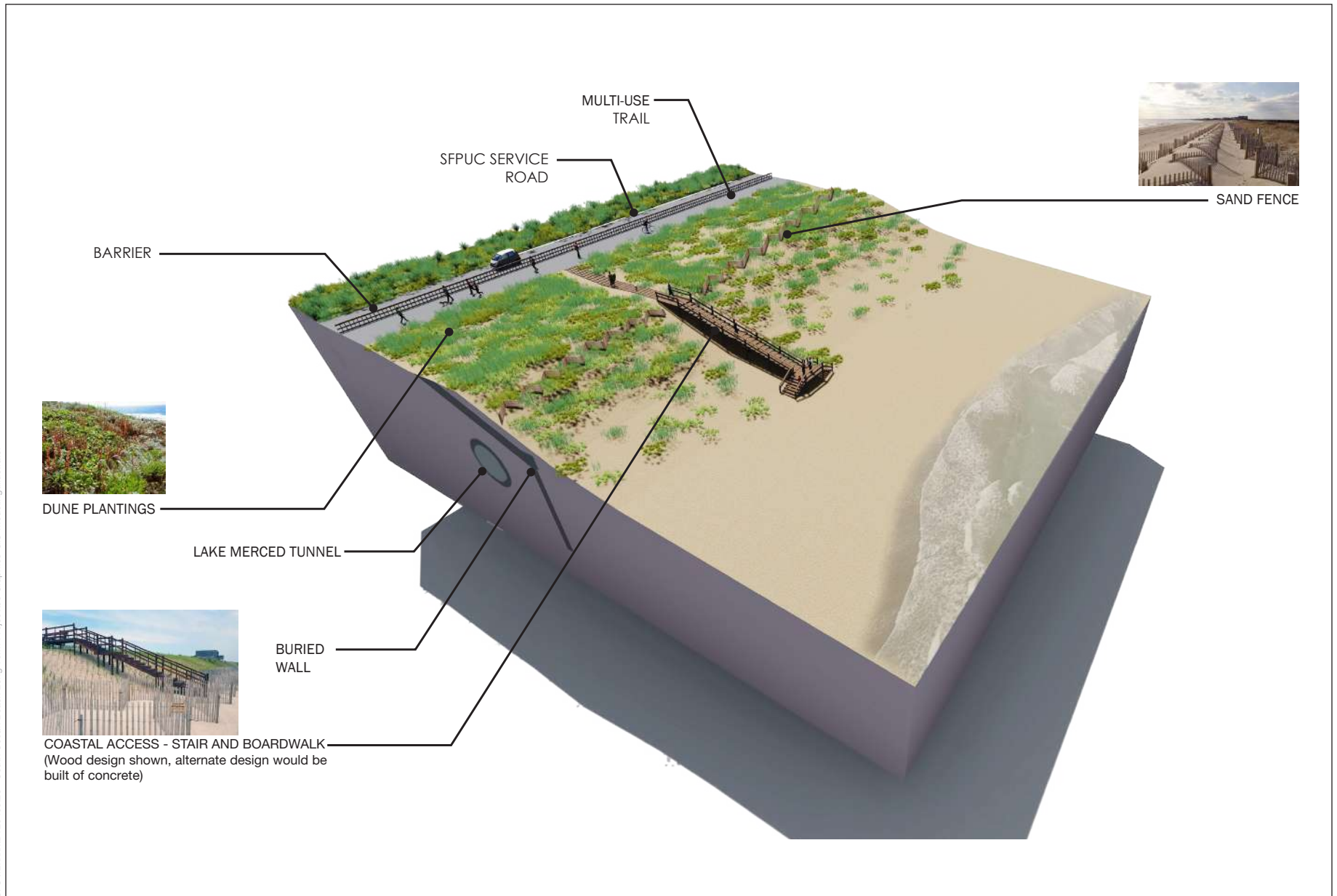
SOURCE: MN+AGS JV, Conceptual Engineering Report, Ocean Beach Long-term Improvements Project, September 2019

Ocean Beach Climate Change Adaptation Project

Figure 2
Project Components

This page intentionally left blank

SFO12xxxxx\120468_23 - South Ocean Beach Long Term Project\05 Graphics-GIS Modeling\Illustrator



SOURCE: SFPUC, 5/21/2019

Ocean Beach Climate Change Adaptation Project

Figure 3
Beach Access Conceptual Block Diagram



Buried Wall

To protect the Lake Merced Tunnel from exposure to coastal hazards, the city would install a below-grade wall adjacent to and seaward of the Lake Merced Tunnel. The proposed wall would consist of a *secant pile* wall system with *tiebacks* and would extend from Sloat Boulevard to approximately 3,000 feet to the south.¹¹ The wall would be approximately 3 feet thick, set back as far from the shoreline as feasible, and buried under sand. To stabilize the recontoured bluff inland of the wall, the city would install a 4-foot thick, gently sloping (3:1 horizontal to vertical slope) layer of cementitious material, comprised of a *soil-cement mix*¹² or *controlled low strength material*¹³ (slope stabilization). The slope stabilization would minimize erosion of the material overlying the tunnel to protect against scour behind the wall from waves and high surf conditions and prevent buoyancy of the Lake Merced Tunnel.

Beach Nourishment

By removing the existing shoreline revetments at South Ocean Beach, the project would allow erosion and retreat of the remaining bluff face seaward of the buried wall. With bluff retreat and erosion of sand placed over the slope stabilization, portions of the wall would occasionally be exposed, and the beach would narrow. To address these issues, the city proposes to implement a shoreline monitoring program and place sand as deemed needed per the results of annual monitoring.

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 (Army Corps) as part of that agency’s ongoing federal navigation channels maintenance program.¹⁴ Under the first option – referred to generally as the “large placement” option – an Army Corps dredge would pump approximately 300,000 cubic yards of sand in a *slurry*¹⁵ form onto the beach, rather than disposing of it offshore. The second primary source is North Ocean Beach (i.e., north of Lincoln Boulevard). Under this option – referred to generally as the “small placement” 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*).¹⁶ The small placement option would involve trucks dumping up to 85,000 cubic yards of sand onto the beach and bluff. In the event that sand from the Army Corps and North Ocean Beach is unavailable in a given year, the city would obtain a smaller volume of sand (~25,000 cubic yards) from a commercial vendor and truck the sand to South Ocean Beach. Also, in conjunction with yearly sand maintenance along the Great Highway at the intersections between Sloat and Lincoln boulevards, the city, in coordination with NPS, would relocate sand from NPS land west of the Great Highway and the roadway to South Ocean Beach areas needing supplemental

¹¹ The secant pile wall would consist of overlapping cast-in-place concrete piles (called “primary” and “secondary” piles, respectively), connected with a continuous concrete pile cap along the length of the wall. The primary unreinforced piles are drilled first and filled with concrete, followed by the secondary reinforced piles drilled between and partially cutting into the primary unreinforced piles. Tieback anchors consist of high-strength steel tendons that would be grouted into drill holes connecting to the pile cap.

¹² A weak form of concrete formed by mixing in place the existing soils with a cementitious grout.

¹³ A weak mixture of cement, aggregate, and water that flows easily.

¹⁴ To provide deep-draft marine vessel access between the Pacific Ocean and San Francisco Bay, the Army Corps regularly dredges a sandbar located approximately 2 miles offshore of the Golden Gate. Commonly known as the main ship channel, the passage measures approximately 2,000 feet wide, 26,000 feet long, and is maintained at a depth of approximately 55 feet mean lower low water.

¹⁵ A mix of sand and ocean water that can be transported via pipeline from an offshore dredge to the beach.

¹⁶ Sand backpassing has been performed at Ocean Beach since 2013 and occurred most recently in 2019.

sand. The activity would prevent windblown sand from impacting the Great Highway and clogging the storm drain system.

The type and frequency of sand placements would depend upon sand availability (i.e., Army Corps and North Ocean Beach) and shoreline conditions (e.g., sea-level rise and related erosion rates). Sand placements would occur about once every two to eight years, generally in the late summer or early fall.¹⁷ The city would obtain permits from the appropriate resource agencies with jurisdiction (e.g., NPS and California Coastal Commission) to ensure compliance with relevant plans, policies, and guidelines. Due to its reliance on Army Corps dredging operations, the large placement option would require additional federal, state, and local agency reviews and approvals, including supplemental environmental review under National Environmental Policy Act (NEPA).

Construction Activities, Schedule and Access

Construction Activities and Phasing

Construction activities would proceed in five general phases. The city would first modify the affected intersections and zoo parking access, close the Great Highway south of Sloat Boulevard, and remove the existing restroom at the Sloat Boulevard terminus. Construction would then proceed with buried wall installation, followed by removal of existing revetments and rubble from the beach. The city would reuse clean, debris-free sand excavated from the buried wall installation to recontour the bluffs. Following shore stabilization and associated earthwork, the project focus would shift to recreational facilities and amenities, such as coastal access parking, the multi-use trail, restrooms, beach stairways, and landscaping. Upon construction completion, the city would remove all construction debris and waste, and restore remaining disturbed areas to their approximate pre-construction conditions.

Construction Schedule

The city would construct the project over approximately four years with an estimated construction period spanning 2023 through 2027. Project construction would proceed up to seven days per week, except holidays, between 7 a.m. and 8 p.m. consistent with the city's noise ordinance. Some nighttime construction is also proposed.

Construction Access and Staging

Construction vehicles would use the closed portion of the Great Highway to access the project site. The project would use local and regional roadways to haul construction materials. The Great Highway, Sloat Boulevard, and Skyline Boulevard would be the primary vehicle access routes for construction haul trucks and deliveries.

The project would use various construction equipment and vehicles, such as cranes, small bulldozers, excavators, backhoes, dozers, drill rigs, slurry mix plants, asphalt paving machines, compactors, generators, water trucks, concrete trucks, pickup trucks, dump trucks, 4x4 utility vehicles, and other assorted small equipment, such as compressors, jackhammers, pumps, trailers, compactors, and chippers.

¹⁷ Moffatt & Nichol Engineers, AGS, McMillen Jacobs, CHS Consulting Group, and San Francisco Public Works, 2020. Sand Management Plan – Ocean Beach Climate Adaptation Project, Long-term Improvements. Prepared for San Francisco Public Utilities Commission. July 2020.

The city may use the following areas for project construction staging:

- The Great Highway’s closed northbound and southbound lanes. SFPUC operations and maintenance staff would also use the Great Highway’s northbound lanes for Westside Pump Station and Oceanside Treatment Plant access during construction.
- The existing NPS parking lot at the western terminus of Sloat Boulevard.
- The designated site of the future Zoo Road parking lot, which is presently being used as a staging area for other city projects (also generally referred to as the zoo staging area).
- The closed area of Ocean Beach during removal of the revetments and rubble, and during sand placement and bluff recontouring.
- Available space within the Oceanside Treatment Plant, Westside Pump Station, and Zoo Pump Station.

Operations and Maintenance

Agencies and entities with jurisdiction and/or oversight responsibility would operate and maintain project facilities, as is done under existing conditions and generally in a similar fashion. Operations and maintenance would be required for public access features (such as the restrooms, trash enclosures, trails, signs and lighting), the service road and parking lot, and the beach and dunes. Periodic removal of sand on the trail and the service road would be necessary. SFPUC vehicles, employees, vendors and visitors would use the service road on a daily basis to access the Oceanside Treatment Plant and Westside Pump Station. The city would undertake ongoing beach nourishment activities as described above for “Beach Nourishment”. The beach nourishment volume and frequency would be informed by site conditions and the findings of annual monitoring, but would likely occur once every two to eight years, with individual placement events lasting approximately 2 to 9 weeks depending upon sand source. No changes to city agency or NPS staffing levels are anticipated.

Anticipated Permits and Approvals

As a project partner and owner and manager of lands within the project area, NPS’s project involvement would include a project approval action, such as issuing a special use permit, as well as potential funding and management assistance for project elements. The Federal Highway Administration Federal Lands Access Program would approve the project components funded through its grant program. Accordingly, the FHWA and NPS will be lead agencies for a separate federal environmental review process under the NEPA. The following is a preliminary list of potential approvals needed for project construction and operation.

- National Park Service – Golden Gate National Recreation Area:
 - NEPA compliance for work within NPS land
 - Special use permit and/or other authorization for work within NPS land
- Federal Highway Administration Federal Lands Access Program:
 - NEPA compliance for the multi-use trail and the coastal parking lot
 - Project approval for components funded through FHWA grant program
- U.S. Army Corps of Engineers:

- NEPA compliance for revetment removal and sand placement
- Clean Water Act section 404 authorization for revetment removal and sand placement
- National Oceanic and Atmospheric Administration National Marine Fisheries Service consultations:
 - Federal Endangered Species Act, section 7 for potential effects on chinook and coho salmon, green sturgeon, and steelhead, and designated critical habitat for green sturgeon and leatherback sea turtle
 - Marine Mammal Protection Act for potential impacts on managed fish species and essential fish habitat, including those managed under the Pacific coast groundfish fisheries management plan (FMP), Pacific salmon FMP, and coastal pelagic FMP
- U.S. Fish and Wildlife Service: Federal Endangered Species Act, section 7 consultation for potential effects on western snowy plover
- California Coastal Commission: Coastal Development Permit for development within the coastal zone
- California Department of Transportation: encroachment permit for work within State Route 35 (Skyline Boulevard) right-of-way
- California Office of Historic Preservation: National Historic Preservation Act, section 106 consultation for potential effects on historic resources
- California Department of Fish and Wildlife: Fish and Game Code, section 2081 permit for potential effects on bank swallow
- California State Lands Commission Lease: may be needed for beach access stairways, and beach nourishment
- State Water Resources Control Board: Stormwater General Construction Permit and Stormwater Pollution Prevention Plan for potential construction effects on water quality¹⁸
- San Francisco Regional Water Quality Control Board: Clean Water Act section 401 Water Quality Certification and/or a Porter-Cologne Water Quality Control Act Report of Waste Discharge for potential discharges to waters of the United States and waters of the state
- San Francisco Planning Commission: Certification of the Final EIR
- San Francisco Public Utilities Commission:
 - Adoption of CEQA Findings and Mitigation Monitoring and Reporting Program
 - Approval of SFPUC project components including the buried wall, service road and construction contract for Rec and Park components
- San Francisco Recreation and Parks Commission:
 - Adoption of CEQA Findings and Mitigation Monitoring and Reporting Program
 - Approval of Rec and Park project components including new Skyline Coastal Access Parking Lot, multi-use trail, and zoo improvements including new gravel parking lot as well as easements to SFPUC for construction and operation of SFPUC components
- San Francisco Public Works (SFPW): Approval of Sidewalk Changes and Street Improvement Permit

¹⁸Applicable to areas that do not drain to the city's combined sewer system.

- San Francisco Municipal Transportation Agency: Approval of certain parking and traffic measures in accordance with the San Francisco Transportation Code; approval of bus route and stop changes; and approval of closure of the Great Highway (if needed)
- San Francisco Board of Supervisors: Approval of Sidewalk Legislation and closure of the Great Highway
- Consultation and coordination with city departments, including without limitation Public Works, Department of Building Inspection, Department of Public Health, and the Municipal Transportation Agency, to ensure that soil disturbance and site mitigation, street vacation, street and sidewalk improvements, on-street parking modifications, and building construction complies with substantive requirements of the law

Summary of Potential Environmental Issues

The proposed project could result in potentially significant environmental effects. Therefore, the San Francisco Planning Department will prepare an initial study and EIR in accordance with CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code, and will address project-specific construction and operational impacts. The EIR will examine those topics for which there is potential for a significant physical environmental effect, identify mitigation measures, and analyze whether the mitigation measures would reduce the environmental effects to a less-than-significant level. The initial study will be published as an appendix to the draft EIR and will be considered part of the EIR. The document will consider both project-specific and cumulative impacts for all topics in the San Francisco Planning Department's initial study checklist. Key environmental topics to be addressed in the EIR (including initial study) are described briefly below.

Aesthetics

The project is designed to enhance and improve the visual and scenic quality of South Ocean Beach by removing portions of the Great Highway, revetments, and debris from the shoreline and reconfiguring the beach and bluff. Project construction would involve numerous pieces of heavy equipment operating near and along the coastline, extensive earthwork, construction materials and debris stockpiling, vegetation removal, and nighttime lighting, which would temporarily affect project area aesthetics. The EIR's aesthetics analysis will consider potential project effects on scenic vistas, scenic resources, and the site's visual quality, as well as impacts related to new substantial light or glare.

Tribal and Other Cultural Resources

Project construction would involve ground disturbance and building demolition/modifications. A number of archeological and historical resources have been documented in the vicinity of the project area. The EIR will assess the potential for the project to result in significant impacts to archeological and historical resources, including tribal cultural resources. The analysis will consider historic and prehistoric archeological deposits and historic buildings or structures ("historical resources"). The EIR will describe the historical resources and potential historical resources on the project site, assess the potential for subsurface archeological resources to be present, and identify potential impacts of the project on these resources.

Transportation and Circulation

With permanent closure of the Great Highway between Sloat and Skyline boulevards, vehicle traffic would be routed inland and access to the zoo would be modified. The intersection at Sloat Boulevard and Great Highway would be modified and the Skyline and Great Highway intersection restriped to accommodate this closure. Construction activities would generate additional vehicle traffic, including construction vehicles traveling to and

from work sites, and transporting supplies and equipment. Once operational, the project would provide new pedestrian and bicycle access on the multi-use trail between Sloat and Skyline boulevards as well as access from the zoo parking lot to the multi-use trail. The project would also include zoo access and parking modifications. The transportation and circulation analysis will evaluate specific transportation impacts and mitigation measures associated with the project's construction and operations. The EIR will evaluate effects of the project with regard for changes in potentially hazardous conditions for people walking, bicycling, and driving, accessibility and emergency access, public transit delay, vehicle miles traveled, and whether loading or parking demand in the vicinity of the proposed project could result in secondary effects that would create potentially hazardous conditions.

Noise

Project construction would include the use of heavy equipment, which would temporarily increase noise and vibration levels in the project area. In addition, with permanent modifications in traffic patterns, long-term vehicle traffic-related noise levels could also change. The EIR will include analysis of noise compatibility standards for residential and other land uses and discuss the long-term impacts of noise that could result from the proposed project. Short-term construction-related noise and vibration impacts also will be described, and the analysis will evaluate the potential for noise from the project to adversely affect nearby sensitive land uses.

Air Quality

The project would require the use of heavy construction equipment and would involve permanent rerouting of vehicle traffic in the vicinity of the Sloat Boulevard/Great Highway and the Skyline Boulevard/Great Highway intersections. The EIR will describe the existing conditions at the project site and at surrounding sensitive land uses, and evaluate project consistency with applicable air quality plans and standards, the potential for its emissions of criteria air pollutants and toxic air contaminants at levels that could affect sensitive populations, and the potential to emit odors that could affect substantial numbers of people. The air quality analysis will include quantification of both construction- and operations-related air pollutant emissions and will evaluate potential health risk effects from emissions of toxic air contaminants, including effects on residents near the project site.

Greenhouse Gas Emissions

The EIR's greenhouse gas emissions analysis will focus on the project's consistency with the city's Greenhouse Gas Reduction Strategy and the degree to which the proposed project's construction-phase and operations-phase greenhouse gas emissions could result in a significant effect on the environment.

Recreation

The project would involve construction and operation of new recreational facilities at South Ocean Beach. During construction, large areas of South Ocean Beach would be closed to the public. The EIR's recreational impacts analysis will evaluate whether the project would require new or expanded recreational facilities, the construction of which could have significant effects on the environment. In addition, the analysis will consider whether project area closure during construction would result in increased use of other regional recreational facilities such that substantial physical deterioration would result.

Biological Resources

Project construction would involve vegetation removal, increased noise, potential nighttime noise and lighting, and extensive ground disturbance along South Ocean Beach. Project operations would involve reduced vehicle noise along the beach, but potentially greater cyclist and pedestrian access and presence and periodic

disturbance from long-term beach nourishment. While the project area's ecology has been substantially modified over the years, it continues to provide habitat for biological resources, including special-status plants and animals. The EIR will analyze potential direct and indirect effects of project construction and operation on special-status plants and animals and their habitats; sensitive natural communities; movement of any native resident or migratory fish or wildlife species; and potential conflicts with the substantive requirements of the relevant, applicable local policies, codes and ordinances, including the city's urban forestry ordinance.

Hydrology and Water Quality

The project area's beach and bluffs are highly susceptible to coastal erosion, including that associated with surface drainage of stormwater, longshore currents, and wave action. The project would involve changes in impervious surface area, drainage modifications, and development in close proximity to buried wastewater infrastructure needed to maintain compliance with water quality standards. The EIR's hydrology and water quality analysis will assess the project's potential to violate water quality standards or otherwise degrade water quality; substantially alter drainage patterns or surface runoff; cause substantial erosion; substantially increase surface runoff in a manner which would result in flooding; and increase risk of pollution due to flood hazard, tsunami, or seiche. The analysis will also consider project implications for groundwater supplies and potential to conflict with or obstruct implementation of a water quality control or sustainable groundwater management plan.

Other Environmental Issues and Topics

All topics listed on the city's initial study checklist will be considered in the project EIR. In addition to the key topics identified above, potential effects associated with the environmental topics listed below will also be analyzed.

- Land Use and Planning
- Geology, Soils, Seismicity, and Paleontological Resources
- Population and Housing
- Wind and Shadow
- Hazards/Hazardous Materials
- Public Services
- Utilities and Service Systems
- Mineral Resources
- Energy
- Agriculture and Forestry Resources
- Wildfire

Pursuant to CEQA, the EIR will further analyze a range of alternatives that would reduce or avoid significant environmental impacts identified in the EIR, including a No Project Alternative, as described in CEQA Guidelines Section 15126.6. The EIR will also address other topics required by CEQA, including growth-inducing impacts, significant unavoidable impacts; significant irreversible impacts; known controversy associated with environmental effects; issues to be resolved by the decision-makers; and the potential for the project to contribute to significant cumulative effects.

Finding

This project may have a significant effect on the environment and an environmental impact report is required. This determination is based upon the criteria of the State of California Environmental Quality Act (CEQA) Guidelines, sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance). The purpose of an EIR is to provide information about potential significant physical environmental

effects of a proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to a proposed project. Preparation of a NOP or EIR does not indicate a decision by the city to approve or to disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in an EIR.

Public Scoping Process

You may participate in the public process concerning the proposed project's environmental review by submitting written or verbal comments to the planning department. Pursuant to CEQA section 21083.9 and CEQA Guidelines section 15206, the planning department will hold a public scoping meeting to receive oral comments concerning the scope of the EIR. The meeting will be held on **September 30, 2020 at 6 p.m.** Due to the COVID-19 emergency, in order to protect the health of city staff and members of the public, the meeting will occur virtually through video and teleconference. The meeting will consist of a staff presentation describing the project background, proposed features, and the environmental review process, followed by an opportunity for the public to provide oral comments. Members of the public are encouraged to participate in the meeting by internet video conference (<http://bit.ly/oceanbeachscoping>), or by telephone (877-853-5247; Meeting ID: 828 5908 1146). Staff's scoping meeting presentation, meeting procedures and instructions—including on how to provide oral comments—are available at sfplanning.org/sfceqadocs. To request a language interpreter, please contact the staff contact listed below at least 72 hours in advance of the meeting to ensure availability.

Written comments will be accepted **until 5 p.m. on Friday, October 9, 2020**. Written comments should be mailed to Julie Moore, EIR Coordinator, San Francisco Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103, or emailed to CPC.OceanBeachEIR@sfgov.org. Your comments should focus on significant environmental issues concerning the project, information that would help the environmental analysis or factors to consider in the environmental analysis.

State Agencies: If you represent an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency. If you have questions concerning environmental review of the proposed project, please contact **Julie Moore** at (628) 652-7566 or Julie.Moore@sfgov.org.

Members of the public are not required to provide personal identifying information when they communicate with the commission or the department. All written or oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request and may appear on the department's website or in other public documents.

September 9, 2020

Date



Lisa Gibson

Environmental Review Officer

Exhibit 6 Draft EIR Response to Comments

(Page 212 excerpt below)

Full document available at

https://sfplanning.org/environmental-review-documents?title=ocean+beach&field_environmental_review_catag_target_id=All&items_per_page=10

via

- “Availability of Public Draft Environmental Impact Report (DEIR) and Notice of Public Meeting

the City has demonstrated to state authorities that it is capable of operating pursuant to process rather than good faith assumptions about information vacuums and the proper coordination of all city agencies. Meanwhile, the City should go back to the drawing board, explain to the public why a vertical seawall is necessary if the wastewater treatment plant is somehow not itself at risk, and describe why a managed retreat plan supports the creation of any new infrastructure, particularly infrastructure which could enhance erosion, or which favors certain modes of transportation even though the acknowledged vehicle impacts are again - in the words of the DEIR itself – significant and unavoidable.

The City of San Francisco continues to treat the local area and its residents like a petri dish in an unwelcome experiment of assumptions and conjecture, with insufficient coordination among agencies, admitted deficiencies in information, and reliance upon a “good faith” guess about the handling of area projects despite the clear and obviously purposeful mishandling of civic responsibilities to date. We can all do better than this – this isn’t the Embarcadero. It’s Ocean Beach, and its natural beauty and the safety of its inhabitants hasn’t just been suffering from beach erosion, but from the erosion in public trust and management that our public servants owe to the area.” (Goffrey Moore [I-Moore.16])

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

RESPONSE GC-1

Two comments (I-Moore.6, I-Moore.14) address topics of project need and/or the merits of the project’s approach to addressing erosion challenges at South Ocean Beach. Please refer to Chapter 1, Introduction and Background, which discusses the project need and purpose of the EIR, and summarizes previous studies completed to inform project design.

Regarding the possibility that the sewage system may fail due to increased erosion (Comment I-Moore.13), draft EIR Chapter 1, Introduction and Background, discusses the city’s previous and ongoing efforts to protect wastewater infrastructure at South Ocean Beach, and draft EIR Section 2.3, Project Objectives, lists protecting wastewater system infrastructure as one of the project objectives. The project is designed to protect the city’s wastewater infrastructure from erosion. Potential project effects related to erosion are addressed in draft EIR Appendix B, Initial Study, Section E.16, Geology and Soils and RTC Section 11.12, Response GE-1. The estimated increase in vehicle emissions resulting from the project’s Great Highway Extension closure and traffic rerouting are addressed in draft EIR Appendix B, Initial Study, Sections E.8 Air Quality and E.9 Greenhouse Gas Emissions. Comments concerning documentation of erosion and vulnerability of public infrastructure, including the Great Highway, are also addressed in Section 11.2, Comment PD-1, of this RTC document.

The remaining comments grouped into this topic category recommend a more comprehensive strategy to defend the city from erosion and sea level rise (O-SFB.3); allege the project has not been properly coordinated with other area projects, includes conflicts of interest, and fails to address costs (I-Moore.16); or express concerns regarding city officials’ or staff’s potential conflicts of interest and the influence of special interest groups (I-Moore.6). These comments do not address the adequacy or accuracy of the EIR’s discussion of physical impacts that require a response per CEQA Guidelines section 15088. The comments will be transmitted to city decision-makers for consideration in their deliberations on whether to approve the project.

Exhibit 7 Settlement Terms

CALIFORNIA COASTAL COMMISSION

NORTH CENTRAL COAST DISTRICT
455 MARKET STREET, SUITE 300
SAN FRANCISCO, CA 94105
PHONE: (415) 904-5260
FAX: (415) 904-5400
WEB: WWW.COASTAL.CA.GOV



W11a

2-15-1357-A1 (San Francisco Public Utilities Commission Armoring)

November 17, 2021

EXHIBITS

Table of Contents

EXHIBITS

Exhibit 1 – Vicinity Map

Exhibit 2 – North Ocean Beach Project Area

Exhibit 3 – South Ocean Beach Project Area

Exhibit 4 – Conditions as Amended

Exhibit 5 – ESA Technical Memorandum

Exhibit 6 – Sand Berm Construction Diagram

Exhibit 7 – CCPN vs. CCSF Settlement Agreement



North Ocean Beach

Lincoln Blvd.

Golden Gate Park

City of San Francisco

South Ocean Beach

Sloat Blvd.

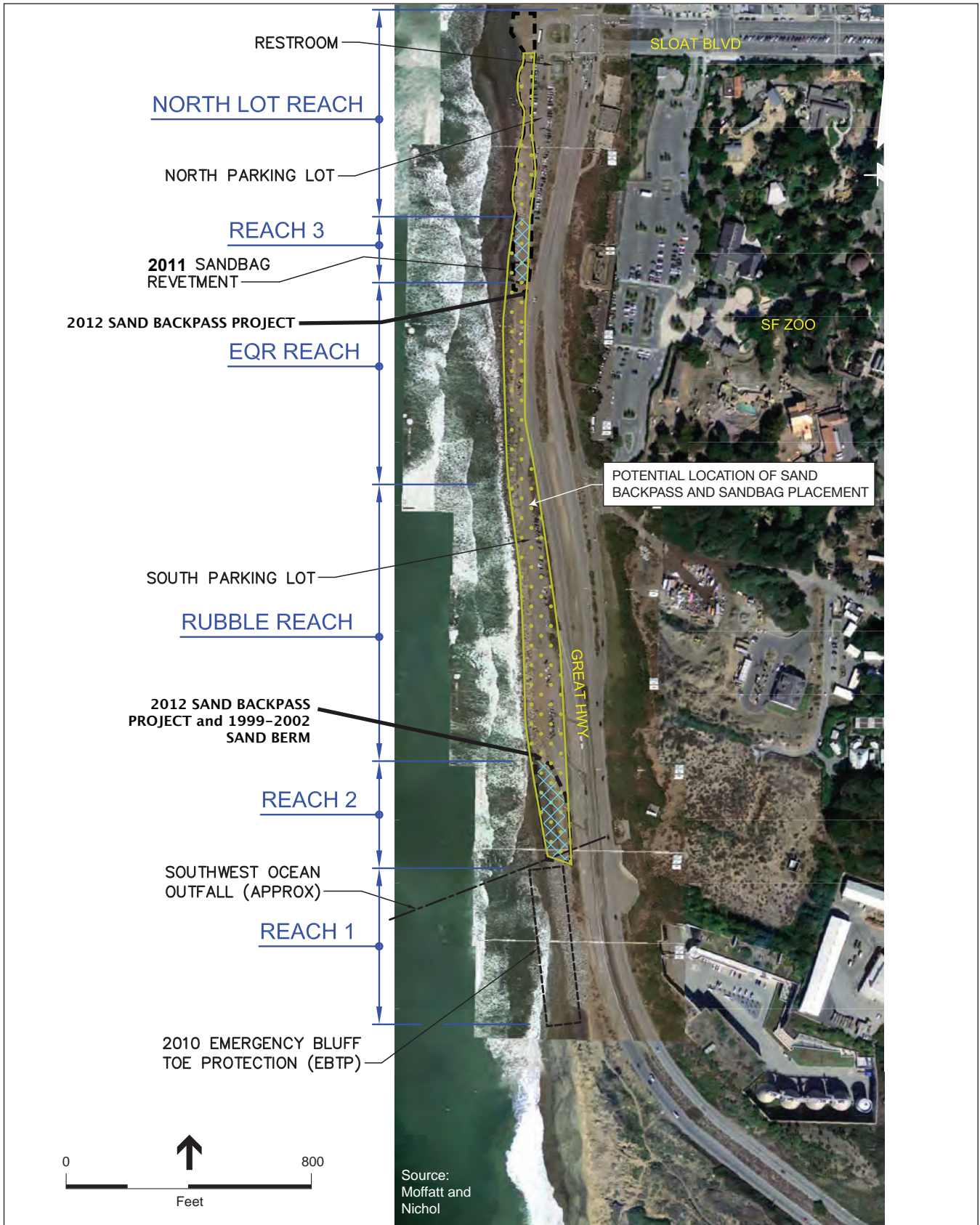
Lake Merced Park



SOURCE: ESA, 2015; Google Earth

Ocean Beach Interagency Coastal Framework . 120925

Figure 1
Proposed Sand Backpass Excavation Areas



SOURCE: Moffatt & Nichol, 2012; ESA, 2015

Ocean Beach Interagency Coastal Framework . 120925

Figure 2
South Ocean Beach (SOB) Reaches

I. STANDARD CONDITIONS

This permit is granted subject to the following standard conditions:

- 1. Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the Permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
- ~~**2. Expiration.** If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.~~
- 2. Interpretation.** Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
- 3. Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
- 4. Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the Permittee to bind all future owners and possessors of the subject property to the terms and conditions

II. SPECIAL CONDITIONS

This amended CDP is approved subject to the following special conditions:

NOTE: Exhibit 4 shows all CDP 2-15-1357 standard and special conditions as approved by the Commission in its original 2015 action. All such conditions continue to apply in that form unless modified below, where changes are shown in underline and ~~strikeout~~ format (for additions and deletions, respectively) as applicable.

- 1. Term of Authorization.** This CDP authorizes the shoreline protection system fronting the bluffs south of Sloat Boulevard consisting of: 1) the work proposed in CDP Application No. 2-15-1357 (sandbags and sand relocation), as well as the work proposed in CDP Application No. 2-15-1357-A1 (as depicted in Exhibit 6 of that authorization); 2) the Emergency Quarrystone Revetment as depicted on **Exhibit 3**; 3) the Emergency Bluff Toe Protection as depicted on **Exhibit 3**; and 4) the Emergency Sandbag Structure as depicted on **Exhibit 3**, until ~~December 31, 2021~~ July 1, 2022, or until the time when the currently existing structures warranting protection are no longer present and/or no longer require such protection, whichever occurs first. ~~If the Permittee intends to keep the existing shoreline protection system or any portion of it in place, including any sand relocation or sand bag activities, after December 31, 2021, the Permittee must submit a complete CDP application (or complete CDP amendment application if deemed appropriate~~

by the Executive Director) prior to December 31, 2024. Otherwise, ~~t~~The Permittee shall submit two copies of a removal and restoration plan to the Executive Director for review and approval, where such plan shall provide for the removal of the shoreline protection system and restoration of all affected areas in a manner designed to be most protective of coastal resources, no later than ~~December 31, 2024~~ July 1, 2022, unless the Commission authorizes the shoreline protection approved by this permit, or some portion thereof, to remain in place pursuant to a CDP or amendment to this CDP.

2. **Long-Term Solution.** The Permittee acknowledges that the shoreline protection system authorized pursuant to this CDP is temporary in nature, and is permitted in order to provide a reasonable period of time for the Permittee to develop and implement a long-term managed retreat solution (as currently outlined generally in **Exhibit 7**) to the erosion threat to the Great Highway and related public infrastructure in this area. The Permittee shall submit two copies of an annual report to the Executive Director for review and approval at annual intervals no later than November 1st of each year (with the first report due November 1, 2016), identifying progress made toward implementation of the long-term solution. If, after review of the annual report, in the opinion of the Executive Director, the Permittee is significantly out of compliance with the terms and conditions of this CDP, including meeting target deadlines established in Exhibit 7 (on page 2), then the matter of noncompliance shall be scheduled for Coastal Commission review and potential action, where such action at the Coastal Commission's discretion may include modifying the terms and conditions of this CDP, including the term of the permit.
3. **Project Plans.** PRIOR TO CONSTRUCTION ASSOCIATED WITH ANY INDIVIDUAL DEVELOPMENT EPISODE, the Permittee shall provide two copies of Project Plans for Executive Director review and approval showing all development and related activities (including but not limited to sand relation/berming, sand bag placement, wind fencing/barriers, and public access pathways/accessways) associated with the development episode, all of which shall be substantially consistent with the development as authorized in **Special Condition 1**, and shall be sited and designed to protect coastal resources to the maximum extent feasible. The Permittee shall undertake development in accordance with the approved Project Plans. All requirements above and all requirements of the approved Project Plans shall be enforceable components of this CDP.
4. **As-Built Plans.** WITHIN 30 DAYS OF ANY ACTIVITIES UNDERTAKEN PURSUANT TO THIS COASTAL DEVELOPMENT PERMIT AMENDMENT NO. 2-15-1357-A1, or within such additional time as the Executive Director may grant for good cause, the Permittee shall submit two copies of As-Built Plans for Executive Director review and approval showing all revetments and sandbags, any development undertaken as authorized by this CDP, public infrastructure (i.e., parking lots, pathways, the Great Highway, the Lake Merced Tunnel), and all property lines for the shoreline area affected by the approved project. The As-Built Plans shall be substantially consistent with the project as described in CDP

Application No. 2-15-1357 and as shown in Exhibit 3. The As-Built Plans shall include a graphic scale and all elevation(s) shall be described in relation to National Geodetic Vertical Datum (NGVD). The As-Built Plans shall include color photographs (in hard copy and .jpg or other electronic format) that clearly show all components of the as-built project and all areas depicted on the As-Built Plans, and that are accompanied by a site plan that notes the location of each photographic viewpoint and the date and time of each photograph. At a minimum, the photographs shall be upcoast, seaward, and downcoast viewpoints, seen from the edge of the highway and from a sufficient number of beach viewpoints as to provide complete photographic coverage of the permitted shoreline protection system and the public infrastructure being protected at this location. Such photographs shall be at a scale that allows comparisons to be made with the naked eye between photographs taken in different years and from the same vantage points; recordation of GPS coordinates would be desirable for this purpose. The As-Built Plans shall be submitted with certification by a licensed civil engineer with experience in coastal structures and processes, acceptable to the Executive Director, verifying that the shoreline protection system has been constructed in conformance with the project as described in CDP No. 2-15-1357 and as shown in Exhibit 3.

- a) **As-Built Plans.** Within 30 days of any activities undertaken pursuant to CDP Amendment Number 2-15-1357-A1, or within such additional time as the Executive Director may grant for good cause, the Permittee shall submit two copies of As-Built Plans for Executive Director review and approval showing all such development undertaken as authorized by this CDP Amendment, all nearby public infrastructure (i.e., parking lots, pathways, the Great Highway, the Lake Merced Tunnel), all property lines for the shoreline area affected by the approved project, and all as-built development authorized by CDP Number 2-15-1357. The As-Built Plans shall be substantially consistent with the project as described in CDP Amendment Number 2-15-1357-A1, and shall comply with all applicable provisions of Special Condition 4 otherwise.

5. **Construction Plan.** PRIOR TO COMMENCEMENT OF CONSTRUCTION, the Permittee shall submit two sets of a Construction Plan to the Executive Director for review and approval. The Construction Plan shall, at a minimum, include the following:

- a) **Construction Areas.** The Construction Plan shall identify the specific location of all construction areas, all staging areas, all storage areas, all construction access corridors (to the construction site and staging areas), and all public pedestrian access corridors. All areas within which construction activities and/or staging are to take place shall be minimized to the maximum extent feasible in order to minimize construction encroachment on the beach, all beach access points, and to have the least impact on public access and coastal resources overall.
- b) **Construction Methods and Timing.** The Construction Plan shall specify the construction methods to be used, including all methods to be used to keep the

construction areas separated from public recreational use areas (including using the space available on the blufftop portions of the Permittee's property for staging, storage, and construction activities to the maximum extent feasible, and including using unobtrusive fencing (or equivalent measures) to delineate construction areas), and all erosion control/water quality best management practices to be implemented during construction and their location shall be noted.

c) Construction Best Management Practices. The Construction Plan applies to any 2-15-1357 activities undertaken pursuant to this CDP, as well as future maintenance as described in **Special Condition 7**. The plan shall identify the type and location of all best management practices that will be implemented during construction including the following:

- All work shall take place during daylight hours. Lighting of the beach area is prohibited.
- Unless authorized by the Executive Director, construction work or equipment operations may not be conducted below the mean high tide line unless tidal waters have receded from the authorized work areas, or in an emergency as defined by Coastal Act regulations.
- Grading of intertidal areas is prohibited.
- Only rubber-tired construction vehicles are allowed on the beach, except that track vehicles may be used if the Executive Director agrees that they are required to safely carry out construction. When transiting on the beach, all such vehicles shall remain as high on the upper beach as possible and avoid contact with ocean waters and intertidal areas.
- All construction materials and equipment placed on the beach during daylight construction hours shall be stored beyond the reach of tidal waters. All construction materials and equipment shall be removed in their entirety from the beach area by sunset each day that work occurs. The only exceptions shall be for erosion and sediment controls and/or construction area boundary fencing where such controls and/or fencing are placed as close to the shoreline protection as possible, and their extent is minimized to the extent practicable.
- Construction (including but not limited to construction activities, and materials and/or equipment storage) is prohibited outside of the defined construction, staging, and storage areas.
- No work shall occur during weekends and/or the summer peak months (i.e., from the Saturday of Memorial Day weekend through Labor Day, inclusive), unless due to extenuating circumstances (such as tidal issues

or other environmental concerns), the Executive Director authorizes such work.

- Equipment washing may not take place on the beach. Refueling and/or servicing of equipment shall be allowed only at a designated location as noted on the Plan. Appropriate best management practices shall be used to ensure that no spills of petroleum products or other chemicals take place during these activities.
- The construction site shall maintain good construction site housekeeping controls and procedures (e.g., clean up all leaks, drips, and other spills immediately; keep materials covered and out of the rain, including covering exposed piles of soil and wastes; dispose of all wastes properly, place trash receptacles on site for that purpose, and cover open trash receptacles during wet weather; remove all construction debris from the beach; etc.).
- All erosion and sediment controls shall be in place prior to the commencement of construction as well as at the end of each workday.
- All beach areas, all beach access points, and all other public access facilities (e.g., parking lots and paths) impacted by construction activities shall be restored to their pre-construction condition or better within three days of completion of construction. Any beach sand impacted shall be filtered as necessary to remove all construction debris from the beach.

d) Western Snowy Plover Protection Measures. The Construction Plan shall provide for a qualified biologist to identify the beach access route and escort the contractor and any crew with heavy equipment to and from the construction site, in order to avoid potential impacts to western snowy plover or other wildlife, and to ensure that beach habitat is not disturbed. A qualified biologist shall monitor the project area for western snowy plover during construction activities and instruct the contractor and crew on appropriate measures to avoid potential impacts to western snowy plover.

e) Bank Swallow Protection Measures. The Construction Plan shall provide that all construction activities shall avoid impacts to bank swallows and bank swallow habitat. The Applicant shall consult with and comply with the requirements of the National Park Service related to potential impacts to biological resources.

f) Construction Site Documents. The plan shall provide that a copy of the signed CDP and the approved Construction Plan shall be maintained in a conspicuous location at the construction job site at all times during construction, and such copies shall be available for public review on request. All persons involved with the construction shall be briefed on the content and meaning of the CDP and the

approved Construction Plan, and the public review requirements applicable to them, prior to commencement of construction.

- g) Construction Coordinator.** The plan shall provide that a construction coordinator be designated to be contacted during construction for questions by the public. Contact information, including phone number, e-mail address, and street address, shall be conspicuously posted at the job site and readily visible from public viewing areas, along with indication that the construction coordinator should be contacted in the case of questions regarding the construction. The construction coordinator shall record the name, contact information (i.e., address, phone number, e-mail address, as applicable) and nature of all complaints received regarding the construction, and shall investigate complaints and take remedial action, if necessary, within 72 hours of receipt of the complaint or inquiry.
- h) Notification.** The Permittee shall notify planning staff of the Coastal Commission's North Central Coast District Office at least 3 working days in advance of commencement of construction, and immediately upon completion of construction.

Minor adjustments to the Construction Plan may be allowed by the Executive Director if such adjustments: (1) are deemed reasonable and necessary; and (2) do not adversely impact coastal resources. All requirements above and all requirements of the approved Construction Plan shall be enforceable components of this CDP. The Permittee shall undertake 2-15-1357 (San Francisco Public Utilities Commission) 10 construction in accordance with the approved Construction Plan.

- 6. Monitoring.** The Permittee shall ensure that the condition and performance of the as-built shoreline protection system is regularly monitored by a licensed civil or geotechnical engineer with experience in coastal structures and processes. Such monitoring evaluation shall, at a minimum, address whether significant weathering or damage has occurred that would adversely affect future performance or the revetments and sandbags, and identify any structural or other damage requiring repair to maintain the as-built revetments or sandbags in a structurally sound manner. Monitoring reports prepared by a licensed civil engineer with experience in coastal structures and processes, and covering the above-described evaluations, shall be submitted to the Executive Director for review and approval at annual intervals by November 1st of each year.
- 7. Future Maintenance.** This CDP requires ongoing monitoring of the overall shoreline protection system at this location and authorizes future maintenance of that system as described in this special condition through ~~December 31, 2021~~ July 1, 2022. The Permittee acknowledges and agrees that: (a) it is the Permittee's responsibility to maintain the shoreline protection system in a structurally sound manner and in its approved state; (b) it is the Permittee's responsibility to retrieve

loose armor rock or sandbags that might otherwise substantially impair the recreational and/or scenic qualities of the beach; (c) it is the Permittee's responsibility to annually or more often inspect the shoreline protection system for signs of failure and/or displaced armor rock or sandbags; and (d) it is the Permittee's responsibility to ensure regular maintenance of the parking lots at South Ocean Beach so as to avoid the accumulation of windblown sand that would limit the public's ability to access parking. Any such maintenance-oriented development associated with the revetments and sandbags shall be subject to the following:

- a) **Maintenance.** "Maintenance," as it is understood in this condition, means development that would otherwise require a CDP whose purpose is to repair and/or maintain the shoreline protection system in its approved configuration, including retrieval of armor rock and/or sandbags that may be displaced from the project as approved. Any proposed modifications to the approved as-built plans or required construction BMPs associated with any maintenance event shall be reported to planning staff of the Coastal Commission's North Central Coast District Office with the maintenance notification (described below), and such changes shall require a CDP amendment unless the Executive Director deems an amendment is not legally required.
- b) **Other Agency Approvals.** The Permittee acknowledges that these maintenance conditions do not obviate the need to obtain permits from other agencies for any future maintenance and/or repair episodes.
- c) **Future Maintenance Notification.** Prior to commencing any future maintenance event, the Permittee shall notify, in writing, planning staff of the Coastal Commission's North Central Coast District Office. Except for necessary emergency interventions, such notice shall be given by first-class mail at least two weeks in advance of commencement of work. The notification shall include a detailed description of the maintenance event proposed, and shall include any plans, engineering and/or geology reports, proposed changes to the maintenance parameters, other agency authorizations, and other supporting documentation describing the maintenance event. The maintenance event shall not commence until the Permittee has been informed by planning staff of the Coastal Commission's North Central Coast District Office that the maintenance event complies with this CDP. If the Permittee has not received a response within 30 days of receipt of the notification by the Coastal Commission's North Central Coast District Office, the maintenance shall be authorized as if planning staff affirmatively indicated that the event complies with this CDP. The notification shall clearly indicate that the maintenance event is proposed pursuant to this CDP, and that the lack of a response to the notification within 30 days of its receipt constitutes approval of it as specified in the CDP.
- d) **Non-Compliance Proviso.** If the Permittee is not in compliance with the terms and conditions of this CDP at the time that a future maintenance event is proposed,

then the maintenance event that might otherwise be allowed by the terms of this condition may only be allowed subject to approval by the Executive Director.

- e) **Emergency.** Nothing in this condition shall serve to waive any Permittee rights that may exist in cases of emergency pursuant to Coastal Act Section 30611, Coastal Act Section 30624, and Subchapter 4 of Chapter 5 of Title 14, Division 5.5, of the California Code of Regulations (Permits for Approval of Emergency Work).

8. Assumption of Risk, Waiver of Liability and Indemnity Agreement. The Permittee acknowledges and agrees:

- a) **Hazards.** That the site is subject to coastal hazards including but not limited to episodic and long-term shoreline retreat and coastal erosion, high seas, ocean waves, storms, tsunamis, tidal scour, coastal flooding, earthquakes, landslides, and the interaction of same.
- b) **Assume Risks.** To assume the risks to the Permittee and the property that is the subject of this permit of injury and damage from such hazards in connection with this permitted development.
- c) **Waive Liability.** To unconditionally waive any claim of damage or liability against the Commission, its officers, agents, and employees for injury or damage from such hazards.
- d) **Indemnify.** To indemnify and hold harmless the Commission, its officers, agents, and employees with respect to the Commission's approval of the project against any and all liability, claims, demands, damages, costs (including costs and fees incurred in defense of such claims), expenses, and amounts paid in settlement arising from any injury or damage due to the permitted development.
- e) **Property Owner Responsible.** That any adverse effects to property caused by the permitted project shall be fully the responsibility of the property owner.

9. Archaeological Resources. In the event that any article of historical or cultural significance is encountered, all activity that could damage or destroy these resources must cease and the Executive Director and the Native American Heritage Commission must be notified so that the articles may be suitably protected or flagged for future research. A qualified archaeologist and/or the Native American Heritage Commission shall be consulted in order to examine the site and obtain recommendations for subsequent measures for the avoidance, and if necessary, protection and disposition of significant artifacts. Avoidance and mitigation measures shall be developed and submitted to the Executive Director for review and approval.

10. Other Agency Review and Approval. PRIOR TO COMMENCEMENT OF CONSTRUCTION, the Permittee shall submit to the Executive Director written evidence that all necessary permits, permissions, approvals, and/or authorizations

for the approved project have been granted by all applicable agencies (including NPS, U.S. Army Corps of Engineers, and San Francisco Bay Regional Water Quality Control Board). Any changes to the approved project required by these agencies shall be reported to the Executive Director. No changes to the Commission-approved project shall occur without a Commission amendment to this CDP unless the Executive Director determines that no amendment is legally necessary.

11. Liability for Costs and Attorney Fees. The Permittee shall reimburse the Coastal Commission in full for all Coastal Commission costs and attorney fees (including but not limited to such costs and fees that are: (1) charged by the Office of the Attorney General; or (2) required by a court) that the Coastal Commission incurs in connection with the defense of any action brought by a party other than the Permittee against the Coastal Commission, its officers, employees, agents, successors and assigns challenging the approval or issuance of this CDP. The Permittee shall reimburse the Coastal Commission within 60 days of being informed by the Executive Director of the amount of such costs or fees. The Coastal Commission retains complete authority to conduct and direct the defense of any such action against the Coastal Commission.



550 Kearny Street
Suite 800
San Francisco, CA 94108
415.896.5900 phone
415.896.0332 fax

www.esassoc.com

memorandum

date January 29, 2015

to Anna Roche (SFPUC)

cc Steve Ortega (GGNRA)

from Louis White, PE

subject Placement of Medium-sized Sand Layer for Mitigation of Wind-blown Sand Transport
South Ocean Beach Short-Term Erosion Protection Measures Project (ESA Ref. #D120925.00)

Introduction

Sand placements at South Ocean Beach (SOB) that occurred as part of the 2012 and 2014 Sand Backpass projects used sand from North Ocean Beach (NOB), which provided the anticipated benefits but also resulted in wind-blown sand transport that partially blocked bluff-top parking and other facilities. Several measures are being proposed to mitigate wind-blown sand transport at the proposed sand backpass placement sites included in the South Ocean Beach Short-Term Erosion Protection Measures Project (project) being led by the San Francisco Public Utilities Commission (SFPUC). The project comprises a suite of soft erosion control measures to be implemented between 2016 and 2021 while the permitting, environmental review and design of the long-term project are completed. This document addresses an optional element to place a layer of coarser sand on top of the NOB sand to mitigate wind-blown transport associated with sand backpass projects expected to occur between 2016 and 2021.

The purpose of this memorandum is to provide a description of the proposed medium-sized coarse sand available in Central San Francisco Bay, and how it will be applied as a wind-blown sand mitigation measure for the forthcoming sand backpass projects, for review by the SFPPUC and the National Park Service.

Characteristics of Ocean Beach Sand

Sand at Ocean Beach is considered fine to medium size sand with a nominal diameter of about 0.3 millimeters (mm). Patches of coarser sand are located near the water line, whereas finer sand is located along the landward parts of wider shores and in dunes. The coarser sands result from historic sand supply. The coarse sand is typically exposed on the beach surface in the swash zone (water line) due to high-velocity wave action and runup. The finer sands are sorted by wind transport from dry shores and deposited on the landward side of beaches and in dunes. (Battalio 2014; Moffatt and Nichol 1995; Barnard et al. 2012; USACE 2011; Moffatt and Nichol 2007).

The sand used for backpassing is excavated from the very wide portions of NOB, primarily from the landward area adjacent to the O’Shaughnessy Seawall. As such, this sand is likely to be similar to the nominal beach grain size, but likely a bit finer and hence more susceptible to wind-blown transport. There is limited beach sand at SOB during the winter, and the NOB sand is likely finer than would naturally be stable in this highly eroded and scouring condition.

Prior sand placements (pre-backpassing) in the 1999 to 2004 timeframe used sand dredged from Central San Francisco Bay (Figure 1). The Central San Francisco Bay sand source was selected because of its coarser size and increased stability and compatibility for beach nourishment. Wind-blown sand transport was not a significant problem during these prior placements, probably because the coarser sand used was less mobile than the NOB backpassed sand under winds.



Photo by Bob Battalio

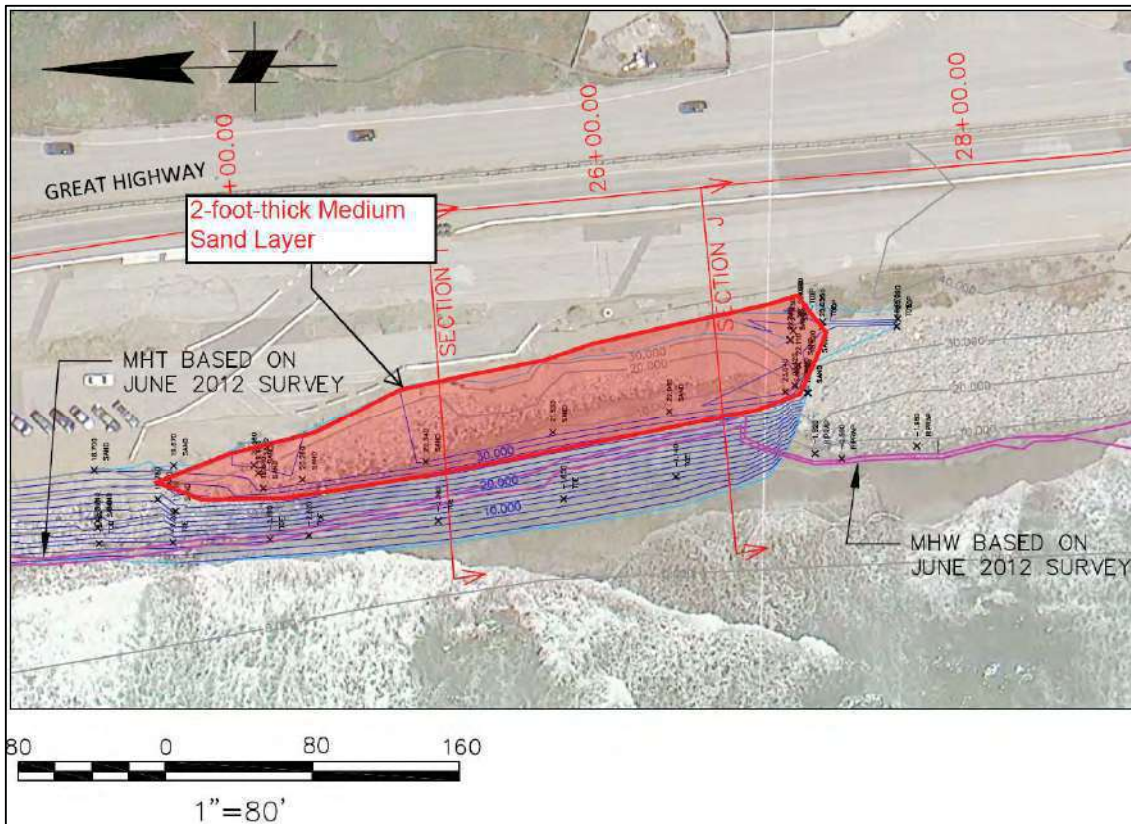
Figure 1
Sand Placement at South Ocean Beach 1999-2001
Using Coarse Sand Dredged from Central San Francisco Bay

Application to Proposed Sand Backpassing 2016 to 2021

To minimize wind-blown sand impacts as part of the proposed sand backpass projects, we propose to add a layer of medium-sized sand on the backpassed sand embankment. A layer two feet thick across the top and extending down the seaward slope four feet is proposed, as shown in Figures 2 and 3. A grain size of 0.5 mm is proposed (nominal size roughly equivalent to the median size in a distribution of sizes).

The medium-sized sand layer will be placed at some point in 2016 after the backpass sand berm is installed. Placing the NOB sand during the winter-spring time frame may be difficult due to environmental conditions. The

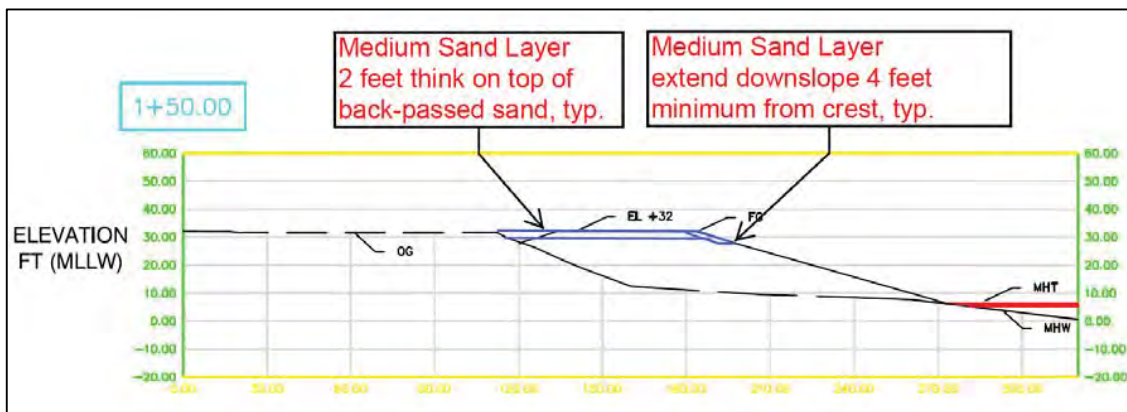
NOB sand will be actively eroding during and immediately after placement. Hence, we anticipate a second sand placement episode at which time the medium-sized sand layer can be installed.



Source: Moffatt and Nichol As-Built Survey 2012 Backpass

Figure 2

Schematic Plan View of Proposed 2-foot-thick Medium-Sized Sand Layer (Red Polygon) to be Placed on Top of Backpass Berm Extending 4 feet Down Slope



Source: Moffatt and Nichol Draft Construction Plans for Sand Backpass

Figure 3

Schematic Showing the Proposed 2-foot-thick Medium-Sized Sand Layer (Blue Lines) to be Placed on Top of Backpass Berm Extending 4 feet Down Slope

The medium-sized sand layer placement extents will be measured and recorded. The sand layer will be monitored to assess effectiveness in terms of limiting wind-blown transport as well as other sand placement objectives. The monitoring will be incorporated into the SFPUC ongoing monitoring and reporting for the South Ocean Beach Short-Term Erosion Projection Measures Project. Monitoring will consist of:

- Survey of medium sand extents as part of beach profile surveys
- Survey of wind-blown sand deposits on bluff top
- Grab samples of surface sands and grain size analysis to document extents
- Photographs

Medium-Sized Sand Availability

Sand meeting the characteristics described above is commercially available. Local sand mining operations in the Central San Francisco Bay produce several thousand tons of beach quality sand per week.¹ Samples of raw dredged sand product obtained from Lehigh Hanson Aggregates appear to be compatible in sand quality, color, and size to the coarser sands that naturally occur at Ocean Beach (Figure 4). The sand from the Angel Island shoal is considered medium-coarse sand, with naturally variable colors and with some shell fragments.



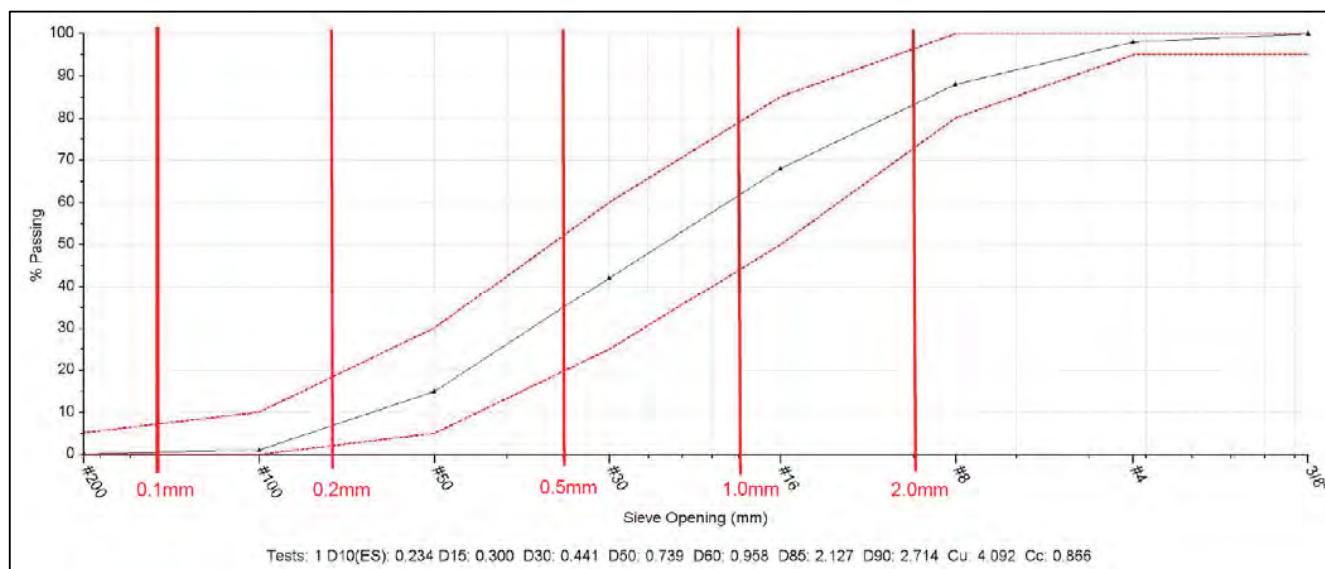
Photo by Louis White

Figure 4
Photo of Unscreened Medium-Sized Sand Dredged from the Angel Island Shoal in Central San Francisco Bay

According to sand gradations obtained from Lehigh Hanson Aggregates, the sand dredged from the Angel Island shoal in Central San Francisco Bay has a nominal size of approximately 0.7 mm. Figure 5 presents the graphical

¹ Pers. Comm., Chris Stromberg, Lehigh Hanson Aggregates, January 29, 2016.

results of this sand gradation, also included as an attachment to this memorandum. Note that the median grain size varies between samples, and the black line indicates an average over all sand samples. Most of the sand sizes vary between 0.2 and 2.0 mm.



Source: Lehigh Hanson Aggregates

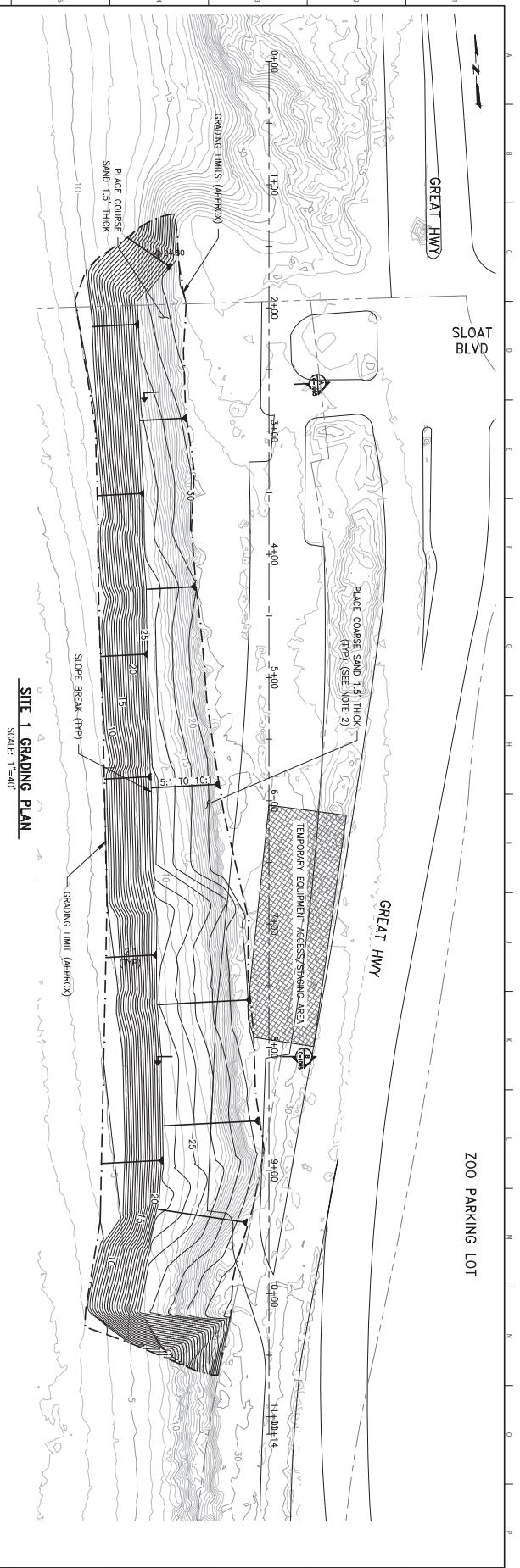
Figure 5
Sand Gradation of Unscreened Medium-Sized Sand Dredged from the Angel Island Shoal in Central San Francisco Bay

Additional commercially available sand dredged from San Francisco Bay near Carquinez Strait is available from Lind Marine (formerly Jerico Products) in Petaluma. We have not obtained samples nor observed this sand source. However, according to available specifications from Lind Marine, sand size varies between 0.15 mm and 0.6 mm, with a nominal or median grain size of approximately 0.3 mm. However, this sand gradation may represent screened sand, which typically is processed to remove most fines and larger sized material.

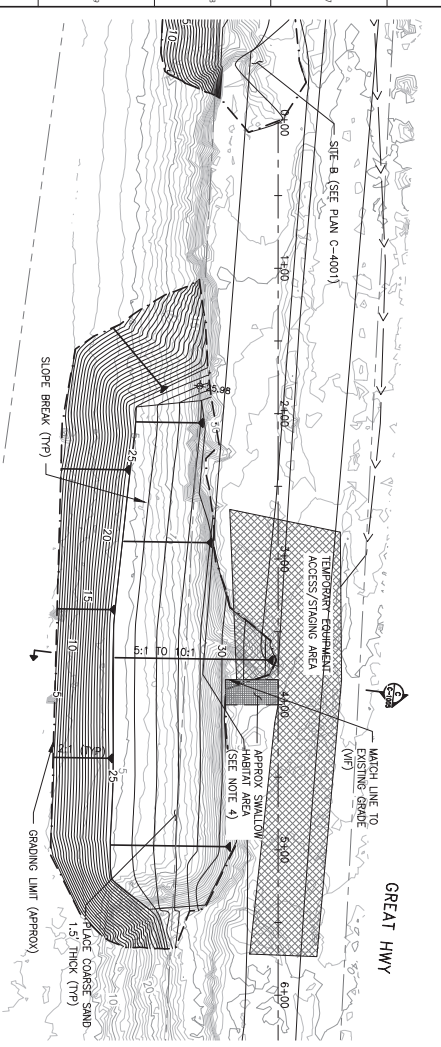
References

- Barnard, P.L., Hansen, J.E., and Erikson, L.H., 2012, Synthesis study of an erosion hot spot, Ocean Beach, California, *Journal of Coastal Research*, Vol. 28, No. 4, pp. 903-922.
- Battalio, B., 2014, Littoral processes along the Pacific and bay shores of San Francisco, California, USA, *Shore & Beach*, Vol. 82, No. 1, pp. 3-21.
- Moffatt and Nichol, 1995, Sediment Transport Processes Study, Ocean Beach, San Francisco, California, Final Report Prepared for U.S. Army Corps of Engineers, July 31, 1995.
- Moffatt and Nichol, 2007, Ocean Beach, California, Guidance for a Beach Nourishment Study Under Section 933, Prepared for City & County of San Francisco, July 2007.
- U.S. Army Corps of Engineers (USACE), 2011, Coastal Engineering Appendix, Nourishment Study, Ocean Beach, San Francisco, CA, DRAFT, Prepared by U.S. Army Corps of Engineers, San Francisco District.

Attachment A: Lehigh Hanson Sand Gradation Summary Central SF Bay



SITE 1 GRADING PLAN
SCALE: 1"=40'



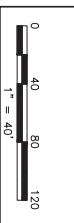
SITE 2 GRADING PLAN
SCALE: 1"=40'

CONTRACT BID ITEM	CONTRACT BID ITEM TITLE	YEAR 1 2019 (EST. QTY)	UNITS
5	BEACH DEBRIS REMOVAL & DISPOSAL	50	CY
6	TRAFFIC CONTROL & MOUNTAIN MEASURES	20	DAYS
7	SAND BACKPASS CONTRACT SERVICE ORDER - WORK SCOPE PROCEDURE WITHIN SECTION 01 11 00 - FURNISH & INSTALL IMPORTED COARSE SAND	48,000	CY
**8	IMPORTED COARSE SAND	5,141	CY

** IMPORTED COARSE SAND INCLUDES SITES A AND B. (SEE PLAN NO C-4001 FOR SITES A AND B)

SHEET NOTES:

- PLANS SHOWN SHALL BE CONSIDERED AS TYPICAL. EMPLOYMENT, EXACT SHAPE, SIZE AND DIMENSIONS OF ACTUAL DETERMINED IN EACH SAND BACKPASS CONTRACT SERVICE ORDER PACKAGE.
- SEE ARTICLE 1.03 SAND BACKPASS CONTRACT SERVICE ORDER - WORK SCOPE PROCEDURE WITHIN SECTION 01 11 00 - SUMMARY OF WORK FOR WORK REQUIREMENTS.
- NEW BERMS SHALL NOT BE LONGER THAN 900 FEET LONG, WIDER THAN 140 FEET, AND 25 FEET HIGH.
- SWALLOW HABITAT AREA TO BE PROTECTED. DO NOT COVER TOP 6 FEET OF THE SWALLOW HABITAT.



FOR THE SOLE USE OF THE REQUESTOR
RECIPIENT DO NOT CITE, COPY, OR
CIRCULATE WITHOUT THE EXPRESS
PERMISSION OF THE SFPUC.

ELEVATION
HANDS
MADDS



NO.	DATE	REVISIONS

Figure 3

CONTRACT NO. WW-714
CITY AND COUNTY OF SAN FRANCISCO
PUBLIC UTILITIES COMMISSION
INFRASTRUCTURE DIVISION
ENVIRONMENTAL MANAGEMENT SECTION

**OCEAN BEACH CLIMATE CHANGE ADAPTATION,
SHORT-TERM EROSION MITIGATION,
SOUTH OCEAN BEACH DEPOSIT PLAN**

DESIGNED / APPROVED	YV/PL	DATE	MAY
REVISION NUMBER	01	ISSUED	PL
BY DATE	GE	DATE	APPROVED
BY DATE	GE	DATE	APPROVED
PROJECT NUMBER	C-11004	DATE	DECEMBER 2020
PROJECT TITLE	WW23106	DATE	0

SETTLEMENT AGREEMENT AND MUTUAL RELEASE

This Settlement Agreement and Mutual Release (“the Agreement”) is entered into between and among California Coastal Protection Network (“CCPN”) and the City and County of San Francisco (“the City”). Collectively, CCPN and the City are “the Parties.”

RECITALS

A. On August 9, 2011 CCPN filed a complaint against the City in San Francisco Superior Court entitled *California Coastal Protection Network v. City & County of San Francisco*, Case No. CGC-11-513176, (“the Action”), asserting causes of action for: (1) declaratory relief; (2) injunctive relief; (3) civil fines; and (4) daily fines;

B. The City answered the complaint, denies CCPN’s allegations, and denies any allegations of wrongdoing, fault, or liability alleged in the Action or otherwise;

C. The Parties wish to settle their differences and avoid further litigation, without concession to the merits of any claim or allegation asserted in the Action;

NOW, THEREFORE, the Parties agree to fully settle their dispute on the following terms and conditions:

AGREEMENT

1. This Agreement is subject to approval by the San Francisco Public Utilities Commission, the San Francisco Board of Supervisors and the Mayor. Subject to the foregoing, each Party represents and warrants that it has the right and authority to execute this Agreement.

2. Within five (5) business days after the Public Utilities Commission, the Board of Supervisors and the Mayor have approved this Agreement, CCPN will submit to the San Francisco Superior Court a judgment pursuant to the terms of this settlement, as provided in section 664.6 of the California Code of Civil Procedure.

3. Within thirty (30) business days after entry of judgment, the City shall pay to CCPN the sum of \$125,000.00 (one hundred twenty five thousand dollars and no cents). The payment shall be in the form of a check payable to CCPN’s counsel, Otten & Joyce, LLP. This payment fully satisfies CCPN’s demand for attorneys’ fees and costs in connection with this Action.

4. The parties acknowledge and agree that the California Environmental Quality Act (“CEQA”) requires public agencies to consider the environmental impacts of a project before committing to implementing it. The actions described below, including the Long Term Adaptive Management Plan and the Immediate-Term Coastal Erosion Management Plan, and any other actions proposed to be undertaken by the City, are subject to CEQA review before the City may approve such action. Accordingly, until the environmental review process has been completed, the City must retain the sole and absolute discretion to: (i) make such modifications to a proposed project as are deemed necessary to mitigate significant environmental impacts; (ii) select other feasible alternatives to avoid such impacts; (iii) balance the benefits against unavoidable significant impacts prior to taking final action if such significant impacts cannot otherwise be avoided; or (iv) determine not to proceed with a proposed project if the City determines that the benefits of a proposed project fail to outweigh the unavoidable significant impacts.

5. The Parties have agreed to the following timeline for the City to develop and initiate implementation of a Long-term Adaptive Management Plan (LAMP) for the South Reach of San Francisco’s Ocean Beach that preserves recreational opportunities, complies with all applicable land use and environmental laws and regulations, and contemplates a managed retreat in the face of expected sea level rise. The South Reach of Ocean Beach (“SROB”) is the area south of Sloat Boulevard.

- a. The City has already engaged with the San Francisco Planning and Urban Research Association (“SPUR”) and stakeholders to develop an Ocean Beach Master Plan. SPUR published the Ocean Beach Master Plan in May 2012.
 - b. San Francisco expects SPUR to issue its Preferred Alternative, after it is reviewed and approved by all stakeholders, by the end of 2014. The City expects to proceed with environmental review of SPUR’s Preferred Alternative recommendation, which is considering and may include managed retreat strategies, as well as debris removal and rerouting of the Great Highway from SROB.
 - c. Environmental review under CEQA and NEPA, following SPUR’s publication of its Preferred Alternative, is expected to take from 18-36 months (through 2017). The variable time estimate depends in part on whether the Preferred Alternative will require a full Environmental Impact Report, or whether it will require only a Mitigated Negative Declaration.
 - d. By January 1, 2018, or promptly upon completion of the environmental review set forth in section 5.c., the City shall submit applications for necessary permits and approvals for LAMP (from, e.g., the California Coastal Commission, the Army Corps of Engineers, the Golden Gate National Recreation Area, the California Department of Fish & Wildlife, the United States Fish & Wildlife Service). This permit procedure is expected to take approximately 12 months (through 2018).
 - e. Contract bids and awards for a project of this scope typically take about 8-12 months (through 2019).
 - f. Construction of the approved project is expected to take about 18-24 months (through 2021).
6. The City will immediately direct SPUR and its partners to consider the following measures in developing the LAMP: 1) analyze shoreline retreat; and 2) analyze limited future shoreline armoring for the sewer facility only, as an aesthetically natural looking curved and contoured structure so as to protect the sewer facility.
7. The Parties recognize that events beyond the City’s control could cause unforeseen delay in the timetable set forth in paragraph 5, above. For example, a legal challenge to implementation of the Ocean Beach Master Plan under CEQA or NEPA would likely delay the project. The City agrees to use its best efforts to adhere to the timeline set forth in paragraph 5, above, and to notify CCPN promptly if the City becomes aware of circumstances that will require modification of the timeline. The Parties further recognize that implementation of the LAMP is an adaptive, iterative process that will be informed by the experience obtained through implementation of interim measures, and the parties expect LAMP will be modified as necessary and appropriate to reflect this information and experience that is not yet available.
8. Pending full implementation of the LAMP, the City has engaged SPUR to develop with stakeholders interim measures, including an Immediate-Term Coastal Erosion Management Plan.
9. These interim measures, including the Immediate-Term Coastal Erosion Management Plan, remain under development. Erosion control and beach maintenance interventions currently under consideration as immediate measures include sand backpassing (i.e., trucking surplus sand from the North Reach of Ocean Beach to eroded areas of the South Reach), sandbags to protect the bluff from direct wave action, and rubble reuse to limit bluff erosion. As part of this Agreement, City will immediately direct SPUR to consider the feasibility of the following measures to improve public access and recreation opportunities to the SROB pending full implementation of the LAMP:

- a. Remove and/or reconfigure the concrete parking and traffic barriers currently spread throughout the SROB and along the unused roadbed in order to facilitate and allow increased public parking and recreational enjoyment on what remains of the former roadway and remaining asphalt infrastructure, during the pendency of the LAMP planning process.
- b. that benches, picnic tables, trails, trash containers, landscaping and other public park amenities be considered for the western bluff edge area in order to create an interim public park-like recreation area between the existing parking lots (and what is left of them) and Fort Funston, in the area formerly used as roadway (“Managed Retreat Area”);
- c. that rocks and debris located below the mean high tide line in the Managed Retreat Area be annually removed or repurposed so long as such removal and/or repurpose use further up the bluff in the Managed Retreat Area does not jeopardize existing sewer infrastructure; and
- d. that nourishment and creation of sand ladders or other safe access down to the beach be included so long as it will not jeopardize natural resources or sensitive species in the area.

10. Within 12 months of the execution of this Agreement, The City will implement the Immediate-Term Coastal Erosion Management Plan consistent with SPUR’s analysis and recommendations, to the extent these measures complete environmental review and obtain all necessary permits and approvals from regulatory agencies with jurisdiction over the activities.

11. The City agrees to limit its emergency response during the implementation of LAMP to continued use of beach nourishment (including natural material sand bags) and other measures that may be permitted and approved by the California Coastal Commission. The City further agrees to obtain all necessary permits and/or authorizations from all governmental agencies including, but not limited to, the California Coastal Commission before engaging in any emergency response, subject to the procedures authorized in section 13144 of Title 14 of the California Code of Regulations (14 CCR § 13144), and section 30611 of the California Public Resources Code.

12. CCPN and its officers, agents, servants, employees, attorneys and other persons who are in active concert or participation with them shall not oppose the City’s applications for permits and approvals to implement the LAMP and the interim measures, including the Immediate-Term Coastal Erosion Management Plan, set forth herein.

13. Upon entry of the Judgment set forth in paragraph 2 above and receipt of the payment set forth in paragraph 3, above, CCPN, on behalf of itself and its present, former and future affiliates, divisions, departments, officers, directors, employees, representatives, agents, successors, assigns, and attorneys, fully release, waive, and forever discharge the City (including, without limitation, all of the City's departments, boards, commissions, officers, commissioners, employees and attorneys) and its agents and insurers from any and all civil claims, demands, actions, suits, rights, and causes of actions and liabilities of any nature, known or unknown, suspected or unsuspected, whether legal, equitable, or statutory, including, but not limited to, civil penalties and punitive damages, costs, expenses and attorney fees, which arise out of or in any way relate to this Action, based on conduct occurring at any time up to and including the effective date of this Agreement.

14. Upon entry of the Judgment set forth in paragraph 2 above, the City, on behalf of itself and its present, former and future affiliates, divisions, officers, commissioners, employees, representatives, agents, successors, assigns and attorneys, fully releases, waives and forever discharges CCPN and its present, former and future affiliates, divisions, officers, directors, employees, representatives agents, insurers, sureties and attorneys, from any and all civil claims, demands, actions, suits, rights, and causes of actions and liabilities of any nature, known or

unknown, suspected or unsuspected, whether legal, equitable, or statutory, including, but not limited to, civil penalties and punitive damages, costs, expenses and attorney fees, which arise out of or in any way relate to this Action, based on conduct occurring at any time up to and including the effective date of this Agreement.

15. Each of the Parties understands and agrees that if any facts concerning claims released in this Agreement should be found hereafter to be other than or different from the facts now believed to be true, they expressly accept and assume the risk of such possible difference in facts and agree that the releases in this Agreement will remain effective. Therefore, and subject to the reservation stated above, with respect to the claims released in this Agreement, each of the Parties knowingly and expressly waives any rights or benefits provided by Section 1542 of the Civil Code, which reads as follows:

A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS WHICH THE CREDITOR DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE, WHICH IF KNOWN BY HIM OR HER MUST HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR.

16. In the event either Party contends that the other Party is in breach of any of its obligations under this Settlement Agreement, then the complaining Party shall give written notice (the "Notice") specifying in reasonable detail the alleged breach or lack of compliance. The responding Party shall be given a thirty (30) day period (the "Cure Period") from the date of receipt of the Notice in which to correct or cure the breach or lack of compliance. If the complaining Party contends at the end of the Cure Period that the alleged breach has not been corrected or cured, the Parties shall meet and confer for a minimum of 30 additional days before the complaining party shall have the right to enforce this Settlement Agreement in court. Each party shall make itself reasonably available to meet and confer during this 30-day period and shall meet and confer in good faith. In any action to enforce this Settlement Agreement, the prevailing party shall be entitled to reasonable attorney fees. The Parties hereby expressly agree and stipulate that the San Francisco County Superior Court shall retain jurisdiction over this matter pursuant to California Code of Civil Procedure, §664.6.

17. Any notice, request, consent, waiver or other communication required or permitted hereunder shall be effective only if it is in writing and personally delivered or sent by certified or registered mail, postage prepaid, by nationally recognized overnight courier or by telecopier (with confirmation of delivery of telecopy), addressed as set forth below:

If to CCPN:

Otten & Joyce, LLP
c/o Victor Otten, Esq.
3620 Pacific Coast Highway, Suite 100
Torrance, CA 90505
Telecopy: (310) 347-4225
E-Mail: vic@ottenandjoyce.com

With copies to:

Mark Massara, Esq.
1642 Great Highway
San Francisco, CA 94122
E-Mail: markmassara@coastaladvocates.com

If to the City:

San Francisco Public Utilities Commission

Harlan L. Kelly, Jr.
SFPUC, General Manager
525 Golden Gate Ave., 13th Floor
San Francisco, CA 94102
Phone: 415-554-0740
Email: hkelly@sfgwater.org

and to:

Anna Roche
Wastewater Enterprise
Grants Program Manager and Legislative Liaison
525 Golden Gate Ave., 11th Floor
San Francisco, CA 94102
Phone: 415-551-4560
Email: aroche@sfgwater.org

With copies to:

San Francisco City Attorney's Office

City Hall, Room 234
San Francisco, CA 94102
Attention: James M. Emery
Telecopy: (415) 554-4757
E-Mail: jim.emery@sfgov.org

or such other person or address as the addressee may have specified in a notice duly given to the sender as provided herein. Such notice or communication shall be deemed to have been given as of the date received by the recipient thereof or the date of rejection of attempted delivery. All notices given hereunder shall also be given by electronic mail at the electronic mail addresses set forth above.

18. This Agreement shall expire on December 31, 2021.

19. This Agreement shall be governed by and construed and enforced in accordance with the laws of the State of California.

20. The terms set forth in this Agreement constitute the final expression of the Parties' agreement and understanding. This Agreement can be amended, modified, or terminated only by a writing executed by all Parties. No modification or waiver of any provisions of this Agreement shall be effective unless the same shall be in writing and signed by all Parties.

21. The Parties agree that the Agreement shall be binding upon the Parties and any successors-in-interest and assigns.

22. The Parties acknowledge that they have read this Agreement, that they have been advised by the counsel of their choice, and that the determination of the terms of this Agreement has been by mutual agreement following negotiation. Each Party understands each and every term, condition, and provision of the Agreement. Accordingly, the rule of construction specified in California Civil Code section 1654 that uncertainties in a contract are to be interpreted against the party who caused the uncertainty to exist is hereby expressly waived by all parties. For purposes of this Agreement, the Parties agree that any ambiguity shall be resolved as if the Agreement and each provision had been jointly conceived and drafted.

23. This Agreement may be executed and delivered in any number of counterparts or copies by the Parties. The execution of counterparts shall have the same force and effect as if all Parties had signed the same instrument. The Parties further agree that facsimile or photocopied signatures have the same force and effect as original signatures for all purposes.

IN WITNESS HEREOF, each Party has caused this Agreement to be executed on the date opposite its signature block.

Dated: _____, 2013 CALIFORNIA COASTAL PROTECTION NETWORK,

by Susan Jordan, its President

Dated: _____, 2013 CITY AND COUNTY OF SAN FRANCISCO

Harlan L. Kelly, Jr.
General Manager
San Francisco Public Utilities Commission

Approved as to form:

Dated: _____, 2013

Victor J. Otten
Counsel for California Coastal Protection Network

Dated: _____, 2013

James M. Emery, Esq.
Deputy City Attorney

Exhibit 8 Settlement Approval

File No. 140279

Committee Item No. 11

Board Item No. 9

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Rules

Date April 3, 2014

Board of Supervisors Meeting

Date April 15, 2014

Cmte Board

- | | | |
|-------------------------------------|-------------------------------------|--|
| <input type="checkbox"/> | <input type="checkbox"/> | Motion |
| <input type="checkbox"/> | <input type="checkbox"/> | Resolution |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Ordinance |
| <input type="checkbox"/> | <input type="checkbox"/> | Legislative Digest |
| <input type="checkbox"/> | <input type="checkbox"/> | Budget and Legislative Analyst Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Youth Commission Report |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Introduction Form |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Department/Agency Cover Letter and/or Report |
| <input type="checkbox"/> | <input type="checkbox"/> | MOU |
| <input type="checkbox"/> | <input type="checkbox"/> | Grant Information Form |
| <input type="checkbox"/> | <input type="checkbox"/> | Grant Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Subcontract Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Contract/Agreement |
| <input type="checkbox"/> | <input type="checkbox"/> | Form 126 – Ethics Commission |
| <input type="checkbox"/> | <input type="checkbox"/> | Award Letter |
| <input type="checkbox"/> | <input type="checkbox"/> | Application |
| <input type="checkbox"/> | <input type="checkbox"/> | Public Correspondence |

OTHER (Use back side if additional space is needed)

- | | | |
|-------------------------------------|-------------------------------------|---------------------------|
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <u>CEQA Determination</u> |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |

Completed by: Alisa Miller Date March 28, 2014

Completed by: Alisa Miller Date April 10, 2014

1 [Settlement of Lawsuit - California Coastal Protection Network - \$125,000]

2
3 **Ordinance authorizing settlement of the lawsuit filed by California Coastal Protection**
4 **Network against the City and County of San Francisco for \$125,000; the lawsuit was**
5 **filed on August 9, 2011, in San Francisco County Superior Court, Case No. CGC-11-**
6 **513176; entitled California Coastal Protection Network v. City and County of San**
7 **Francisco; other material terms of said settlement include implementation of long-term**
8 **adaptive management plan for the South Reach of Ocean Beach; and making**
9 **environmental findings.**

10
11 Be it ordained by the People of the City and County of San Francisco:

12 Section 1. The Planning Department has determined that the actions contemplated in
13 this ordinance comply with the California Environmental Quality Act (California Public
14 Resources Code Section 21000 et seq.). Said determination is on file with the Clerk of the
15 Board of Supervisors in File No. 140279 and is incorporated herein by reference.

16 Section 2. Pursuant to Charter section 6.102(5), the Board of Supervisors hereby
17 authorizes the City Attorney to settle the action entitled California Coastal Protection Network
18 v. City and County of San Francisco, San Francisco County Superior Court, Case No.
19 CGC-11-513176 by the payment of \$125,000 and development of a Long-term Adaptive
20 Management Plan for the South Reach of San Francisco's Ocean Beach, and interim
21 measures to manage the South Reach of Ocean Beach pending implementation of the Long-
22 term Plan.

23 Section 3. The above-named action was filed in San Francisco County Superior Court
24 on August 9, 2011, and the following parties were named in the lawsuit: California Coastal
25 Protection Network as Plaintiff, and City and County of San Francisco as Defendant.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

APPROVED AS TO FORM AND
RECOMMENDED:

DENNIS J. HERRERA
City Attorney


JAMES M. EMERY
Deputy City Attorney

FUNDS AVAILABLE:


BEN ROSENFELD
Controller

Index Code: 920101
Sub Object: 05312


n:\land\12014\120194\00901676.doc

RECOMMENDED:

SAN FRANCISCO PUBLIC UTILITIES
COMMISSION


HARLAN L. KELLY, JR.
General Manger

APPROVED:


SECRETARY
PUBLIC UTILITIES COMMISSION



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: March 25, 2014
TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: Sarah B. Jones, Environmental Review Officer
RE: California Coastal Protection Network Litigation Settlement

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Pending before the Board of Supervisors is a proposed Settlement Agreement ("Agreement") with California Coastal Protection Network. The Agreement sets up a process whereby San Francisco will develop a long-term adaptive management plan for the South Reach of Ocean Beach, as well as interim measures to manage the South Reach. Both the long-term plan and the interim measures will be subject to appropriate environmental review after the City has identified preferred alternatives. The Agreement expressly retains the City's full discretion to (i) make such modifications to a proposed project as are deemed necessary to mitigate significant environmental impacts; (ii) select other feasible alternatives to avoid such impacts; (iii) balance the benefits against unavoidable significant impacts prior to taking final action if such significant impacts cannot otherwise be avoided; or (iv) determine not to proceed with a proposed project if the City determines that the benefits of a proposed project fail to outweigh the unavoidable significant impacts. No physical changes to the environment would result from the Agreement, because the City has not committed itself to any specific alterations to Ocean Beach and any future alternative will be subject to full environmental review.

Establishing a process for the City to develop preferred alternatives and to submit them to environmental review does not qualify as a "project" under CEQA. The identification of a preferred alternative would not result in any changes to the environment, and the City has not committed itself to any specific long-term plan or to any specific interim measures. Therefore, the Agreement is not subject to review under CEQA.

BOARD of SUPERVISORS



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

March 27, 2014

File No. 140279

Sarah Jones
Environmental Review Officer
Planning Department
1650 Mission Street, 4th Floor
San Francisco, CA 94103

Dear Ms. Jones:

On April 1, 2014, the City Attorney's Office will introduce the following proposed legislation:

File No. 140279

Ordinance authorizing settlement of the lawsuit filed by California Coastal Protection Network against the City and County of San Francisco for \$125,000; the lawsuit was filed on August 9, 2011, in San Francisco County Superior Court, Case No. CGC-11-513176; entitled California Coastal Protection Network v. City and County of San Francisco; other material terms of said settlement include implementation of long-term adaptive management plan for the South Reach of Ocean Beach; and making environmental findings.

This legislation is being transmitted to you for environmental review.

Angela Calvillo, Clerk of the Board

A handwritten signature in cursive script that reads "Alisa Miller".

By: Alisa Miller, Committee Clerk
Rules Committee

Attachment

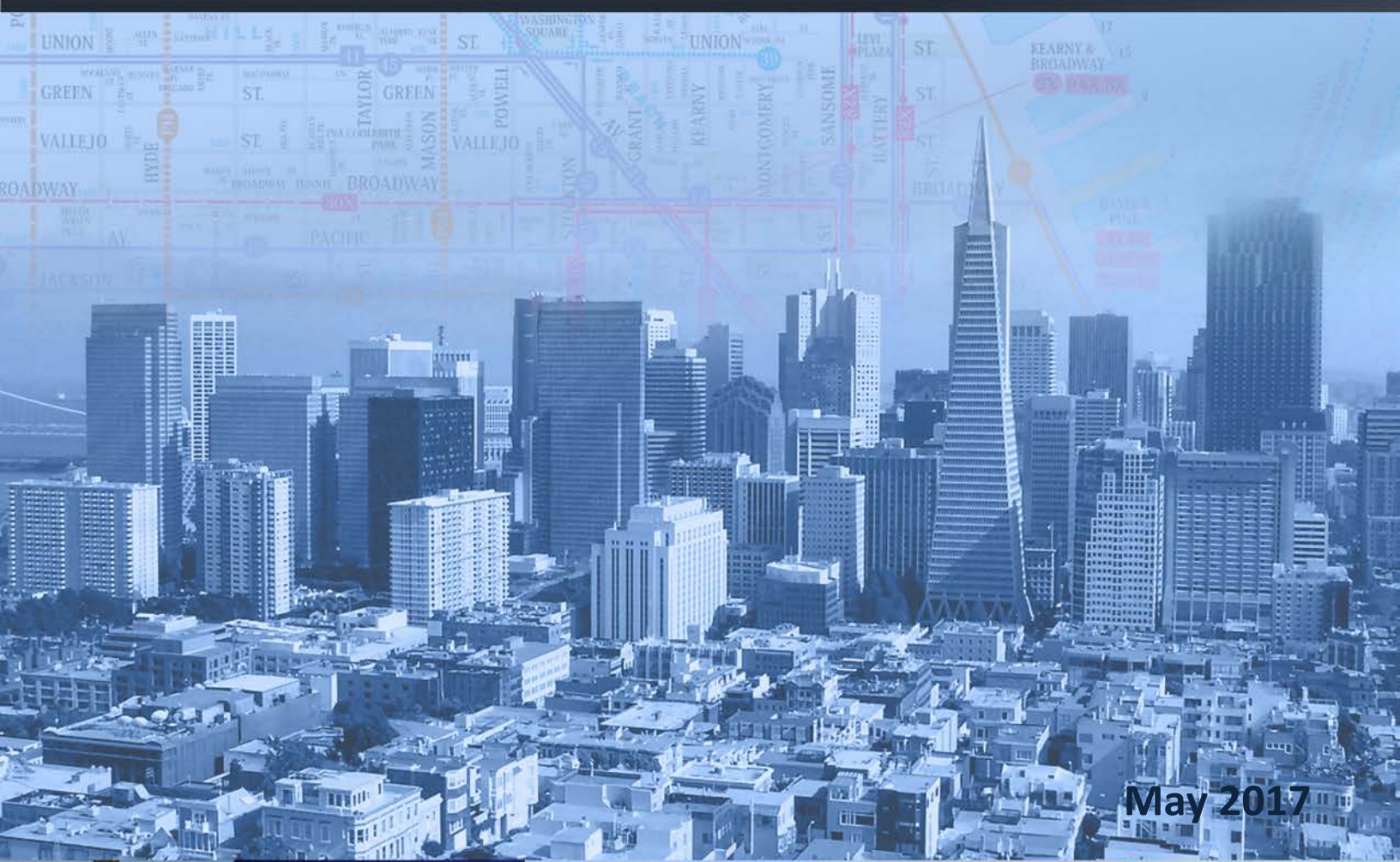
c: Monica Pereira, Environmental Planning
Nannie Turrell, Environmental Planning

Exhibit 9 Emergency Response Plan



City and County of San Francisco Emergency Response Plan

AN ELEMENT OF THE CCSF EMERGENCY MANAGEMENT PROGRAM



This page is intentionally blank.



Index

1. Contents
2. Section I: Introduction
3. Section II: Concept of Operations
4. Section III: EOC General Staff
5. Section IV: Mutual Aid
6. Appendix: List of Abbreviations and Acronyms
7. Attachment #1: Local ESF Annexes
8. Attachment #2: ESF Department Representation
9. Attachment #3: Local ESF Coordinating and Supporting Department Matrix

This page is intentionally blank.



Contents

Contents

Index v

SECTION 1: Introduction 1

1.1 Overview 1

 1.1.1 CCSF Emergency Management Program 1

 1.1.2 Emergency Response Plan 1

1.2 Scope 3

1.3 Document Organization 3

1.4 Authorities 4

1.5 Document Management and Distribution 5

SECTION 2: Concept of Operations 7

2.1 General Concepts 7

 2.1.1 SEMS Organizational Levels 7

 2.1.2 Emergency Operations Center 9

 2.1.3 Department Operations Center 15

 2.1.4 Local Emergency Support Functions 16

 2.1.5 Levels of Coordination 17

 2.1.6 EOC Coordination with Other Entities 21

2.2 Management Structure 24

 2.2.1 Mayor 24

 2.2.2 Policy Group 25

 2.2.3 Management Staff 26

 2.2.4 General Staff 26

2.3 EOC Standard Operating Procedures 27

 2.3.1 EOC Activation and Deactivation Procedures 27

 2.3.2 EOC Action Planning 29

 2.3.3 EOC Management Software System 29

 2.3.4 Communications Systems 30

SECTION 3: EOC General Staff 31

3.1 Introduction 31

 3.1.1 Overview 31

 3.1.2 Coordinating / Supporting Department Model 31

 3.1.3 Credentialing 31



3.2 Planning Section	33
3.2.1 Planning Section Overview	33
3.3 Operations Support Section	35
3.3.1 Operations Support Section Overview	35
3.3.2 Fire and Rescue Branch	37
3.3.3 Law Enforcement Branch	39
3.3.4 Human Services Branch	41
3.3.5 Infrastructure Branch	45
3.3.6 Transportation Branch	47
3.3.7 Communications Branch.....	49
3.3.8 Community Branch	51
3.4 Logistics Section	53
3.4.1 Logistics Section Overview	53
3.4.2 Facilities Branch	55
3.4.3 Donations Management Branch	56
3.4.4 Human Resources Branch.....	57
3.4.5 Supplies and Equipment Branch.....	58
3.5 Finance and Administration Section.....	61
3.5.1 Finance and Administration Section Overview	61
SECTION 4: Mutual Aid.....	65
4.1 Mutual Aid Systems	65
4.2 Mutual Aid Coordination.....	68
4.3 Non-Governmental Organizations, Special Districts, and Private Sector Organizations Mutual Aid.....	68
Appendix: List of Abbreviations and Acronyms	69
Attachments.....	71
Attachment #1: Local ESF Annexes	73
Attachment #2: ESF Department Representation.....	75
Attachment #3: Local ESF Coordinating and Supporting Department Matrix.....	77



List of Figures

Figure 2-1: SEMS Organizational Levels.....	8
Figure 2-2: Standard ICS Organization Structure.....	11
Figure 2-3: Emergency Operations Communications Scenarios	12
Figure 2-4: EOC Coordination Structure.....	13
Figure 2-5: ICP/DOC/EOC Coordination	19
Figure 2-6: JIC/JIC Organizational Structure.....	20
Figure 2-7: Emergency Response Districts	22
Figure 4-1: California Mutual Aid and Administrative Regions	65
Figure 4-2: Discipline-Specific Mutual Aid Systems.....	67

List of Tables

Table 1-1: CCSF Emergency Management Program in Accordance with NIMS Mission Areas	2
Table 1-2: Document Organization.....	3
Table 2-1: CCSF DOC Chart.....	16
Table 2-2: Local ESF Chart.....	17
Table 2-3: EOC Management Positions	26
Table 2-4: Activation Levels	27
Table 3-1: SEMS/NIMS Training Guidance for EOC Positions – 2007	32
Table 4-1: California Master Mutual Aid Systems.....	66

This page is intentionally blank.



Section I: Introduction

1.1 Overview

1.1.1 CCSF Emergency Management Program

The City and County of San Francisco (CCSF) Emergency Management Program is a jurisdiction-wide system that provides CCSF with emergency management actions for the prevention of, preparedness for, response to, and recovery from, any emergency or disaster. The system encompasses all CCSF organizations, agencies, departments, entities, and individuals responsible for emergency management activities. The program provides a common framework for which a variety of agencies may work together effectively. Additionally, the program provides standardized and coordinated emergency management procedures.

The Emergency Management Program, includes the following plans, which align with the four phase phases of emergency management¹:

- Administrative Plan
- Preparedness Plan
- Hazard Mitigation Plan
- **Emergency Response Plan**
- Recovery Plan (forthcoming)

1.1.2 Emergency Response Plan

This Emergency Response Plan (ERP) utilizes an all-hazards approach to emergency planning, and therefore encompasses all hazards applicable to CCSF, both natural and man-made, ranging from planned events to large-scale disasters. Some of these hazards require extensive attention and are further detailed in the hazard-specific annexes to this plan. Hazards that CCSF is particularly vulnerable to include, but are not limited to:

- Earthquake
- Hurricane
- Tsunami
- Flood
- Winter Storm
- Terrorism / CBRNE

The ERP addresses the roles and responsibilities of CCSF during all-hazards emergency response. Specifically, the ERP identifies and describes CCSFs interaction with regional, State, and Federal entities, the role of the San Francisco Emergency Operations Center (EOC), and the coordination that occurs between the EOC and City departments and

¹ Prevention, preparedness, response, and recovery, NIMS 2007



agencies. The Emergency Support Function (ESF)² annexes to this plan will describe in more detail response actions specific to each corresponding ESF.

In addition to this plan, every department within CCSF maintains a departmental emergency plan, which shall be consistent with the provisions of the ERP.

In accordance with Homeland Security Presidential Directive (HSPD)-5 and the subsequent National Incident Management System (NIMS)³, this plan falls under the *Respond* element noted in the National Preparedness Goal five mission areas. These mission areas guide all CCSF programs and plans. See Table 1-1 below.

Section I
Introduction

Table 1-1: CCSF Emergency Management Program in Accordance with NIMS Mission Areas

National Preparedness Goal Mission Areas				
CCSF Programs and Plans Aligned under the Five National Preparedness Goal Mission Areas:				
Prevent	Prepare	Mitigation	Respond	Recover
<ul style="list-style-type: none"> ▪ Critical Infrastructure Protection Program ▪ Community Safety Element 	<ul style="list-style-type: none"> ▪ Strategic Plan ▪ Community Outreach Program ▪ Training & Exercise Plan 	<ul style="list-style-type: none"> ▪ Threat Hazard Identification and Risk Assessment ▪ Hazard Mitigation Plan 	<ul style="list-style-type: none"> ▪ ERP <ul style="list-style-type: none"> ○ ESF Annexes ○ Hazard-Specific Annexes / Reference Guides 	<ul style="list-style-type: none"> ▪ Recovery Plan ▪ Debris Management Plan ▪ Community Redevelopment

Source: CCSF DEM, 2007

Note: This plan complies with NIMS, in accordance with the National Response Framework (NRF)⁴, the California Standardized Emergency Management System (SEMS)⁵, the Incident Command System (ICS)⁶, and the California State Emergency Plan. CCSF uses the California Office of Emergency Services (CalOES) credentialing system for key SEMS/NIMS⁷ emergency response positions, and applies this system to the appropriate departments that are directly involved with the coordination and management of CCSF emergency response activities.

² ESFs are outlined in the NRF, which details the missions, policies, structures, and responsibilities of Federal agencies for coordinating resource and programmatic support to States, tribes, and other Federal agencies or jurisdictions and entities during Incidents of National Significance. Local ESFs are organized in accordance with the Federal System.

³ NIMS is a nationwide emergency management approach designated under HSPD-5 for managing incidents when all levels of government, private sector, and non-governmental organizations are working together. The Federal directive was implemented to make adoption of NIMS by State and local organizations a requirement in order to obtain Federal preparedness assistance (through grants, contracts, and other activities).

⁴ For further information regarding the National Response Framework, visit this website: www.fema.gov/emergency/nrf

⁵ SEMS is the emergency management system required by California Government Code Section 8607(a) for managing incidents involving multiple jurisdictions and agencies. For further NIMS/SEMS information, visit this website: <http://www.oes.ca.gov/Operational/OESHome.nsf/1?OpenForm>

⁶ ICS is a management system used to organize emergency response. ICS offers a scalable response to an emergency incident of any magnitude, and provides a common framework within which people can work together. For further ICS information, visit this website: <http://training.fema.gov/EMIWeb/Is/is100.asp>

⁷ All references to SEMS from this point forward additionally imply NIMS compliance.



1.2 Scope

The ERP uses management-by-objective protocols. Its role is to ensure that all emergency response activities are directed toward reaching an agreed-upon goal. The scope of this plan is not tactical, nor does it focus on Incident Command at the field level. Rather, the ERP addresses overall support and coordination of CCSF response to an emergency, disaster or event.

This plan ad plan encompasses all hazards applicable to CCSF, which include both natural and man-made, and range from planned events to large-scale disasters. Hazards that CCSF is particularly vulnerable to include, but are not limited to:

- Earthquake
- Hurricane
- Tsunami
- Flood
- Winter Storm
- Terrorism / CBRNE

ERP procedures are scalable in order to address both incidents that develop over time and those that may occur without warning.

1.3 Document Organization

The following sections provide the policy framework that guides the organization of CCSF emergency operational procedures:



Table 1-2: Document Organization

Section 1: Introduction	Provides the objectives of the plan, its legal authorities, and document management procedures.
Section 2: Concept of Operations	Provides an overview of the sequence and scope of actions to be taken for a citywide response to an emergency event.
Section 3: EOC General Staff	Provides a detailed description of the responsibilities of and actions to be taken by each EOC Section, to include information to be used by each staff member with an assigned role and responsibility during an EOC activation.
Section 4: Mutual Aid	Provides an overview of the mutual aid system in California and discusses CCSF's role in that system.
Attachments: #1 – Local ESF Annexes #2 – ESF Department Representation #3 – Local ESF Coordinating and Supporting Department Matrix	Identifies and defines local ESFs and ESF Annexes. Depicts the relationship between CCSF departments and local ESFs.

Section I
Introduction



1.4 Authorities

The following provides emergency authorities for conducting and/or supporting emergency operations. These authorities form the basis for the organizational and planning principles presented in this ERP.

Local

CCSF Charter Provisions

- Continuity of Government in a Disaster: Article II, Section 2.107, Emergency Ordinances and Article III, Section 3.100(13) – Powers and Responsibilities
- Powers and Responsibilities of the Mayor in a Public Emergency: Article III, Section 3.100(13) – Powers and Responsibilities
- Special Powers of the Chief of Police in the event of a Riot or Public Disturbance: Article IV, Section 4.127

CCSF Administrative Code

- Disaster Council: Chapter 7, Sections 7.3–7.4
- Emergency Repairs and Work: Chapter 6, Section 6.60
- Emergency Services of San Francisco: Organizational Provisions, Chapter 7, Section 7.9
- Powers to Combat Contaminating Agents: Chapter 7, Section 7.15
- Emergency Procurement of Supplies Procedures: Chapter 21, Section 21.15

Other CCSF Authorities

- Adopting California Mutual Aid Agreement: Ordinances 40–72, dated February 25, 1972, (Resolution 11053, Series 1939, dated April 25, 1951)

State

- Standardized Emergency Management System Regulations: California Code of Regulations, Title 19, Division 2, Chapter 1
- Disaster Assistance Act Regulations: California Code of Regulations, Title 19, Division 2, Chapter 6
- Local Emergency Prevention Measures for County Health Official: California Health and Safety Code § 101040
- Orders and Regulations that may be Selectively Promulgated by the Governor during a State of Emergency
- Orders and Regulations that may be Selectively Promulgated by the Governor during a State of War Emergency
- California Master Mutual Aid Agreement



Federal

- Robert T. Stafford Emergency Disaster Relief and Emergency Assistance Act (42 USC § 5121 et seq.)
- Federal Disaster Relief Regulations: 44 CFR Part 206
- National Incident Management System, HSPD-5, Management of Domestic Incidents
- National Response Plan, U.S. Department of Homeland Security, December 2004
- National Response Framework, U.S. Department of Homeland Security, March 2008

1.5 Document Management and Distribution

The CCSF ERP will be reviewed and revised, as necessary, on a bi-annual basis. DEM will initiate the process, which will engage the support of departments with relevant EOC responsibilities. Each revision of the plan will be authorized by identified approval and advisory authorities, as stated by current CCSF administrative codes. The plan may be modified as a result of post-incident analyses and/or post-exercise critiques. It may also be modified if responsibilities, procedures, laws, rules, or regulations pertaining to emergency management operations change. Records of revisions to the ERP will be maintained by DEM on the register at the beginning of this document.

Those departments having assigned responsibilities under this plan are obligated to inform DEM when organizational or operational changes affecting this plan occur or are imminent. Changes will be published and distributed to relevant organizations.

This page is intentionally blank.



Section 2: Concept of Operations

2.1 General Concepts

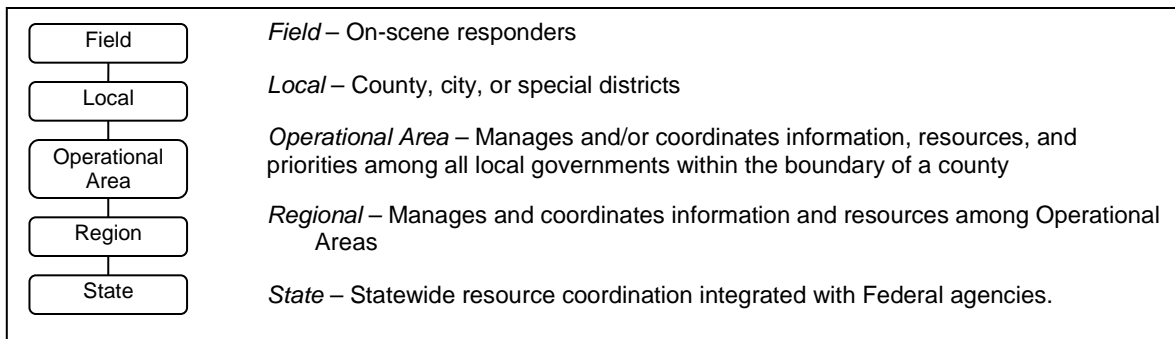
Emergency management during a citywide event will be a comprehensive effort that will require CCSF to work and coordinate with many other governmental, non-governmental, and private organizations. CCSF departments must be prepared to promptly and effectively respond to any foreseeable emergency and to take all appropriate actions, including requesting and providing resources.

This Concept of Operations (ConOps) provides guidance to CCSF decision makers and plan users regarding the sequence and scope of actions to be taken during a citywide emergency response. It describes all levels of San Francisco's emergency management organization and corresponding roles and responsibilities; the interaction between CCSF and the state of California emergency management organizations; CCSF operational procedures during an emergency; and the alignment of local emergency response operations with Federal systems, through the utilization of the NRF's Emergency Support Function (ESF) system. The following general concepts also detail functions of the citywide Emergency Operations Center (EOC), Department Operation Centers (DOCs), and local ESFs, and demonstrates how information flows from the incident level to other disaster response entities.

2.1.1 SEMS Organizational Levels

In accordance with SEMS, California's emergency response operations rely on a system in which government levels work together from the field level upward, in a single, integrated structure. Incidents are managed at the lowest possible level. Local government has primary responsibility for emergency response activities within its jurisdiction. Operational Areas, the region, and the State provide support to local jurisdictions.

SEMS also provides a standardized response structure for emergencies involving multiple jurisdictions or multiple agencies in California. It defines a standard management structure and a standard terminology for statewide use. SEMS is applicable to all organizational levels and functions in the emergency response system. There are five designated levels in the SEMS organization, which are identified in Figure 2-1.



Source: California State Emergency Plan, September 2005

Figure 2-1: SEMS Organizational Levels

Field Response

The field response level is where emergency response personnel and resources, under the command of an appropriate authority, carry out tactical decisions and activities in direct response to an incident or threat. ICS, as defined in Section 1 of this document, is used to control and coordinate field-level response activities and provides a standard organizational structure to facilitate coordination of multiple organizations. During field response operations, DOCs and/or the EOC may or may not be activated depending on the severity and type of event. Generally, if day-to-day response activities can resolve an emergency situation, response will remain at the field level. Further information regarding EOC and DOC responsibilities and activation procedures are described later in this section.

Local Government

Local governments include cities, counties, and special districts (e.g., San Francisco Unified School District; University of California, San Francisco; Bay Area Rapid Transit). They are responsible for the management and coordination of the overall emergency response and recovery activities within their jurisdiction. Local governments must adopt SEMS and demonstrate use of SEMS protocols when activating their EOC or when a local emergency is declared eligible for State reimbursement of response-related personnel costs. As it is both a city and a county, CCSF has both local government and Operational Area status responsibilities under SEMS.

Operational Area

The Operational Area (OA) is an intermediate level of the State's emergency services organization, which is defined by SEMS as “the county and all political subdivisions located within the county, including special districts.” The OA coordinates information, resources, and priorities among local governments within the area and serves as the communication link between the local government level and the regional level. Governing bodies of the county and the political subdivisions within the county make OA-level decisions. DEM serves in the capacity of the OA emergency management agency (referred to as the Office of Emergency Services [OES] in other jurisdictions).

Section 2
Concept of Operations



Region

CalOES provides administrative coordination and support through designated, discipline-specific mutual aid regions (to be further discussed in *Section 4: Mutual Aid*) and three administrative regional offices. These regional offices are geographically divided across California and are designated as Coastal, Inland, and Southern.

CCSF is part of the CalOES Coastal Region, which includes the 16 OAs in and around the San Francisco Bay Area. These OAs include: Alameda, Contra Costa, Del Norte, Humboldt, Lake, Marin, Mendocino, Monterey, Napa, San Benito, San Francisco, San Mateo, Santa Clara, Santa Cruz, Solano, and Sonoma.

The CalOES administrative regional level manages information and supports the coordination of resources among OAs within the region and between the OAs and the State level. Regional activities are generally carried out at the Regional Emergency Operations Center (REOC), which serves as a link between OAs and the State Operations Center (SOC).

State

CalOES manages State resources at the State level in response to the emergency needs of the other SEMS levels. CalOES manages and coordinates mutual aid among the mutual aid regions and between the regional levels and State level, and serves as the coordination and communication link with the Federal disaster response system. In the event that OAs and the region require Federal assistance, requests are made from the local level through the appropriate SEMS channel to the SOC, where the request will be made to the Federal Government.

CCSF and SEMS

According to state law, CCSF is required to adopt and implement SEMS. As stated earlier, under SEMS and the California Emergency Services Act, CCSF has both local government and OA responsibilities. Given that DEM serves in this capacity, DEM is required to manage information and coordinate resources for all local government departments within CCSF and to serve as the link between CCSF and the CalOES Coastal Region.

2.1.2 Emergency Operations Center

The CCSF EOC is the central coordination point for multi-agency emergency management coordination. The purpose of a multi-agency coordination point is to provide a location to collect and disseminate information, provide a common operating picture of citywide response activities, and facilitate actions necessary to protect residents and property of CCSF during a citywide event.

The EOC exchanges information with DOCs and other governmental and non-governmental agencies in order to maintain a comprehensive situational analysis. It also serves as CCSF's Multi-Agency Coordination Center (MACC), as described in NIMS, thereby ensuring that all response systems are interconnected and complementary rather than duplicative.



The EOC provides space and facilities for the centralized coordination of emergency functions (e.g., emergency operations, communications, damage assessment, public information). It is staffed with specially trained personnel and is equipped with a variety of systems and tools that aid in data collection and sharing, resource allocation, and other critical functions.

EOC Primary Functions

The following are primary roles and responsibilities of the EOC:

- Serve as a central information sharing center
- Provide MACC functionality
- Collect, gather, and analyze data
- Maintain a citywide common operating picture of CCSF's response activities
- Prepare a citywide situation report
- Coordinate/communicate Policy Group priorities
- Implement event management-by-objective
 - Reconcile competing objectives
 - Coordinate resource allocation priorities
- Maintain communication with DOCs
 - Ensure that departments are aware of current incident objectives and make collaborative decisions
 - Maintain a common level of situational awareness throughout CCSF
- Communicate and coordinate with the Mayor's Office, Policy Group, and the REOC
- Serve as a coordination and communication center for all city stakeholders, including the private sector and non-governmental organizations (NGOs), such as community hospitals, clinics, and ambulance providers
- Organize and activate local ESFs

Section 2

Concept of Operations

Decision Making in the EOC

The EOC is activated in order for decision makers to develop and maintain an awareness of the entire situation and to coordinate support for emergency responders. Development of a common operating picture is critical, as it provides the basis for making decisions and facilitates the release of emergency public information. Situational awareness is also vital to the effective coordination of support for responders in the field.



EOC Structure

The EOC is organized following SEMS and the ICS structure, providing EOC staff with a standardized operational structure and common terminology based on five major functional areas—Management, Planning, Operations, Logistics, and Finance and Administration—and in accordance with local ESFs (see Section 2.1.3). Figure 2-2 depicts the standard ICS organizational structure. Further details of the ICS positions will be described in *Section 3: EOC General Staff*.

Collaboration and development of consensus within the EOC occur under ICS through use of a structured method for developing priorities and objectives called the EOC Action Planning process. All EOC sections provide input to the Planning Section, the Policy Group, and the EOC Management Team for the development of EOC priorities. These priorities serve as guidance for the allocation of resources and enable the EOC to sufficiently coordinate requests for support from DOCs using the MACC concept. Figure 2-3 illustrates the citywide coordination/communication in accordance with the EOC, and Figure 2-4 depicts the EOC coordination structure and related local ESFs.

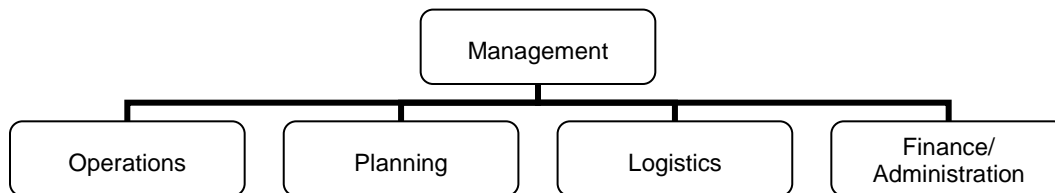


Figure 2-2: Standard ICS Organization Structure

Section 2
Concept of Operations



Section 2
Concept of Operations

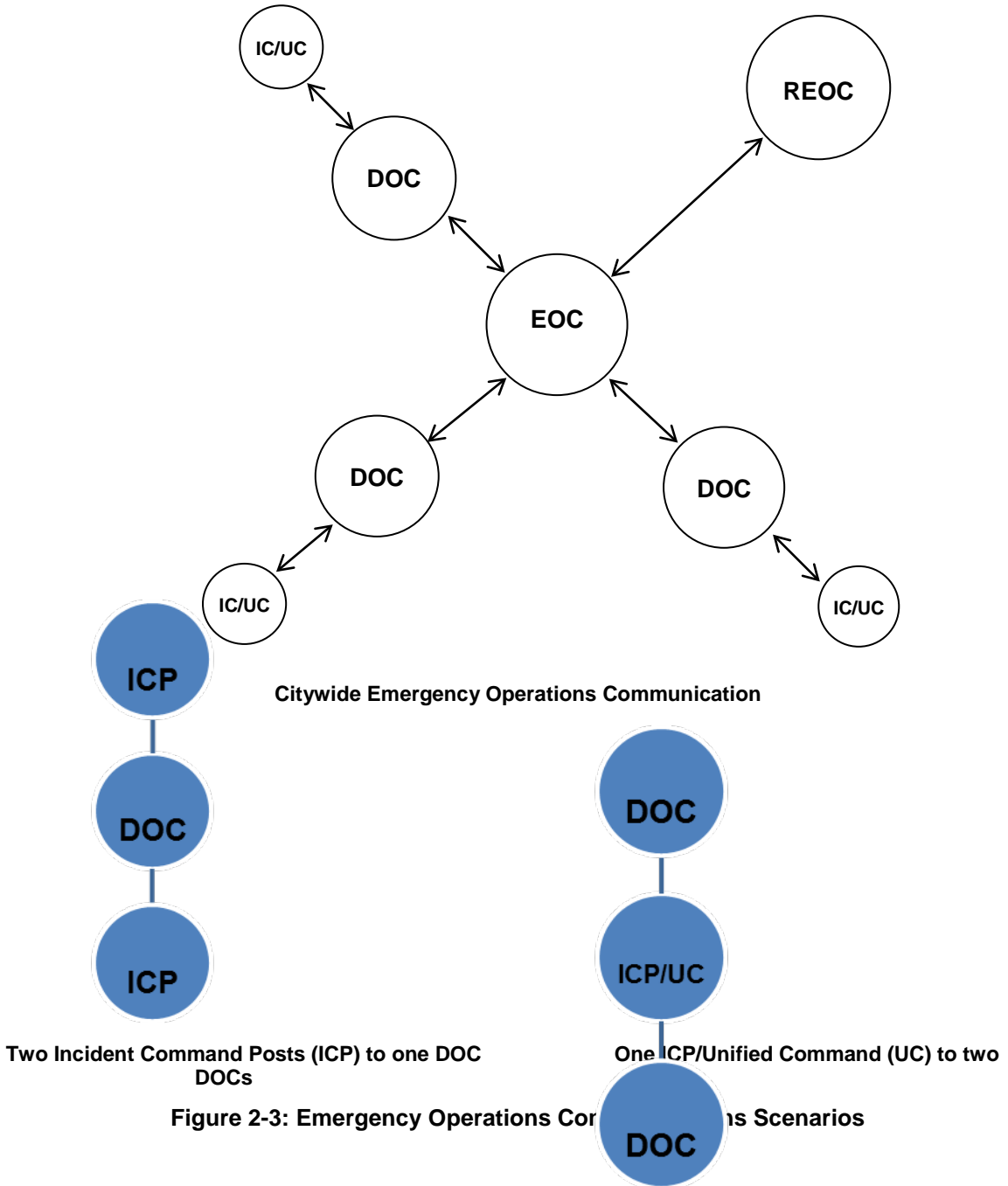
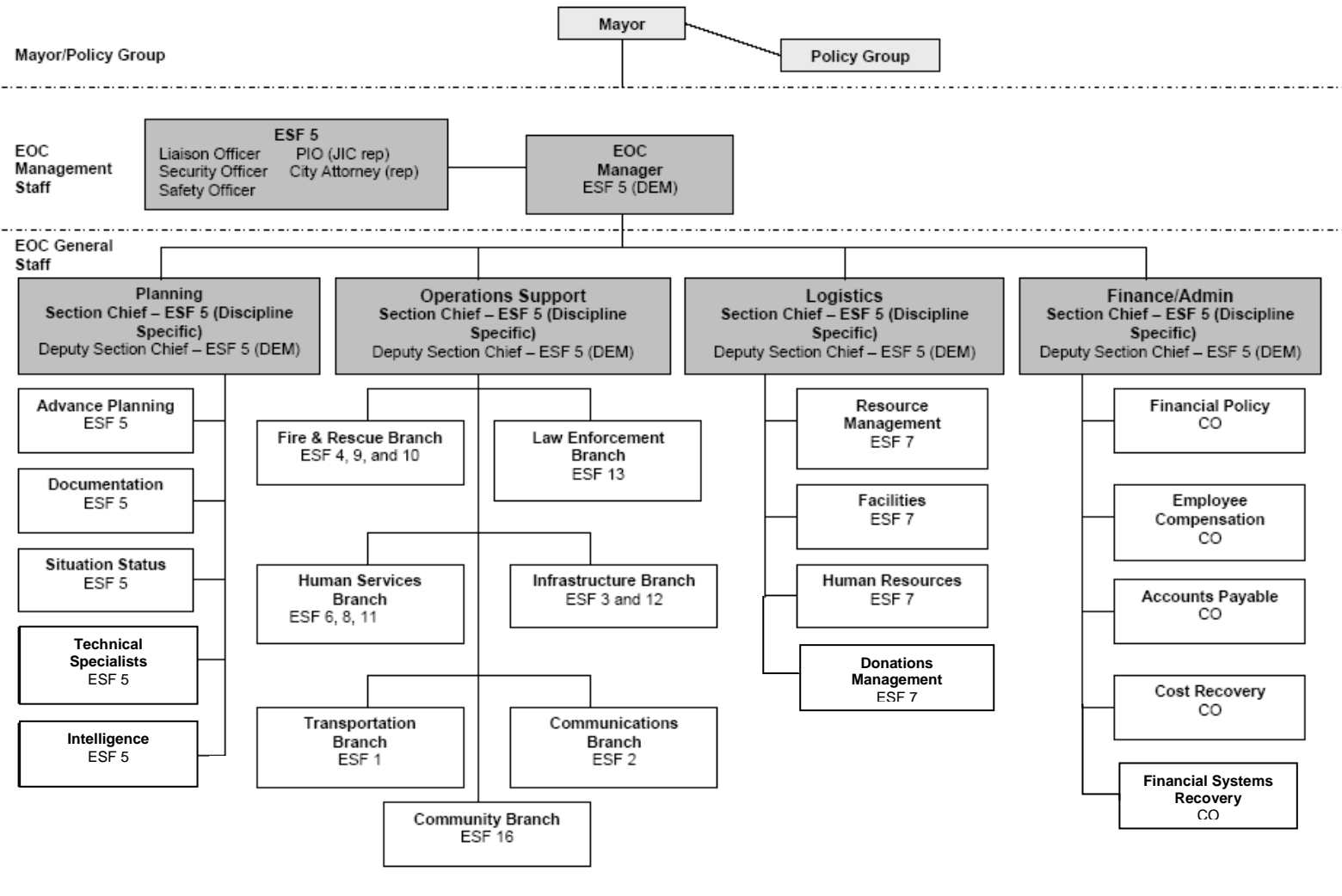


Figure 2-3: Emergency Operations Communications Scenarios



Source: CCSF DEM, 2010

Figure 2-4: EOC Coordination Structure



Resource Requests

During the incident response phase, the real-time tracking of incidents and response resources is critical. Resources may be in short supply, and multiple requests for services can occur. Resource requirements for supplies, equipment, vehicles, facilities, or personnel will initially be filled from within CCSF departments. Once internal resources have been exhausted (to include inventories on hand and procurement from vendors) or when a shortfall is projected, a resource request based on a needed outcome is submitted by the DOC to its representative at the EOC. The request will then be filled, if possible, by other departments represented in the Operations Support Section of the EOC. When no internal source exists to fulfill the resource request, or a shortage is anticipated, the request will be forwarded to the Logistics Section via the appropriate EOC representative. The Logistics Section will attempt to fulfill the request by procuring the necessary services or supplies first from within existing CCSF resources, and then from the private sector or other non-governmental sources.

Section 2
Concept of Operations

When CCSF resources have been exhausted, resource requests are then routed to the REOC following SEMS protocols or through the established mutual aid system, when appropriate. Discipline-specific mutual aid (e.g., fire service and rescue, law enforcement, and medical health) will be handled through assigned departments as outlined in *Section 4: Mutual Aid*.

Resource Mission Tasking

A Resource Mission Tasking is a necessary action identified by the Operations Support Section of the EOC to fulfill an operational objective, which involves the dispatching of personnel outfitted with the appropriate supplies and equipment to complete a task or assignment. This differs from a resource request, which is used to order resources such as supplies, equipment, facilities, and personnel in support of and supervised by those responsible for operational objectives and assigned tasks.

However, a Resource Mission Tasking may require the use of specific resources in order to achieve the identified task. Once needed resources are identified, it may be necessary to make a resource request to the EOC Logistics Section. For example, a mission task of the EOC Operations Support Section may be “clear debris from Market Street in two hours.” Therefore, the Operations Support Section may submit a resource request to the EOC Logistics Section for “three bulldozers with certified operators delivered to Market and Fourth.” The process for requesting resources can be found in the ESF #7: Logistics Annex.

Location and Alternate Site

The EOC is located at a secure facility within the jurisdiction. If this EOC site is not operable, a secondary location will be designated as the alternate EOC site. Relocation to the alternate EOC site may be considered when any of (but not limited to) the following situations are encountered:

- Structural or non-structural damage that make the building unsafe or uninhabitable
- Loss of power, water, phone service, or other utilities occurs



- Toxic or hazardous material releases in the building or neighborhood present a safety hazard to occupants
- A significant security threat is present
- EOC operations during a catastrophic disaster significantly exceed available space

The EOC Manager or DEM representative, in consultation with personnel commanding an event that may impact the EOC site, is responsible for determining if or when relocation of the EOC is necessary.

2.1.3 Department Operations Center

A DOC is an operational/logistical entity that is designed to serve as a departmental coordinating body in support of incident management. The role of the DOC encompasses two broad functions: to maintain internal departmental operations (continuity of operations) and, when necessary, to contribute to citywide response through communication and coordination with the EOC. Some DOCs function as the coordination point for local ESFs, which may necessitate interactions through non-city entities crucial to the activated ESF (e.g., NGOs).

DOC Primary Functions

The following are primary roles and responsibilities of the DOC:

- Directly supports incident(s) and the Incident Commander (IC)
- Receives resource requests from Incident Command
- Prioritizes and manages departmental resources
- Maintains departmental operations, including:
 - Staffing
 - Finance
 - Intra-department planning
 - Intra-department cooperation
 - Inter-departmental coordination (when EOC is not activated)
- Manages resources for incident level activities (e.g., providing resources to IC)
- Serves as a point of contact for the IC
- Serves as a point of contact for the EOC
 - Receives Policy Group objectives
 - May receive resource allocation priorities
 - Provides situation status reports



Established DOCs

Currently there are 19 CCSF departments that utilize DOCs. (See Table 2-1). To view a complete listing of DOC-ESF linkages, see the *DOC/EOC ESF Representation Chart*, Attachment 2.

Table 2-1: CCSF DOC Chart

CCSF Department Operations Centers	
Animal Care and Control (ACC)	Medical Examiner (ME)
Controller’s Office (CO)	Municipal Transportation Authority (MTA)
Department of Building Inspection (DBI)	Police Department (SFPD)
General Services Agency (GSA)	Port of San Francisco (PORT)
Department of Human Resources (DHR)	Public Utilities Commission (PUC)
Department of Public Health (DPH)	Recreation and Parks Department (RPD)
Human Services Agency (HSA)	San Francisco International Airport (SFO)
Department of Public Works (DPW)	Sheriff’s Department (SFSD)
Department of Technology (DT)	Treasure Island
Fire Department (SFFD)	Unified School District (SFUSD)

Source: CCSF DEM, 2007

Section 2
Concept of Operations

2.1.4 Local Emergency Support Functions

CCSF has adopted the concept of ESFs from the Federal NRF for the coordination and organization of EOC operations. As utilized by CCSF, an ESF represents a function-specific grouping of activities needed during local emergency response. Appropriate CCSF departments will be charged with the “coordinating” responsibility for each ESF function. Several other departments may support the coordinating department (Note: a single department may be involved in more than one ESF).

ESFs are organized by emergency functions (e.g., Firefighting, Transportation, Communication, Public Works and Engineering, Emergency Management)—see Table 2-2 for the Local ESF Chart). Some coordinating departments responsible for an ESF may have a statutory responsibility to perform that function. Other departments are assigned the “coordinating” responsibility based on subject-matter expertise.

When the EOC is activated, the coordinating ESF departments will send a qualified representative to the EOC or appropriate DOC to coordinate that ESF, as needed.



Table 2-2: Local ESF Chart

Local Emergency Support Functions			
ESF #1	Transportation	ESF #9	Urban Search and Rescue
ESF #2	Communications	ESF #10	Oil and Hazardous Materials Response - Part A: Land Response - Part B: Marine Response
ESF #3	Public Works and Engineering	ESF #11	Animal Response
ESF #4	Firefighting	ESF #12	Water and Utilities
ESF #5	Emergency Management	ESF #13	Law Enforcement
ESF #6	Mass Care, Housing, and Human Services	ESF #14	Recovery
ESF #7	Logistics	ESF #15	Joint Information System
ESF #8	Public Health and Medical Services	ESF #16	Community Support

Sources: National Response Plan, Department of Homeland Security, December 2004 and CCSF DEM, 2007

Note: Individual ESF roles and responsibilities are further detailed in the ESF functional annexes to this ERP.

2.1.5 Levels of Coordination

The following describes the flow of coordination and information communication between the various levels of emergency response, beginning at the Incident Command level and working up through the appropriate DOC(s) to the EOC (see Figure 2-5), as well as the coordination and dissemination of public information through the Joint Information Center (JIC) (see Figure 2-6).

Incident Command

- Requests resources via the chain-of-command, through one (or more) DOC
- Requests resources through the appropriate DOC
 - Incident Command Post will utilize the DOC through the IC.
 - Unified Command Post will route requests through the DOC affiliated with requesting Unified Command member (e.g., San Francisco Police Department [SFPD] DOC, San Francisco Fire Department [SFFD] DOC).
 - IC will support departments on scene; requests will be routed through Incident Command / Unified Command or will be sent to their own DOC with the approval of Incident Command / Unified Command
 - Requests for resources of departments not on scene will be routed through the DOC affiliated with the Incident Command / Unified Command and forwarded to the appropriate EOC branch.
- Receives, manages, and commands the ground-based resources upon arrival (e.g., fire engines, shelter tents, food supplies)



DOC

- Receives resource requests from the IC and fulfills the request from department resources or channels the resource requests to either a discipline-specific mutual aid system or the appropriate EOC branch
- Maintains communication and coordination between the IC and the EOC
- May assign and/or receive resource requests from the EOC

EOC Branch

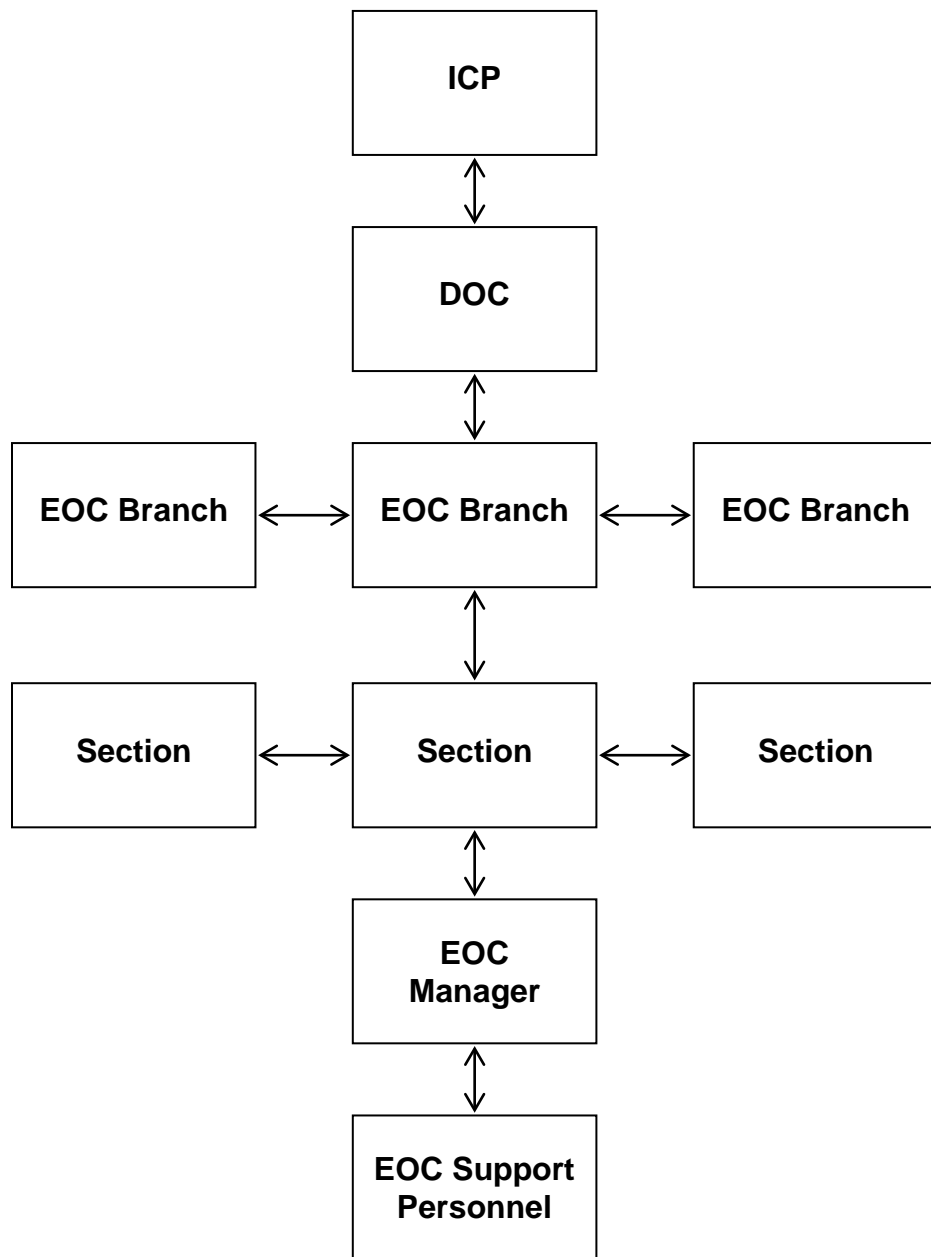
- Receives resource requests from the DOC and manages those requests or forwards them to the appropriate EOC section (e.g., Logistics), branch/unit, and/or mutual aid system
- Receives resource requests from other branches within the EOC and manages those requests or forwards them to a DOC for action
- May establish resource allocation priorities and share them with DOCs
- Receives situation reports from the DOC and ensures data is made available to the EOC and captured by the EOC Planning Section, Situation Status Unit to be included in the common operating picture.
- Maintains communication and coordination between other EOC branches, subsequent groups and units, appropriate DOCs, NGOs, special districts, and private sector organizations

Section 2

Concept of Operations

EOC Management Team

- Composed of an EOC Manager, Section Chiefs, and Management Staff (Liaison Officer, Security Officer, Safety Officer, Public Information Officer [PIO], City Attorney)
- Maintains communication and coordination between the EOC branches, the REOC, CCSF, Federal partners who establish a direct relationship with CCSF, and/or other OA EOCs
- Receives citywide management policies and direction from the Policy Group; communicates them to relevant EOC branches
- Establishes EOC objectives and develops an EOC Action Plan based on the current situation and Policy Group instructions



Section 2
Concept of Operations

Source: CCSF DEM, 2007

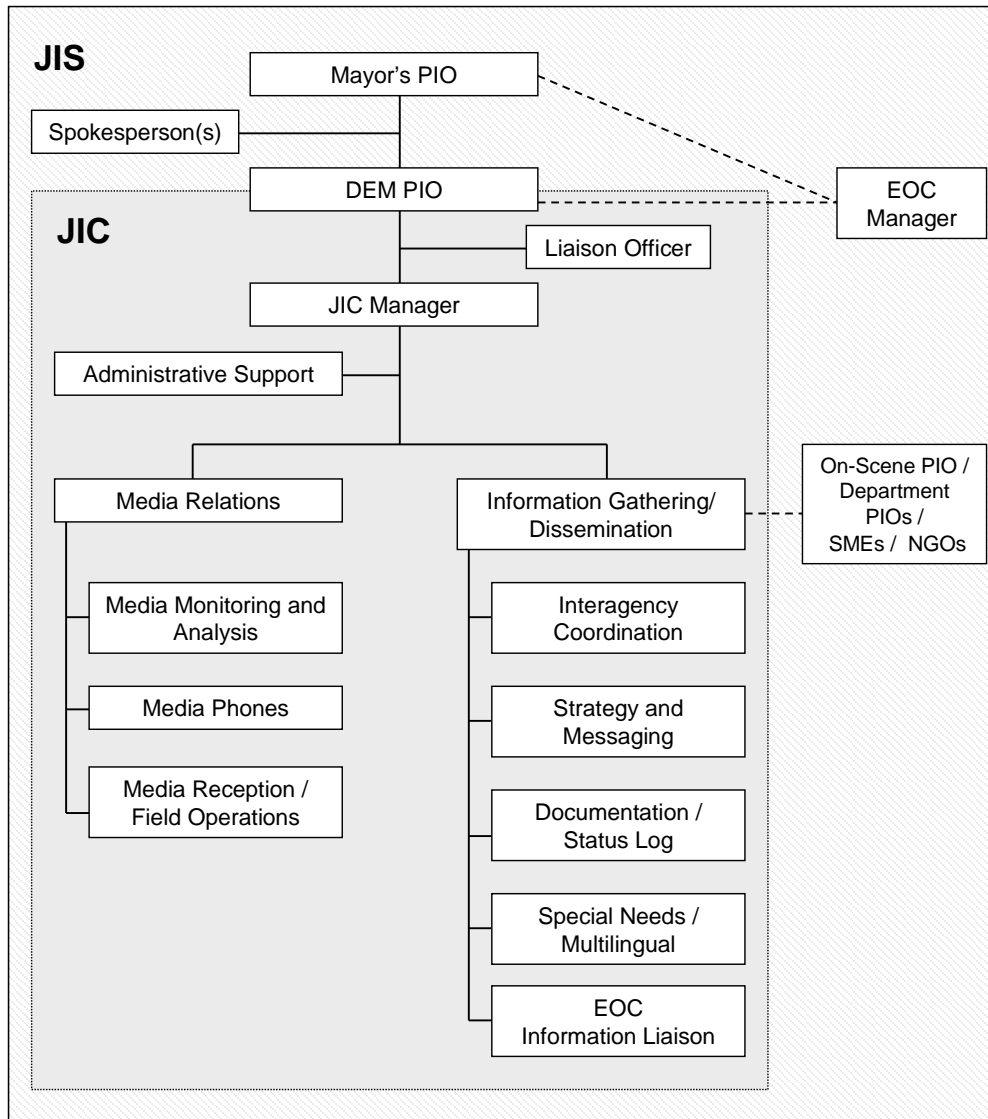
Figure 2-6: ICP/DOC/EOC Coordination



Joint Information Center

- Central location that facilitates the operation of a Joint Information System (JIS)⁸ through the activation of ESF #15. Figure 2-6 depicts the JIS/JIC organizational structure.
- Provides a physical or virtual location where PIOs involved in an event may co-locate to gather, verify, coordinate, and disseminate event information

Section 2
Concept of Operations



Source: CCSF DEM, 2008

Figure 2-7: JIS/JIC Organizational Structure

⁸ The Joint Information System is the mechanism through which CCSF will develop and disseminate public information during an event.



2.1.6 EOC Coordination with Other Entities

Community Disaster Response Hubs

The purpose of Community Disaster Response Hubs is to support the capacity of local communities to meet disaster needs by connecting available resources within that community with requests for assistance. As local communities identify their service and resource capabilities and develop local disaster plans, the Hub becomes the coordination point at the time of disaster for helping to implement that plan. The Hub serves as a coordination and communication center in support of responding community entities.

Because the Hub reports to the City's EOC, the Hub acts as an EOC portal regarding the needs and situation status of that particular community. Collectively, Hubs provide the EOC with a situational awareness of what is happening in local communities around the City, including ongoing monitoring of resource shortfalls and service needs

Emergency District Coordination Centers

Emergency District Coordination Centers (EDCCs) may be activated throughout CCSF to respond to catastrophic disasters where a central command and control capability are required. Following a catastrophic disaster that compromises the fire department's central dispatching function, the department may switch to a decentralized mode of command. In this mode, each Battalion Chief controls all of the assets in their emergency district. The battalion station then operates as an EDCC. There are nine emergency districts in San Francisco that correspond with the nine SFFD fire battalion stations / Emergency Response Districts (see Figure 2-7: Emergency Response Districts below). If EDCCs are activated, the Department of Public Health (DPH) may also provide representation at each activated site. The following rules apply to EDCCs:

- SFFD has the authority to activate/deactivate an EDCC.
 - The Chief of Department, Deputy Chief of Operations, or Deputy Chief of Administration may authorize EDCC activation. In their absence, the Senior On-Duty Assistant Chief may make this authorization.
- When Fire Battalion Stations are used to house the EDCC, primary coordination and communication is managed by the FDOC utilizing all available communication systems. Other departmental representatives at the EDCC will communicate and coordinate their departmental resources with their relevant DOC.
- When there is representation from other CCSF departments at the EDCC, these representatives may participate in a Unified Command at the EDCC.
- EDCCs serve as an assembly and reporting site for private utilities (PG&E, AT&T, etc.) as well as City personnel with responsibilities in the EDCC (DPW, DT, etc.). Neighborhood Emergency Response Teams (NERTs) also report to EDCCs.
- The EDCC will determine resource allocation priorities within the EDCCs. Resource requests will be communicated to the FDOC. If unable to fulfill the request, the FDOC will communicate the request to the EOC Fire and Rescue Branch, where the request will either be fulfilled or further communicated to other EOC branches or the Mutual Aid Coordinator.



Section 2
Concept of Operations

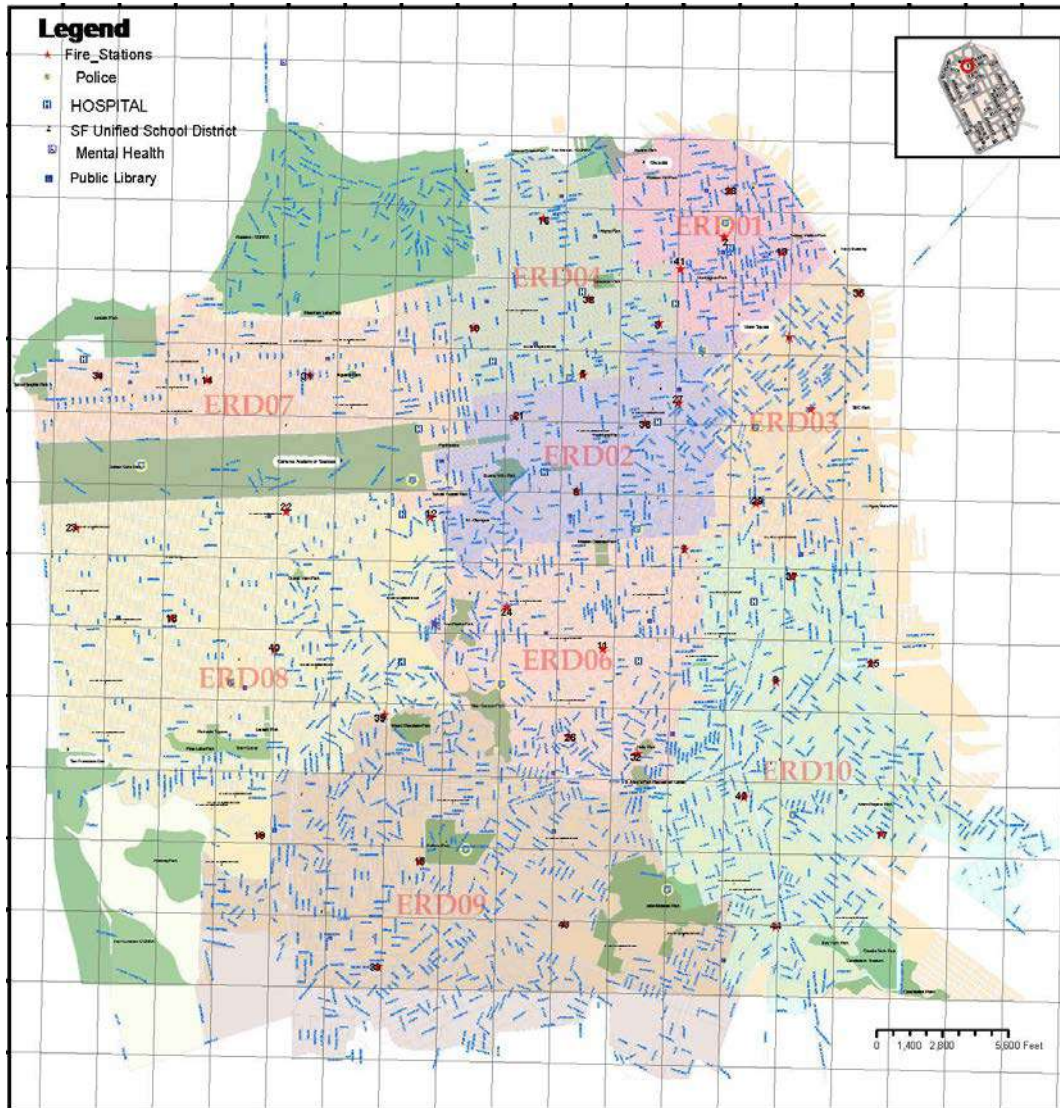


Figure 2-8: San Francisco Emergency Response Districts

Special District and Private Sector Organization Involvement

The emergency response roles of special districts and private sector organizations are generally focused on their normal services or functional area of responsibility.

Special districts and private sector organizations will establish their own response systems and coordinate with CCSF either by sending a representative to the EOC or appropriate DOC, or by establishing communications with the appropriate ESF Coordinator. Organizations with a pre-established role during a CCSF event will coordinate with the pre-designated ESF, EOC section/branch, or DOC. Those organizations without pre-established responsibilities during a CCSF event will coordinate with the EOC, DOC and/or ESF according to the requirements of the event.



Examples of special district and private sector organizations include, but are not limited to: the Public Utilities Commission, school districts, the American Red Cross, the Salvation Army, Pacific Gas and Electric, Bay Area Rapid Transit, the California Department of Transportation, Business Executives for National Security, and the Building Owner's Management Association.

Volunteer Organizations

The CCSF EOC coordinates with non-governmental volunteer organizations that have response roles within CCSF. Depending on the EOC activation level, these organizations will communicate with the EOC through either DOCs or the EOC Community Branch, using the corresponding response procedures.

Some of the major volunteer organizations that may be involved in CCSF response activities include the following:

- **San Francisco Citizen Corps Council:** The San Francisco Citizen Corps Council trains citizens in emergency preparedness and provides a coordinated, multi-agency response to the community and special needs populations in times of disaster.
- **Neighborhood Emergency Response Team:** The Neighborhood Emergency Response Team (NERT) program trains citizens of CCSF to be self-sufficient in an earthquake by building teams of volunteers trained in basic emergency skills. NERT volunteers may conduct initial search and rescue and basic first aid. NERT volunteers are trained to communicate and participate in disaster response efforts and will self-deploy to established staging areas following earthquakes, reporting to SFFD.
- **Collaborating Agencies Responding to Disaster:** San Francisco Collaborating Agencies Responding to Disaster (CARD) works with human service organizations serving vulnerable populations to ensure the continuity of their services to clients after a disaster. CARD will also be operational following a disaster and will coordinate resources among its network of non-profit human service organizations to meet the recovery needs of those served through these community-based organizations. Organizations currently working in the coalition with CARD include the American Red Cross, Salvation Army, Helplink, San Francisco Lighthouse for the Blind, The Volunteer Center, San Francisco Senior Center, Food Bank, Independent Living Resource Center, Project Open Hand, Episcopal Community Services, St. Anthony Foundation, and the San Francisco Interfaith Council.

Coastal Region – Regional Emergency Operations Center

The CCSF EOC will communicate and coordinate directly with the CalOES Coastal REOC. CalOES Coastal Region coordination with OAs is outlined in the Bay Area Regional Emergency Coordination Plan (RECP). The RECP provides a framework for the CalOES Coastal Region OAs to coordinate response activities at the regional level. Coordination between the CCSF EOC and the CalOES Coastal REOC will occur through the appropriate SEMS channels (Management, Planning/Intelligence, Operations, Logistics and Finance, and Administration).



Federal and State Organizations

There are some instances in which a Federal or State agency will have a field response role, due to the jurisdictional responsibility of the event. For example, the California Department of Water Resources would have jurisdictional responsibility for a flood-fighting effort, while the Federal Aviation Administration would have jurisdictional responsibility for an aircraft accident within CCSF.

When a Federal or State agency is involved in field operations, coordination will be established with the CCSF EOC and any appropriate CCSF emergency response departments. Federal or State agencies operating in the field may be found in any ICS section, or as part of a Unified Command. The event type will determine their location and scope of involvement.

2.2 Management Structure

CCSF emergency management structure is organized according to NIMS, SEMS, and the ICS structure. The EOC has designated management levels that, depending on the severity of the event, may or may not be activated. These levels are defined as: Mayor, Policy Group, Management Staff, and General Staff and are described below.

2.2.1 Mayor

The Mayor is ultimately responsible for the efforts of the citywide Emergency Management Program. It is the Mayor's duty to exercise his/her powers in order to protect life and property within CCSF during an emergency and to provide leadership and direction in setting direction and priorities for CCSF through coordination with the Policy Group.

During an event, the Mayor and the Policy Group will assess the situation and determine the necessary course of action based upon operational requirements and CCSF capabilities. When conditions of extreme peril exist that threaten the safety of persons and property within CCSF, which are likely to be beyond the control of its services, personnel, equipment, and facilities, the Mayor will proclaim a local emergency. This proclamation does the following:

- Authorizes the undertaking of extraordinary police powers
- Provides limited immunity for emergency actions of public employees and governing bodies
- Authorizes the issuance of orders and regulations to protect life and property (e.g., curfews)
- Activates pre-established local emergency provisions such as special purchasing and contracting
- Allows for a request to be made for a Governor's Proclamation of a State of Emergency and/or a Presidential Declaration of an Emergency or Major Disaster

Should the situation necessitate Federal or State disaster assistance, a request is filed by the Mayor through CalOES. Four levels of disaster assistance are available, including



Director's Concurrence, Governor's Proclamation, Presidential Declaration of an Emergency, and a Presidential Declaration of a Major Disaster. Each is used for unique circumstances and provides specific types of aid.

2.2.2 Policy Group

The Policy Group is an advisory body comprised of CCSF officials that may convene during an emergency or as necessary in order to:

- 1) Advise and assist the Mayor on policy issues affecting CCSF, and
- 2) Respond to requests for policy direction from the EOC.

The roles and responsibilities of the Policy Group are as follows:

- Convene as needed to address policy issues (e.g., curfew, authorization of evacuation orders)
- Prepare and execute mayoral directives, orders, resolutions, and/or ordinances as necessary
- Support decisions and actions of the EOC and ensure adherence to policies and objectives
- Respond to requests from the JIC
- Interface with community leaders
- Act as a liaison to Federal and State elected officials
- Act as a liaison to local jurisdictions

The Mayor will assemble appropriate CCSF department representatives to form the Policy Group according to the requirements of the event. Due to the nature of the decisions made by the Policy Group, it is mandatory that all participating CCSF department representatives hold proper authority within their department to make authoritative policy decisions.



2.2.3 Management Staff

The EOC Management Staff will support overall activities put forth by the General Staff positions. Staff positions in the management section are detailed in Table 2-3.

Table 2-3: EOC Management Positions

EOC Manager	Responsible for overall <i>management of the EOC</i> , coordinating with the REOC, and other outside assisting organizations. Does not have a command role in any event. Serves as a facilitator to help maintain workflow in the EOC and ensure information is shared horizontally and vertically. Assigns support positions as needed for management of EOC facility, information technology (IT), and other related services.
Public Information Officer (JIC Representative)	Serves as the point of contact for the JIC, which coordinates and disseminates event information to the public, the media, and other relevant stakeholders.
Liaison Officer	Maintains and provides coordination with all outside agency representatives that have been assigned to the EOC.
Safety Officer	Monitors all aspects of the EOC to ensure the safety of all CCSF personnel involved with response activities.
Security Officer	Responsible for controlling personnel access to and from the EOC and other facilities, as determined and in accordance with policies established by the EOC Manager.
City Attorney (Representative)	Represents the City Attorney and supports EOC administration.

Section 2
Concept of Operations

2.2.4 General Staff

The General Staff is responsible for coordinating each EOC section: Operations Support, Planning, Logistics, and Finance/Administration. Each section is led by a Section Chief and a Deputy Section Chief, who jointly carry out ESF #5: Emergency Management.

Each Section Chief is determined either according to the department that has primary jurisdiction over the event (e.g., Terrorist Bombing → Law Enforcement Lead; Major Earthquake → Firefighting Lead) or according to section-specific responsibilities (e.g., Finance/Administration → Controller's Office). Deputy Section Chiefs are provided by DEM. Further details regarding the individual positions are discussed in *Section 3: EOC General Staff*.



2.3 EOC Standard Operating Procedures

2.3.1 EOC Activation and Deactivation Procedures

EOC Activation Levels

EOC activation levels and procedures are scalable based on the changing needs of an event. An activation level is defined as *an organization's readiness to carry out its mission during an emergency*. The CCSF EOC activates at Level 1 from 7:00 am to 4:00pm, Monday through Friday, and may be activated to Level 2 (Partial Activation) or Level 3 (Full Activation) according to the needs of the event. During non-business hours, the EOC is on Standby, with the Duty Officer / Manager On-Call (MOC) monitoring events. Table 2-4 identifies the EOC activation levels and provides examples of potential events for each.

Table 2-4: Activation Levels

Level	Operational Status	Description	Examples include, but are not limited to:
Level 1	EOC Open	DES Staff Only; DEM Duty Officer and/or Day Watch Officer.	Normal status of the EOC during business hours; 7:00 am to 4:00 pm, Monday through Friday. <ul style="list-style-type: none"> Monitoring Potential Incidents
Level 2	EOC Open Partial Activation with 1 st Responder Elements and Support	Activate Core EOC positions ⁹ , or those identified as necessary to the management of the specific event as needed. These positions may be filled at the physical location of the EOC or remotely, via conference call, etc.	<ul style="list-style-type: none"> DOCs Activated Planned Events Any of the 15 National Scenarios Displaced People Small-Scale Oil Spill

⁹ Core EOC positions: EOC Manager, Operations Support Section Chief (discipline specific), Deputy Operations Support Section Chief, Appropriate Operations Support Branch Chiefs, Planning Section Chief, and Planning Section Situation Status Unit.



Level 3	EOC Open Full Activation - All Sections and Positions	Full activation of the EOC. All staff positions are activated.	All items listed under 'Partial Activation', as well as: <ul style="list-style-type: none"> • Catastrophic Earthquake • Mass Casualty Incident • Large-Scale Oil Spill
----------------	--	--	---

EOC Deactivation Overview

The EOC will be deactivated or the activation level will be lowered as required by event needs. Deactivation or change in activation level may also occur as a result of a transition of the EOC mission from response to recovery. EOC activation status may be changed when determined appropriate by the following authorities:

- Mayor,
- Policy Group,
- EOC Management Team, and
- Lead Responding Departments.

Prior to EOC deactivation or a change in activation level, all demobilization responsibilities and remaining activities will be completed or transferred to the appropriate CCSF EOC branch(es) or DOC(s).

Activation Authorities

The EOC may be activated by the Mayor or the Director of DEM during any situation where the need for EOC-level coordination is evident. Activation authority may also extend to the following:

- The Division of Emergency Services may activate the EOC when an event is of such magnitude that the need for activation of the EOC is self-evident; immediately following a terrorist attack in the Bay Area; or in any circumstance when CCSF interdepartmental coordination is necessary and the Director of DEM is unavailable for consultation. The Division of Emergency Services may also activate the EOC whenever facilitation of CCSF interdepartmental coordination is necessary for the successful management of an event.
- The DEM Duty Officer may independently activate the EOC when an event is of such magnitude that the need for activation of the EOC is self-evident; immediately following a terrorist attack in the Bay Area; or when DEM management representatives are unavailable, and it has been determined by the personnel commanding an emergency event that CCSF interdepartmental coordination is required.

Section 2
Concept of Operations



- Any senior city official or department head may request that the EOC be activated by contacting the DEM Duty Officer. Such requests should be related to the facilitation of CCSF interdepartmental coordination for the purposes of managing an emergency. If the EOC mission is unclear or if such a response is not clearly evident, the matter will be referred to the Director of DEM who may request Policy Group input prior to authorizing an EOC activation.
- DEM may also activate the EOC in preparation for planned events in which EOC-level coordination is needed. If a department recognizes a need for EOC activation during pre-event planning, a request may be submitted to the DEM Duty Officer for activation. Examples of planned events may include, but are not limited to: protests and/or demonstrations, political events, parades, and holiday events.

2.3.2 EOC Action Planning

EOC Action Plans provide designated EOC personnel with knowledge of the objectives to be achieved and the steps required for their achievement. EOC Action Plans also provide a basis for measuring achievement of objectives and overall system performance. Action planning is an important management tool that involves:

- 1) Identification of emergency response priorities and objectives based on situational awareness.
- 2) Documentation of established priorities and objectives as well as the associated tasks and personnel assignments.

The Planning Section is responsible for developing the EOC Action Plan and facilitating action planning meetings. EOC Action Plans are developed for a specified operational period, which may range from a few hours to 24 hours. The operational period is determined by establishing an initial set of priority actions to be performed. A reasonable timeframe is then determined for the accomplishment of those actions. EOC Action Plans should be sufficiently detailed to guide EOC elements in implementing the priority actions, but do not need to be complex.

Essential elements of the planning process include: EOC sequence of activities, EOC action planning processes, and planning meeting procedures.

After Action Report Process

DEM is responsible for conducting the After Action Report process. The purpose of an After Action Report is to analyze response efforts, identify strengths to be maintained and built upon, identify potential areas for further improvement, and to support the development of corrective actions.

2.3.3 EOC Management Software System

The EOC utilizes Law Enforcement Online (LEO) as a tool to assist in the management and coordination of emergency response activities. The web-based interface provides a single collection and collaboration point for information during emergencies. The service enables the EOC to achieve a common operating picture through utilization of its features



such as incident logging and tracking, integrated alerts and responses, staff and resource allocation, task tracking, and mapping capabilities.

The Planning Section of the EOC and activated DOCs are responsible for entering data into the system. While other positions in command posts, DOCs, and the EOC are authorized to view the web-based information and utilize its instant messaging, tasking, and resource request tools, the authority to create and edit entries is limited to the Planning Section, Situation Status Unit.

2.3.4 Communications Systems

The EOC is equipped with a wide variety of communications systems in addition to the public dial network (phone and Internet access). The systems provide alternate modes of communications to CCSF departments and support agencies and to a broad range of State and other agencies. In addition to radio-based communications, the EOC has several satellite communication systems that allow connection back into the phone system if local circuits are busy or disrupted. Currently, CCSF maintains alternate systems for emergency communications. Further details regarding CCSF emergency communications systems can be found in the ESF #2 Communications Annex.

Section 2
Concept of Operations



Section 3: EOC General Staff

3.1 Introduction

3.1.1 Overview

The EOC's General Staff positions are organized into *Four Functional Sections*: Planning, Operations Support, Logistics, and Finance and Administration. Each section has positions designated for a Section Chief and Deputy Section Chief, and if activated, Branch Coordinator(s), Group Coordinator(s) and Unit Leader(s).

Sections 3.2 – 3.5 details the following for each of the *Four Functional Sections*:

- A brief section overview
- Identification of the coordinating department
- Identification of the supporting department(s)
- An outline of the section's roles and responsibilities
- The identification of section/branch positions

3.1.2 Coordinating / Supporting Department Model

As described in Section 2.2.3 of this document, EOC operations will be organized according to local ESF's. Each section and subsequent branch will be coordinated and supported by specific CCSF departments representing an associated ESF. Each ESF represented in the EOC will be headed by a single CCSF department acting as the coordinating department and supported by any number of CCSF departments as depicted in Attachment #3. The overall role of personnel at the EOC is to represent their respective department/ESF and to coordinate with other members of the emergency management community. Most, if not all, of the work necessary to execute the mission of the department/ESF will take place in the field or in the DOC.

3.1.3 Credentialing

It is mandatory that all individuals filling CCSF EOC and DOC positions hold the appropriate credentials pertaining to the EOC position they are to assume. According to NIMS, credentialing involves maintaining the proper documentation that can authenticate and verify that a particular individual has the certification necessary to fill a specific role. This ensures that all personnel hold a minimum common level of training, experience, and capability for the particular EOC position they are to fill. Credentialing requirements for all CCSF EOC positions are displayed in Table 3-1.



Table 3-1: SEMS/NIMS Training Guidance for EOC Positions – 2007

SEMS/NIMS Training Guidance Matrix	SEMS Introduction	SEMS EOC	SEMS Executive	ICS 100 (IS 100)	ICS 200 (IS 200)	ICS 300	ICS 400	ICS 402	NIMS (IS 700)	NRF (IS 800)
Personnel who supervise a branch, division, group, or unit in the field or EOC.	X	X		X	X	X			X	X
Personnel in the Command/Management or General Staff at an Incident or Area Command or in an EOC.	X	X		X	X	X	X		X	X
Executives, administrators, and policy makers within agencies that are required to support a SEMS emergency response or recovery organization.			X					X	X	X

Source: State of California, Office of Emergency Services, *Emergency Responder Credentialing Program*, 3/1/07



3.2 Planning Section

3.2.1 Planning Section Overview

Coordination

The Planning Section will be led by a Section Chief drawn from the same lead discipline as the Operations Support Section Chief. The Planning Section Chief is responsible for carrying out ESF #5: Emergency Management. The Planning Section Chief is supported by the Deputy Section Chief, who is also responsible for carrying out ESF #5. The Deputy Section Chief will be provided by DEM. The coordinating and supporting departments for this section follow:

Coordinating Department	Event-Specific
Supporting Department(s)	DEC, DEM, DHR, DPH, DPW, DT, SFFD, SFPD

Role

The Planning Section is responsible for the collection, analysis, and display of information related to emergency management operations. The Planning Section will conduct EOC planning meetings, prepare EOC Action Plans, disseminate situation briefings, and support the overall EOC planning process.

Responsibilities

- Collect, analyze, verify, display, and disseminate event information
 - Include impact information, response activities, details regarding the field operating environment, and the status of available resources
- Provide support for response decision making to the overall emergency organization, including preparing situation briefings, map displays, and anticipatory appraisals, and developing plans necessary to cope with changing field events
- Disseminate situation briefings to provide for current status on response activities
- Facilitate the action planning process and the development of the EOC Action Plan, advance plans, and the After Action Report
- Ensure that safety/damage assessment information is compiled, assembled, and reported in an expeditious manner
- Make a record of entire response effort details; preserve these records during and following the disaster

Section 3
EOC General Staff

Planning Section Positions

- Planning Section Chief
- Deputy Planning Section Chief
 - Advance Planning



- Documentation
- Situation Status
- Technical Specialists
- Intelligence

Section 3
EOC General Staff



3.3 Operations Support Section

3.3.1 Operations Support Section Overview

Coordination

The Operations Support Section is led by the Section Chief, who is responsible for carrying out ESF #5: Emergency Management. The department assigned to fulfill the role of Section Chief will vary according to the primary department responding to the event. The Operations Support Section Chief is supported by the Deputy Section Chief, who is also responsible for carrying out ESF #5. The Deputy Section Chief will be provided by DEM. The coordinating and supporting departments for this section follow:

Coordinating Department	Event-Specific
Supporting Department(s)	ARC, DBI, DEC, DEM, DHR, DPH, DPW, HSA, ME, MTA, PUC, RPD, SFFD, SFPD, SFSD, SFUSD

Role

The Operations Support Section is responsible for coordinating all response operations applied to the event. The Operations Support Section carries out the objectives of the EOC Action Plan and requests additional resources as needed.

In a full activation, the Operations Support Section will be organized into the following seven branches:

- Fire and Rescue Branch
- Law Enforcement Branch
- Human Services Branch
- Infrastructure Branch
- Transportation Branch
- Community Branch
- Communications Branch

Responsibilities

- Coordinate support for field operations
- Establish response priorities in conjunction with the Policy Group and Management Staff
- Ensure cross-functional communications and coordination
- Ensure effective resource sharing between responding departments
- Establish and coordinate EOC situation management activities
- Supervise implementation of the EOC Action Plan
- Coordinate response activities with Federal and State agencies



Operations Support Section Positions

- Operation Support Section Chief
- Operations Support Deputy Section Chief

Section 3
EOC General Staff



3.3.2 Fire and Rescue Branch

Mission

The Fire and Rescue Branch in the Operations Support Section will provide coordination among all firefighting, urban search and rescue, and hazardous material response to an event.

Coordination

The Fire and Rescue Branch in the Operations Support Section carries out the following functions:

- ESF #4: Firefighting
- ESF #9: Urban Search and Rescue
- ESF #10: Oil and Hazardous Materials Response

The coordinating and supporting departments for each ESF are as follows:

ESF #4: Firefighting

Coordinating Department	SFFD
Supporting Department(s)	DEM, DPH, DPT, DPW, ME, MTA, SFPD, SFSD

ESF #9 Urban Search and Rescue

Coordinating Department	SFFD
Supporting Department(s)	DEM, DPH, DPT, DPW, ME, MTA, SFPD, SFSD

ESF #10: Oil and Hazardous Materials Response

Coordinating Department	SFFD
Supporting Department(s)	DEM, DPH, DPT, DPW, ME, MTA, SFPD, SFSD

Section 3
EOC General Staff

Role

During a CCSF EOC activation, citywide ESF #4 functions will be carried out through the EOC Fire and Rescue Branch. The mission of the EOC Fire and Rescue Branch is to obtain SFFD DOC situation reports and requests and to coordinate any requests for resource support that fall outside of the Fire and Rescue Mutual Aid System (Mutual Aid requests will be coordinated through the FDOC). The branch will supply the SFFD DOC with information, situational awareness and citywide objectives developed in the EOC. The Fire and Rescue Branch will link the EOC to the following:

- San Francisco Fire Department (SFFD) DOC
- Urban search and rescue resources (Federal, State, and local teams)



- Incident Command for incidents under the management of the fire services, as appropriate

Responsibilities

- Coordinate fire, hazardous materials, and urban search and rescue operations in CCSF and assist neighboring communities through the Neighborhood Emergency Response Team (NERT) program, if called upon
- Coordinate logistical support for mutual aid assets ordered through the Fire and Rescue Mutual Aid System
- Coordinate with the Law Enforcement Branch on search and rescue activities
- Support the Situation Status Unit of the Planning Section by proactively sharing response information and situation assessments received from field units and DOCs
- Implement the priorities of the EOC Action Plan assigned to the Fire and Rescue Branch

Fire and Rescue Branch Positions

- Fire and Rescue Branch Coordinator
 - Urban Search and Rescue Unit Leader
 - Oil and Hazardous Material Response Unit Leader

Section 3
EOC General Staff



3.3.3 Law Enforcement Branch

Mission

The Law Enforcement Branch in the Operations Support Section will provide coordination among all law enforcement departments responding to an event.

Coordination

The Law Enforcement Branch in the Operations Support Section carries out the following function:

- ESF #13: Law Enforcement

The coordinating and supporting departments for this ESF follow:

ESF #13: Law Enforcement

Coordinating Department	SFPD
Supporting Department(s)	DEM, SFSD

Role

The Law Enforcement Branch will obtain situation reports, coordinate requests for resource support (outside of the mutual aid system), and be the primary link from the EOC to law enforcement operations. The branch will supply CCSF law enforcement agency DOCs and Incident Commanders, as appropriate, with information and objectives developed in the EOC. Specifically, the Law Enforcement Branch will link the EOC to the following:

- CCSF Law Enforcement Agency DOCs
- Dispatch Centers
- Law Enforcement Mutual Aid System
- Federal partners
- Incident Command Post at incidents under the management of CCSF law enforcement agencies, as appropriate

Responsibilities

- Coordinate law enforcement and evacuation operations during emergencies
- Coordinate with necessary Federal, State, and local public and private sector partners
- Coordinate site security at incidents
- Assist with shelter security
- Coordinate with the Fire and Rescue Branch on search and rescue activities
- Coordinate Law Enforcement Mutual Aid requests from emergency response agencies through the Law Enforcement Mutual Aid Coordinator



- Coordinate logistical support for mutual aid assets ordered through the Law Enforcement Mutual Aid System

Law Enforcement Branch Positions

- Law Enforcement Branch Coordinator
 - Evacuation Operations Unit Leader
 - Facility Security Unit Leader

Section 3
EOC General Staff



3.3.4 Human Services Branch

Mission

The Human Services Branch in the Operations Support Section provides coordination among all mass care, housing, human services, public health, medical services, animal response, and mass fatality departments responding to an event.

Coordination

The Human Services Branch in the Operations Support Sections carries out the following functions:

- ESF #6: Mass Care, Housing, and Human Services
- ESF #8: Public Health and Medical Services
- ESF #11: Animal Response

Each ESF is led and supported by those departments best qualified to fulfill all corresponding roles and responsibilities. The overall coordinating department for the Human Services Branch is initially established by the first arriving branch member, then transferred to the most appropriate Human Services Branch representative according to the nature and specific needs of the event. The coordinating and supporting departments for each ESF are as follows:

ESF #6: Mass Care, Housing, and Human Services

Coordinating Department	HSA
Supporting Department(s)	ACC, DPH, MOD, RPD, SFUSD, SF CARD, The Salvation Army, NGOs

ESF #8: Public Health and Medical Services

Coordinating Department	DPH
Supporting Department(s)	ARC, DEM, EMS, ME, SFFD (EMS)

ESF #11: Animal Response

Coordinating Department	ACC
Supporting Department(s)	311, ARC, DEM, DPH, DPW, HAS, RPD, SFFD, DFPD, SFZoo

Role

The Human Services Branch is responsible for the following CCSF health and basic human services:

- Provision of basic necessities to persons impacted by a disaster such as food, potable water, clothing, shelter, and emotional support

Section 3
EOC General Staff



- Medical, mental, and public health care
- Maintenance of animal and environmental welfare
- Mass fatality management

The Human Services Branch includes liaisons from voluntary agencies, such as the American Red Cross and the Salvation Army, to ensure close coordination and support for their mass care activities. The Human Services Branch also serves as the CCSF point of contact for the CCSF Medical Examiner and provides mutual aid assistance for dealing with human remains and the provision of additional resources, as needed.

Responsibilities

ESF # 6: Mass Care, Housing, and Human Services

- Maintain communication with the HSA DOC/Care and Shelter Branch
- Collect situation status updates and activity information from the HSA DOC/Care and Shelter Branch
- Keep other departments and ESFs, represented by liaisons at the EOC updated on the status of ESF #6 activities
- Provide the HSA DOC/Care and Shelter Branch with relevant EOC data on emerging trends (i.e., areas where there may be a need to open shelters, or provide other relief services, and the level of anticipated service required)
- Keep the HSA DOC/Care and Shelter Branch updated with citywide situation assessments, response objectives, and other EOC reports (i.e., EOC Action Plans and policy decisions)
- Expedite requests for resources that are submitted by the HSA DOC/Care and Shelter Branch to the EOC
- Work with the PIO to craft public messaging related to care and shelter services (based on information released from the HSA DOC/Care and Shelter Branch)
- Submit policy level questions from the HSA DOC/Care and Shelter Branch to the EOC Policy Group (via the Operations Support Section Chief)
- Act as an SME on ESF #6 related activities for the Policy Group and other EOC staff

ESF #8: Public Health and Medical Services

- Minimize loss of life, subsequent disability, and human suffering by ensuring timely and coordinated medical and public health assistance
- Coordinate and prioritize requests for health services support from local responders and obtain medical/health personnel, supplies, and equipment through mutual aid or requests for Federal or State support
- Provide a system for receipt and dissemination of health-related information required for effective response and recovery from a major disaster



- Coordinate with the JIC or appropriate PIO to inform the public of health precautions or provide health-related safety instructions for the general public
- Provide ambulance-based care and transport and coordination of medical and health mutual aid
- Coordinate logistical support for mutual aid assets ordered through the Medical/Health Mutual Aid System
- Coordinate inspections of shelters, feeding, and distribution sites (food, water, etc.) to ensure environmental health regulations are being observed and that no unsafe conditions are present
- Coordinate resources for the recovery, identification, and disposition of deceased persons and human tissue
- Coordinate fatality information and notification with local law enforcement, public health, and other related departments
- Designate an adequate number of persons to perform the duties of Medical Examiner Investigators:
 - Protect the personal property and effects of the deceased
 - Notification of next-of-kin
- Establish and maintain a comprehensive record-keeping system for updating and recording fatality-related data
- Prepare and coordinate requests for mass fatality-related mutual aid
- Prepare and establish locations for temporary morgues, worksites, etc.

ESF #11: Animal Response

- Coordinate domestic animal response and recovery activities, to include rescue, triage, medical treatment, transport, care, shelter, and domestic animal reunification
- Coordinate wildlife response and recovery activities, mitigating loss of life whenever possible
- Coordinate the identification and documentation of animals for effective reunification

Human Services Branch Positions

- Human Services Branch Coordinator
 - Mass Care, Housing, and Human Services Unit Leader
 - Public Health and Medical Services Unit Leader
 - Animal Response Unit Leader
 - Mass Fatality Unit Leader

This page is intentionally blank.



3.3.5 Infrastructure Branch

Mission

The Infrastructure Branch in the Operations Support Section is designated to provide coordination among all departments responding to an event carrying out public works, engineering, water, and utilities functions.

Coordination

The Infrastructure Branch in the Operations Support Section carries out the following functions:

- ESF #3: Public Works and Engineering
- ESF #12: Water and Utilities

Each ESF is led and supported by those departments best qualified to fulfill all corresponding roles and responsibilities. The overall coordinating department for the Infrastructure Branch is initially established by the first-arriving branch member, then transferred to the most appropriate Infrastructure Branch representative according to the nature and specific needs of the event. The coordinating and supporting departments for each ESF are as follows:

ESF #3: Public Works and Engineering

Coordinating Department	DPW
Supporting Department(s)	DBI, DEM, DOE, DPT, DT, MTA, PUC, RPD

ESF #12: Water and Utilities

Coordinating Department	PUC
Supporting Department(s)	DBI, DEM, DPT, DPW, DT

Role

The Infrastructure Branch will provide the following:

- Citywide damage assessment (structures and infrastructure)
- Route recovery
- Debris removal
- Building safety inspections and demolitions
- Restoration of public utility services
- Support of information technology (IT) and communication infrastructure restoration
- Support to other EOC branches, as needed

Section 3
EOC General Staff



Responsibilities

ESF #3: Public Works and Engineering

- Initiate and coordinate disaster safety assessment reports for damaged roads, municipal infrastructures, government facilities, construction, and debris management
- Mobilize damage response teams and crews to assist first responders in the management of immediate life safety issues
- Coordinate the inspection, restoration, and repair of: disrupted municipal services (such as the CCSF water and wastewater facilities, city owned traffic lights, etc.) and damaged city and county buildings, facilities, and transportation infrastructure (streets, bridges, etc.)
- Obtain equipment, supplies, and personnel services as necessary to support response and recovery efforts
- Manage the collection and disposal of disaster debris
- Match workload requirements with available contractors and vendors to supplement existing assets

ESF #12: Water and Utilities

- Coordinate status reporting of all utility systems
- Coordinate the restoration and repair of disrupted municipal services with utility services, such as the water and wastewater
- Coordinate with utility service providers for the assessment and restoration of disrupted non-municipal services, such as cable, Internet, landline phone, cell phone, gas, and electric

Infrastructure Branch Positions

- Infrastructure Branch Coordinator
 - Construction and Engineering Group Coordinator
 - Street Clearance Unit Leader
 - Building Assessment Unit Leader
 - Infrastructure Assessment Unit Leader
 - Debris Management Unit Leader
 - Water and Utilities Group Coordinator
 - Municipal Unit Leader (Public)
 - Non-Municipal Unit Leader (Private)



3.3.6 Transportation Branch

Mission

The Transportation Branch in the Operations Support Section will provide coordination among all transportation departments responding to an event.

Coordination

The Transportation Branch in the Operations Support Section carries out the following function:

- ESF #1: Transportation

The coordinating and supporting departments for this ESF follow:

ESF #1: Transportation

Coordinating Department	MTA
Supporting Department(s)	BART, DEM, DPT, DPW, Muni, Port, SFO

Role

The Transportation Branch will provide the following:

- Route recovery
- Traffic management
- Coordination of response and recovery support activities of public and private mass transportation systems
- Support to other branches, as needed

Responsibilities

- Support route clearance and recovery activities
- Designate ingress/egress routes for emergency response vehicles and personnel
- Coordinate general traffic and access control
- Coordinate the response operations targeted at restoring and maintaining normal operations of CCSF public transportation systems
- Designate evacuation routes and provide appropriate evacuation information to emergency responders and the JIC
- Assist with the transportation of individuals unable to evacuate themselves



- Assist with transportation of the ill and injured under ESF #8: Public Health and Medical Services, and those in custody under ESF #13: Law Enforcement
- Provide transportation for emergency workers during recall operations, to include busing employees from outside the city

Transportation Branch Positions

- Traffic and Transportation Branch Coordinator
 - Route Recovery Unit Leader
 - Traffic Control Unit Leader
 - Mass Transit Unit Leader
 - Water Unit Leader
 - Land Unit Leader
 - Air Unit Leader

Section 3
EOC General Staff



3.3.7 Communications Branch

Mission

The Communications Branch in the Operations Support Section is designated to provide coordination among all communications departments responding to an event.

Coordination

The Communications Branch in the Operations Support Section carries out the following function:

- ESF #2: Communications

The coordinating and supporting departments for this ESF follow:

ESF #2 Communications

Coordinating Department	DEM
Supporting Department(s)	211, 311, ACS, DEC, DT, GSA

Role

The EOC Communications Branch will enable the CCSF EOC to receive and transmit priority message traffic on a 24-hour daily basis; to facilitate the receipt and transmission of emergency message traffic among CCSF departments in support of imminent or actual emergency operations; and to ensure that warnings, weather advisories, and critical event information are efficiently and appropriately delivered to the public.

Responsibilities

- Coordinate activation of CCSF public warning systems when a threat to the health or safety of residents is identified
- Send messages over various networks as directed by the JIC, Operations Support Section Chief, or EOC Manager
- Implement EOC information systems
- Coordinate assessment and restoration of communications infrastructure
- Develop and distribute an ICS 205 Communications Plan that identifies all systems in use, ensures enough frequencies are allocated to facilitate operations and lists specific frequencies allotted for the emergency (see the *San Francisco Tactical Interoperable Communications Plan* [TICP] for further details)
- Coordinate activities with the Infrastructure Branch and/or ESF# 12: Water and Utilities, as necessary
- Ensure sufficient staffing of the Communications Branch
- Request communications-related Mutual Aid resources as necessary

Section 3
EOC General Staff



Communications Branch Positions

- Communications Branch Coordinator
 - Emergency Communications / Dispatch Unit Leader
 - Non-Emergency Communications Unit Leader
 - Public Warning System Unit Leader
 - Alternate Communications Unit Leader



3.3.8 Community Branch

Mission

The Community Branch in the Operations Support Section is designated to provide EOC coordination among community requests during an event.

Coordination

The Community Branch in the Operations Support Section carries out the following function:

- ESF #16: Community Support

The coordinating and supporting departments for this ESF follow:

ESF #16 Community Support

Coordinating Department	DEM
Supporting Department(s)	ARC, CO, Consulates, DHR, Hotel Council, NGOs, Private Sector, SFUSD

Role

The Community Branch is the primary coordination center for information and requests originating from within the community. The branch will maintain communications between community-based organizations and the EOC, and distribute resource requests and relevant information to the appropriate branches or sections within the EOC.

The Community Branch will link the following organizations to the EOC:

- Community Disaster Response Hubs
- Non-Governmental Organizations (NGOs)
- Private Sector

Responsibilities

- Interact with Community Disaster Response Hubs and the private sector at the EOC level
- Ensure effective communication of Community Disaster Response Hubs and private sector requests with relevant branches
- Act as the EOC point of contact for city departments not represented at the EOC

Community Branch Positions

- Community Branch Coordinator

This page is intentionally blank.



3.4 Logistics Section

3.4.1 Logistics Section Overview

Coordination

The Logistics Section is led by the Section Chief, who is responsible for carrying out ESF #5: Emergency Management. The Logistics Section Chief is supported by the Deputy Section Chief, who is also responsible for carrying out ESF #5. The Deputy Section Chief will be provided by DEM. The coordinating and supporting departments for this section follow:

Coordinating Department	GSA / City Administrator
Supporting Department(s)	DEM, DHR, GSA / OCA, Real Estate

Role

The Logistics Section is responsible for the coordination and management of citywide resources during an event. Specific functions of the EOC Logistics Section and its associated branches may be found in the Logistics Annex. The Logistics Section encompasses the following three functional branches:

- Facilities Branch
- Donations Management Branch
- Human Resources Branch
- Resource Management Branch

Responsibilities

- Acquire and deliver resources requested by the EOC Operations Support Section.
- Allocate scarce resources consistent with EOC Action Plans.
- Request non-discipline-specific mutual aid resources from the Regional Emergency Operations Center (REOC).
- Record and track the status of resource requests processed through the EOC Logistics Section.
- Coordinate with the EOC Planning Section regarding resource status and requirements for the next operational period pursuant to the ICS Planning “P.”
- Identify bases and camps, as necessary, to maintain sufficient inventories of uncommitted resources.
- Coordinate with the EOC Planning and EOC Finance and Administration Sections to ensure EOC resource acquisitions and issuance are documented for reimbursement.
- Support recovery activities including demobilization, restoration of services, and COG, as directed.



- Review responsibilities of Branch and Unit Leaders as listed below and ensure that required activities are completed in the absence of a Branch Coordinator or Unit Leader.

Logistics Section Positions

- Logistics Section Chief
- Logistics Section Deputy Chief

Section 3
EOC General Staff



3.4.2 Facilities Branch

Mission

The Facilities Branch in the Logistics Section is designated to coordinate and facilitate requests for facilities during an event.

Coordination

The Facilities Branch in the Logistics Section carries out the following function:

- ESF #7: Logistics

The coordinating and supporting departments for this branch follow:

ESF #7 Logistics – Facilities Branch

Coordinating Department	GSA / Real Estate
Supporting Department(s)	DEM, GSA / Convention Facilities

Role

The Facilities Branch is responsible for the following:

- Locating and coordinating use of public facilities, private facilities, or staging areas required to support the disaster response
- Coordinating the relocation of work space for essential CCSF staff dislocated by the disaster, including relocating or leasing office furniture and configuring the workspace, as appropriate

Responsibilities

- Support requests to locate and rent or lease alternate locations for the EOC/DOCs in the event that they are forced to relocate due to damage or space limitations; support environmental and safety standards for those facilities
- Coordinate pre-occupancy environmental inspections
- Locate space for feeding and housing requirements, as requested
- Coordinate provision of adequate essential facilities for the response effort, as requested
- Ensure acquired buildings are returned to their original state when no longer needed

Facilities Branch Positions

- Facilities Branch Coordinator



3.4.3 Donations Management Branch

Mission

The Donations Management Branch in the Logistics Section coordinates operations associated with donations management.

Coordination

The Donations Management Branch in the Logistics Section carries out the following function:

- ESF #7: Logistics

The coordinating and supporting departments for this branch follow:

ESF #7 Logistics – Resource Management Branch

Coordinating Department	DEM
Supporting Department(s)	GSA

Role

The Donations Management Branch of the Logistics Section will be activated upon notification of an influx in donated goods overwhelming San Francisco, or when a request for donations management support is received from the REOC. The Donations Management Branch will coordinate operations associated with donations management, such as receipt, sorting, repackaging, and distribution of donated goods at Donations Management Staging Areas and pre-identified Disaster Relief Agency Distribution Sites.

Responsibilities

- Coordinate activities related to the call centers, Donations Management Staging Area, and Donations Tracking.
- Assist the PIO/JIC in developing public information messages related to donated goods and services.
- Act as a point of contact for pre-designated Distribution Sites.
- Support a pre-designated Disaster Relief Agency in effectively managing a Donations Management Staging Area Operation.

Donations Management Branch Positions

- Donations Management Branch Coordinator
 - Donations Management Unit Leader

Section 3
EOC General Staff



3.4.4 Human Resources Branch

Mission

The Human Resources Branch in the Logistics Section is designated to coordinate requests for personnel support during an event.

Coordination

The Human Resources Branch in the Logistics Section carries out the following function:

- ESF #7: Logistics

The coordinating and supporting departments for this branch follow:

ESF #7 Logistics – Human Resources Branch

Coordinating Department	DHR
Supporting Department(s)	All departments with on-site personnel officers

Role

The Human Resources Branch will coordinate the acquisition, tracking, basic orientation/training, and support of additional Disaster Service Workers, which include CCSF response personnel in non-DOC departments and convergent volunteers.

Responsibilities

- Identify and register convergent volunteers
- Establish a personnel pool to collect and register available staff and volunteers to work in the EOC
- Establish a list of DSWs and convergent volunteers based on occupational skills, experience, and certification to use for response and recovery efforts
- Provide guidance to the EOC Management Staff, Policy Group, and the Board of Supervisors regarding any current or potential Union issues that may arise from the reassignment of staff to “out-of-class” tasks during the emergency
- Ensure that DSWs and convergent volunteers are provided with food and shelter while in the jurisdiction on assignment and other personal support through coordination with the Human Services Agency (HSA) and the Department of Human Resources (DHR)
- Document any injuries, accidents or other personnel-related incidents reported

Section 3
EOC General Staff

Human Resources Branch Positions

- Human Resources Branch Coordinator
 - Disaster Service Worker Unit Leader
 - Volunteer Management Unit Leader



3.4.5 Resource Management Branch

Mission

The Resource Management Branch in the Logistics Section coordinates the acquisition of needed resources during an event.

Coordination

The Resource Management Branch in the Logistics Section carries out the following function:

- ESF #7: Logistics

The coordinating and supporting departments for this branch follow:

ESF #7 Logistics – Resource Management Branch

Coordinating Department	GSA / OCA-Purchasing
Supporting Department(s)	DEM, GSA / Central Shops

Role

The Resource Management Branch of the Logistics Section will procure the following resources needed during an event:

- Materials and supplies
- Professional and personal services
- Rental equipment
- Vehicles (including refueling and repair)

It is assumed that all requests to the Logistics Section are for resources that either have been depleted or are unavailable from within CCSF departments, as described in the general concepts above.

The Logistics Section responds to resource requests by:

- 1) Purchasing or renting from local vendors for immediate delivery, or
- 2) Requesting resources through State and Federal agencies.

Responsibilities

- Coordinate the procurement of resources
- Oversee the procurement and allocation of supplies and materials not normally provided through discipline-specific mutual aid channels (e.g. food, water, fuel)
- Expedite delivery of supplies and materials as required
- Maintain a system to collect, track, and provide shipment information for resource requests received by the Logistics Section

Section 3
EOC General Staff



- Work with other sections and branches to forecast and identify material and equipment shortfalls and pre-identify vendors and other sources
- Coordinate with the Finance and Administration Section Chief to manage the collection and maintenance of cost and other procurement data

Supplies and Equipment Branch Positions

- Supplies and Equipment Branch Coordinator
 - Request Tracking Unit Leader
 - Procurement Unit Leader

This page is intentionally blank.



3.5 Finance and Administration Section

3.5.1 Finance and Administration Section Overview

Coordination

The Finance and Administration Section is led by the Section Chief, who is responsible for carrying out ESF #5: Emergency Management. The Finance and Administration Section Chief is supported by the Deputy Section Chief, who is also responsible for carrying out ESF #5. The Deputy Section Chief will be provided by the DEM. The coordinating and supporting departments for this section follow:

Coordinating Department	CO
Supporting Department(s)	DEM

Role

The Finance and Administration Section encompasses four functional branches that will be housed at the off-site Controller’s Office DOC, while the Section Chief will be located at the EOC and will act as a liaison to those branches. Although off-site, each branch will still maintain the following EOC branch functions:

- Policy Branch
 - Provide policy guidance and establish procedures to authorize the commitment and payment of funds
 - Provide recommendations and guidance to and receive direction from the Mayor’s Policy Group on citywide financial matters
- Employee Compensation Branch
 - Account for personnel time during the emergency response and recovery efforts
 - Ensure that employees continue to receive pay, health insurance, and retirement benefits
- Accounts Payable Branch
 - Track and process payments of vendor purchase orders, contracts, claims, and other payments during the emergency
- Cost Recovery Branch
 - Ensure that an accurate accounting of the cost of responding to the emergency (including both response and recovery) is maintained
- Financial Systems Recovery Branch

Section 3
 EOC General Staff



Responsibilities

Policy Branch

- Coordinate policies regarding finance and administration functions during disaster preparedness, response, and recovery phases
- Prepare emergency declarations and other official documentation necessary to facilitate cost recovery
- Ensure that all departments have accurate records to document the cost of disaster recovery, including timesheets, accounting codes, reimbursement forms, and other backup documentation
- Ensure internal controls and approval paths for the procurement functions are carried out in the Logistics Section
- Establish policies for and use of credit and/or debit cards
- Recommend employee compensation and leave guidelines to the Policy Group, in consultation with DHR
- Acquire financial and accounting staff from other departments to fulfill functions for the Finance and Administration Section

Employee Compensation Branch

- Ensure a continuation of employee compensation processes including payroll, health service, and retirement payments
- Ensure that all on-duty time is tracked and quantified for all emergency response personnel

Accounts Payable Branch

- In conjunction with the Treasurer, ensure that financial institutions honor city warrants and have adequate cash available during the emergency period.
- Process payments for purchase orders, contracts, and claims resulting from the emergency and its response within a reasonable time

Cost Recovery Branch

- Coordinate the data collection and analysis of all financial information related to disaster response and recovery
- Ensure that all response and recovery financial records are maintained throughout the emergency either on paper and/or within CCSF financial systems
- Ensure that all equipment used and supplies procured are tracked and quantified for all CCSF and contract emergency personnel
- Ensure that all financial recovery documentation is accurately maintained during the response and submitted to the Federal Emergency Management Agency (FEMA) and/or the Governor's Office of Emergency Services / Homeland Security



Finance and Administration Section Positions

- Finance and Administration Section Chief
- Finance and Administration Deputy Section Chief

Section 3
EOC General Staff

This page is intentionally blank.



Section 4: Mutual Aid

Under the terms of California's Disaster and Civil Defense Master Mutual Aid Agreement, statewide emergency assistance is provided on a voluntary basis from one jurisdiction to another at no cost to the receiving jurisdiction. Mutual aid is intended to ensure that adequate resources, facilities, and other emergency support are provided to jurisdictions whenever their own resources prove to be inadequate to cope with a given situation.

To facilitate coordination and flow of mutual aid, CalOES oversees six mutual aid regions among the three administrative regions, as shown in Figure 4-1. The CCSF is located in Mutual Aid Region II within the CalOES Coastal Region.

4.1 Mutual Aid Systems

The California Mutual Aid System operates within the framework of the Master Mutual Aid Agreement and under the authority of the California Emergency Services Act. The system is a formal process designed to mobilize resources to and from emergency response agencies, local governments, OAs, regions, and the State with the intent to provide requesting agencies with sufficient resources.



Figure 4-1: California Mutual Aid and Administrative Regions

California Master Mutual Aid Systems

California master mutual aid systems are discipline-specific mutual aid systems, to include Fire Service and Rescue, Law Enforcement, Emergency Services, and Medical and Health Services as shown in Table 4-1.

Section 4
Mutual Aid



Table 4-1: California Master Mutual Aid Systems

Coordinated by CalOES			Coordinated by EMSA ¹⁰
Fire Service and Rescue	Law Enforcement	Emergency Services ¹¹	Medical/Health
Fire Service and Rescue Mutual Aid	Law Enforcement Mutual Aid	All other emergency services mutual aid not included in other systems	Disaster Medical/Health Mutual Aid
Urban Search and Rescue Mutual Aid	Coroner/Medical Examiner Mutual Aid	Emergency Managers Mutual Aid	Mental Health Mutual Aid
Hazardous Materials Mutual Aid	Search and Rescue Mutual Aid	Public Works Mutual Aid	Mass Care and Shelter Mutual Aid

Source: California State Emergency Plan, September 2005

Fire Service and Rescue Mutual Aid System

The Fire Service and Rescue Mutual Aid System is designed to coordinate the mobilization, organization, and operation of necessary fire and rescue resources on a local, OA, regional, and statewide basis in order to mitigate the effects of disasters. The day-to-day operations of the Fire Service and Rescue Mutual Aid System are managed by the CalOES Fire and Rescue Branch. For additional information regarding this system’s organization, responsibilities, and procedures, refer to the *California Fire Service and Rescue Emergency Mutual Aid System, Mutual Aid Plan*.

Law Enforcement Mutual Aid System

Maintained by the CalOES Law Enforcement Branch, the Law Enforcement Mutual Aid System is an ongoing cooperative effort among law enforcement agencies to coordinate State resources in support of local law enforcement during a wide range of emergencies. Law enforcement mutual aid is coordinated through seven mutual aid regions in California. Additional information on procedures, concepts, and state agency roles and resources within the system is available in the *California Law Enforcement Mutual Aid Plan*.

Emergency Services Mutual Aid System

The Emergency Services Mutual Aid System encompasses all other emergency services mutual aid that is not included in other systems (e.g., Public Works, Safety Assessment Program), which is also known as non-discipline specific mutual aid. Requests are coordinated and met through utilization of the Standardized Emergency Management System (SEMS). Emergency Managers Mutual Aid (EMMA) is a sub-system with the purpose of providing emergency management personnel from unaffected areas to support disaster operations in affected jurisdictions. Further information on EMMA can be found in the *Emergency Managers Mutual Aid Plan*.

Section 4
Mutual Aid

¹⁰ Emergency Medical Services Authority

¹¹ For the purposes of this plan, the term *Emergency Services Mutual Aid* also refers to non-discipline-specific mutual aid.

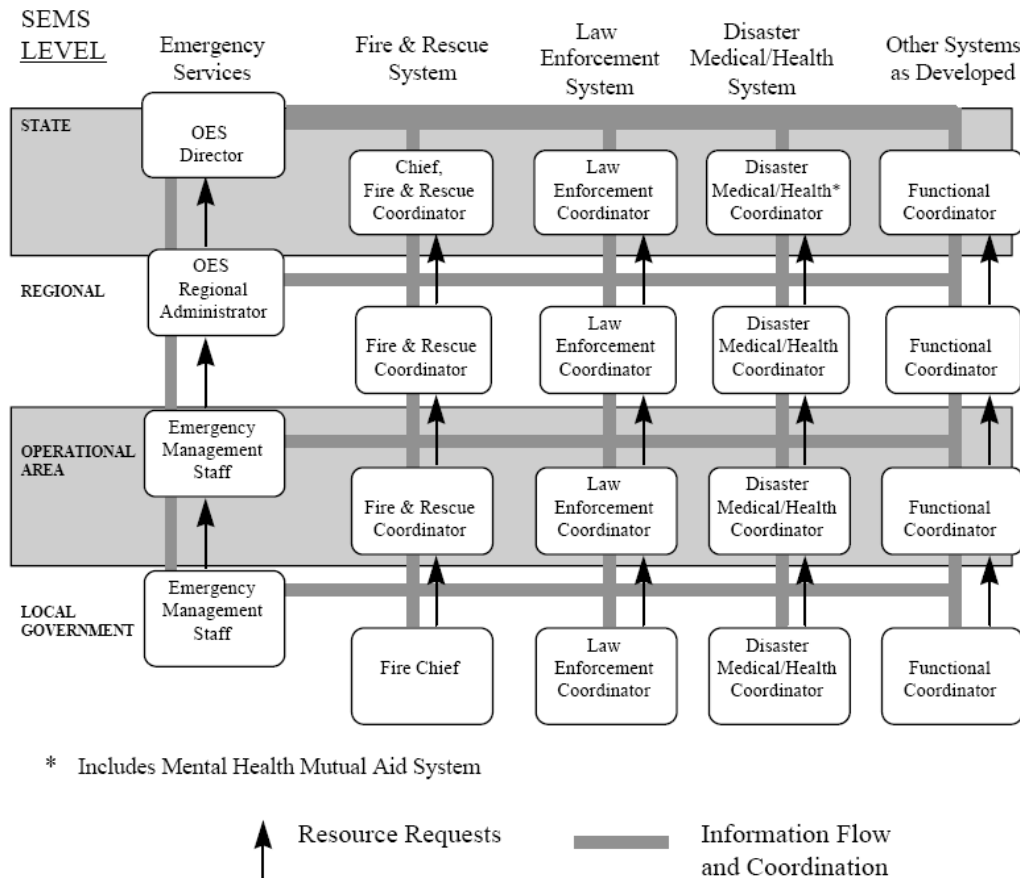


Medical Health Mutual Aid System

The California Emergency Medical Services Authority (EMSA) administers the Medical/Health Mutual Aid System. The purpose of the system is to identify, attain, and mobilize medical supplies and personnel from unaffected regions of the State to meet the needs of disaster victims. The coordination and acquisition of Medical/Health Mutual Aid resources involves Federal, State, and local agencies as well as the private sector (hospitals, medical supply vendors, ambulance companies, etc).

Figure 4-2 illustrates the flow of the four mutual aid channels and how they are coordinated at each SEMS level.

MUTUAL AID CHANNELS: Discipline Specific Mutual Aid Systems



Section 4
Mutual Aid

Source: California State Emergency Plan, September 2005

Figure 4-2: Discipline-Specific Mutual Aid Systems



4.2 Mutual Aid Coordination

To facilitate mutual aid, mutual aid coordinators are designated at the OA, regional, and State levels. The basic role of a mutual aid coordinator is to receive requests, coordinate the provision of resources from within the coordinator's geographic area of responsibility, and pass on unfilled requests to the next level.

CCSF OA mutual aid coordinators (e.g., Law Enforcement, Fire Service and Rescue, Medical Health personnel) will be assigned to their appropriate CCSF DOCs. If mutual aid requests do not fall into one of the discipline-specific mutual aid systems, then the requests are handled through the emergency services mutual aid system, managed by emergency management staff at the CCSF EOC.

4.3 Non-Governmental Organizations, Special Districts, and Private Sector Organizations Mutual Aid

The involvement of NGOs, special districts, and private sector organizations with CCSF mutual aid will vary according to the resources that may be made available and the types of resources needed. Some organizations may use internally established mutual aid systems/arrangements in order to acquire needed resources. For example, the American Red Cross will utilize the American Red Cross Disaster Services Human Resources System (DSHR) when a disaster response requires greater resourcing than can be provided from the local chapter.

Resource needs that cannot be met through internal means will be requested through the California Mutual Aid System at the appropriate SEMS level. Organizations with extensive involvement in emergency response, such as the American Red Cross and Salvation Army, may be represented in the CCSF EOC or at an appropriate DOC. Other organizations may be asked to provide a representative to the EOC or a DOC if further collaboration is needed.



Appendix: List of Abbreviations and Acronyms

The following abbreviations and acronyms are used in this Emergency Response Plan:

211	Information and Referral for Social Services
311	Information and Referral for City and County of San Francisco Services
ACC	Animal Care and Control
ACS	Auxiliary Communications Service
ARC	American Red Cross
BART	Bay Area Rapid Transit
CalOES	California Office of Emergency Services
CARD	Collaborating Agencies Responding to Disaster
CCSF	City and County of San Francisco
CO	Controller's Office
ConOps	Concept of Operations
DBI	Department of Building Inspection
DEC	Division of Emergency Communications
DEM	Department of Emergency Management
DHR	Department of Human Resources
DOC	Department Operations Center
DOE	Department of the Environment
DPH	Department of Public Health
DPT	Department of Parking and Traffic
DPW	Department of Public Works
DSW	Disaster Service Worker
DT	Department of Technology
EDCC	Emergency District Coordination Center
EMMA	Emergency Managers Mutual Aid
EMS	Emergency Medical Services
EMSA	California Emergency Medical Services Authority
EOC	Emergency Operations Center
EOP	Emergency Operations Plan
ERP	Emergency Response Plan
ESF	Emergency Support Function
FEMA	Federal Emergency Management Agency
GSA	General Services Agency
HSA	Human Services Agency
HSPD-5	Homeland Security Presidential Directive-5
IC	Incident Commander



ICS	Incident Command System
IT	Information Technology
JIC	Joint Information Center
JIS	Joint Information System
MACC	Multi-Agency Coordination Center
ME	Medical Examiner
MTA	Municipal Transportation Agency
Muni	Municipal Railway
NERT	Neighborhood Emergency Response Team
NGO	Non-Governmental Organization
NIMS	National Incident Management System
NRF	National Response Framework
OA	Operational Area
OCA	Office of Contract Administration/Purchasing
Port	Port of San Francisco
PUC	Public Utilities Commission
RECP	Regional Emergency Coordination Plan
REOC	Regional Emergency Operations Center
RIMS	Regional Information Management System
RPD	Recreation and Parks Department
SEMS	Standardized Emergency Management System
SFFD	San Francisco Fire Department
SFO	San Francisco International Airport
SFPD	San Francisco Police Department
SFSD	San Francisco Sheriff's Department
SFUSD	San Francisco Unified School District
SOC	State Operations Center
SOP	Standard Operating Procedure

Appendix



Attachments

Attachment #1: Local ESF Annexes	73
Attachment #2: ESF Department Representation	75
Attachment #3: Local ESF Coordinating and Supporting Department Matrix	77

This page is intentionally blank.



Attachment #1: Local ESF Annexes

Local ESFs are based on the National Response Framework, dated 2008	
<p>ESF #1: Transportation (Annex Completed)</p>	<ul style="list-style-type: none"> • Traffic restrictions • Civilian transportation support • Transportation safety • Coordination with the transportation industry (Federal, State, and local, including private and public)
<p>ESF #2: Communications (Annex Completed)</p>	<ul style="list-style-type: none"> • Restoration/repair of telecommunications infrastructure • Coordination with the communications industry (Federal, State, and local, including private and public)
<p>ESF #3: Public Works and Engineering (Annex Completed)</p>	<ul style="list-style-type: none"> • Infrastructure protection and emergency repair • Infrastructure restoration • Engineering services, construction management, debris management, damage assessment • Coordination with the public works and engineering industry (Federal, State, and local, including private and public)
<p>ESF #4: Firefighting (Annex Completed)</p>	<ul style="list-style-type: none"> • Coordination with the firefighting industry (Federal, State, and local, including private and public)
<p>ESF #5: Emergency Management (Annex Completed)</p>	<ul style="list-style-type: none"> • Coordination of event management activities • Issuance of mission assignments • Coordination with the emergency management industry (Federal, State, and local, including private and public)
<p>ESF #6: Mass Care, Housing, and Human Services (Annex Completed)</p>	<ul style="list-style-type: none"> • Mass Care • Disaster housing • Human Services
<p>ESF #7: Logistics (Annex Completed)</p>	<ul style="list-style-type: none"> • General resource support (facility space, office equipment and supplies, contracting services, etc.) • Volunteer/Donations Management

Attachment #1



<p>ESF #8: Public Health and Medical Services (In Development)</p>	<ul style="list-style-type: none"> • Public Health • Medical Services • Mental Health • Mass Fatality • Food Safety and Security
<p>ESF #9: Urban Search and Rescue (Annex Completed)</p>	<ul style="list-style-type: none"> • Heavy rescue, collapsed structure rescue, confined space rescue, high- and low-angle rescue
<p>ESF #10: Oil and Hazardous Materials Response (Part A: Land and Part B: Marine Annexes Completed)</p>	<ul style="list-style-type: none"> • Inland and marine oil and hazardous materials (chemical, biological, radiological, etc.) response
<p>ESF #11: Animal Response (Annex Completed)</p>	<ul style="list-style-type: none"> • Response and recovery during emergencies involving animals
<p>ESF #12: Water and Utilities (Annex Completed)</p>	<ul style="list-style-type: none"> • Infrastructure assessment, repair, and restoration • Coordination with the energy industry (Federal, State, and local, including private and public) • Tagging/approval of electrical and gas industry connection
<p>ESF #13: Law Enforcement (In Development)</p>	<ul style="list-style-type: none"> • Public safety/security support • Evacuation • Support for access, traffic, and crowd control issues • Coordination with the law enforcement industry (Federal, State, and local, including private and public)
<p>ESF #14: Recovery (In Development)</p>	<ul style="list-style-type: none"> • All departments / agencies involved with long-term recovery assistance (such as restoration of infrastructure, housing, local economy) • Natural and cultural resources and historic properties protection and restoration
<p>ESF #15: Joint Information System (Annex Completed)</p>	<ul style="list-style-type: none"> • Establish the Joint Information Center • Conduct media relations • Gather and disseminate public information
<p>ESF #16: Community Support (Draft Completed)</p>	<ul style="list-style-type: none"> • Private Sector • Community Disaster Response Hubs • Schools, Universities, Colleges



Attachment #2: ESF Department Representation

DOC	Local ESFs
Animal Care and Control (ACC)	ESF #6
American Red Cross (ARC)	ESF #5, 6, 7, 8, 16
Controller's Office (CO)	ESF #5, 16
Department of Building Inspection (DBI)	ESF #3, 5, 12
Department of Emergency Management (DEM)	ESF #1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16,
Department of Human Resources (DHR)	ESF #5, 6, 7, 13, 16
Department of Parking and Traffic (DPT)	ESF #1, 3, 4, 9, 10, 12
Department of Public Health (DPH)	ESF #4, 5, 6, 8, 9, 10, 11
Department of Public Works (DPW)	ESF #1, 3, 4, 5, 9, 10, 12
Department of Technology (DT)	ESF #2, 3, 5, 12
Fire Department (SFFD)	ESF #4, 5, 8, 9, 10
General Services Agency (GSA)	ESF #2, 5, 7
Human Services Agency (HSA)	ESF #6
Municipal Railway (Muni)	ESF #1, 3
Medical Examiner (ME)	ESF #4, 5, 8, 9, 10,
Police Department (SFPD)	ESF #4, 5, 9, 10,13
Public Utilities Commission (PUC) – (has 5 DOCs)	ESF #3, 5, 12
Recreation and Parks Department (RPD)	ESF #3, 5, 6, 11
Sheriff's Department (SFSD)	ESF #4, 5, 9, 10, 13
Unified School District (SFUSD)	ESF #5, 6, 16
Port of San Francisco	ESF #1, 3, 10, 14, 15
San Francisco International Airport (SFO)	ESF #1
Treasure Island	n/a

Attachment #2

This page is intentionally blank.



Attachment #3: Local ESF Coordinating and Supporting Department Matrix

	211	311	ACC	ACS	ARC	CO	DBI	DEC	DEM	DHR	DOE	DPH	DPT	DPW	DT	EMS	GSA	HSA	ME	MO	MTA	Muni	Port	PUC	RPD	SFFD	SFPD	SFSD	SFUSD
ESF #1									S				S	S							C	S	S						
ESF #2	S	S		S				S	C						S		S												
ESF #3							S		S		S		S	C	S							S		S	S				
ESF #4									S			S	S	S					S		S					C	S	S	
ESF #5					S	S	S	S	C	S		S		S	S		S		S		S			S	S	S	S	S	S
ESF #6			S		S				S	S		S						C						S					S
ESF #7					S				S	S/C								C											
ESF #8					S				S			C				S			S							S			
ESF #9									S			S	S	S					S		S					C	S	S	
ESF #10									S			S	S	S					S		S					C	S	S	
ESF #11									S		S	C												S					
ESF #12							S		S				S	S	S									C					
ESF #13									S	S																	C	S	
ESF #14									S											C									
ESF #15									C																				
ESF #16					S	S			C	S																			S

Legend: C = Coordinating Departments S = Supporting Departments

Attachment #3

Exhibit 10 ERP Transportation Annex



City and County of San Francisco Emergency Response Plan

***ESF #1:
Transportation Annex***





Contents

FOREWARD

Event Process Flowchart *iii*

SECTION 1: INTRODUCTION..... 1

1.1 Coordinating and Supporting Departments 1
1.2 ESF Responsibilities 1
1.3 Purpose..... 1
1.4 Scope 1

SECTION 2: CONCEPT OF OPERATIONS..... 3

2.1 General Concepts 3
2.2 Transportation Primary Roles 3
 2.2.1 Transportation Department Operation Centers..... 3
 2.2.2 EOC Transportation Branch 4
2.3 Emergency Transportation of People 7
 2.3.1 Evacuation..... 7
 2.3.2 Operation Return Plan..... 8
 2.3.3 Paratransit 9
2.4 Emergency Transportation of Animals..... 9
 2.4.1 Animal Care..... 9
2.5 Private Sector Partners 10
 2.5.1 Private Sector and Non-Governmental Organizations..... 10
2.6 Information Flow 11
2.7 Transportation Organization and Structure 13
 2.7.1 Organization 13
 2.7.2 Transportation Responsibilities 14
2.8 Notification and Activation 17
 2.8.1 Notification..... 17
 2.8.2 Activation..... 17
 2.8.3 Response Actions 18
 2.8.4 Deactivation..... 20

SECTION 3: PLANNING ASSUMPTIONS 21

APPENDIX A: LIST OF ABBREVIATIONS AND ACRONYMS..... 23

APPENDIX B: DPW EMERGENCY PRIORITY ROUTES 25

APPENDIX C: OPERATION RETURN PLAN 27

APPENDIX D: FINANCIAL DISTRICT EVACUATION PLAN 29



TABLES

Table 2-1: Agencies Potentially Involved in an Evacuation Order

Table 2-2: ESF #1 Private Sector Partners

Table 2-3: ESF #1 Responsibilities

Table 2-4: Scalable ESF #1 Activation

FIGURES

Figure A: Event Process Flowchart

Figure 2-1: ESF #1 Transportation Information Flow

Figure 2-2: ESF #1 Transportation Organization

ESF #1: Transportation Event Process Flow Chart

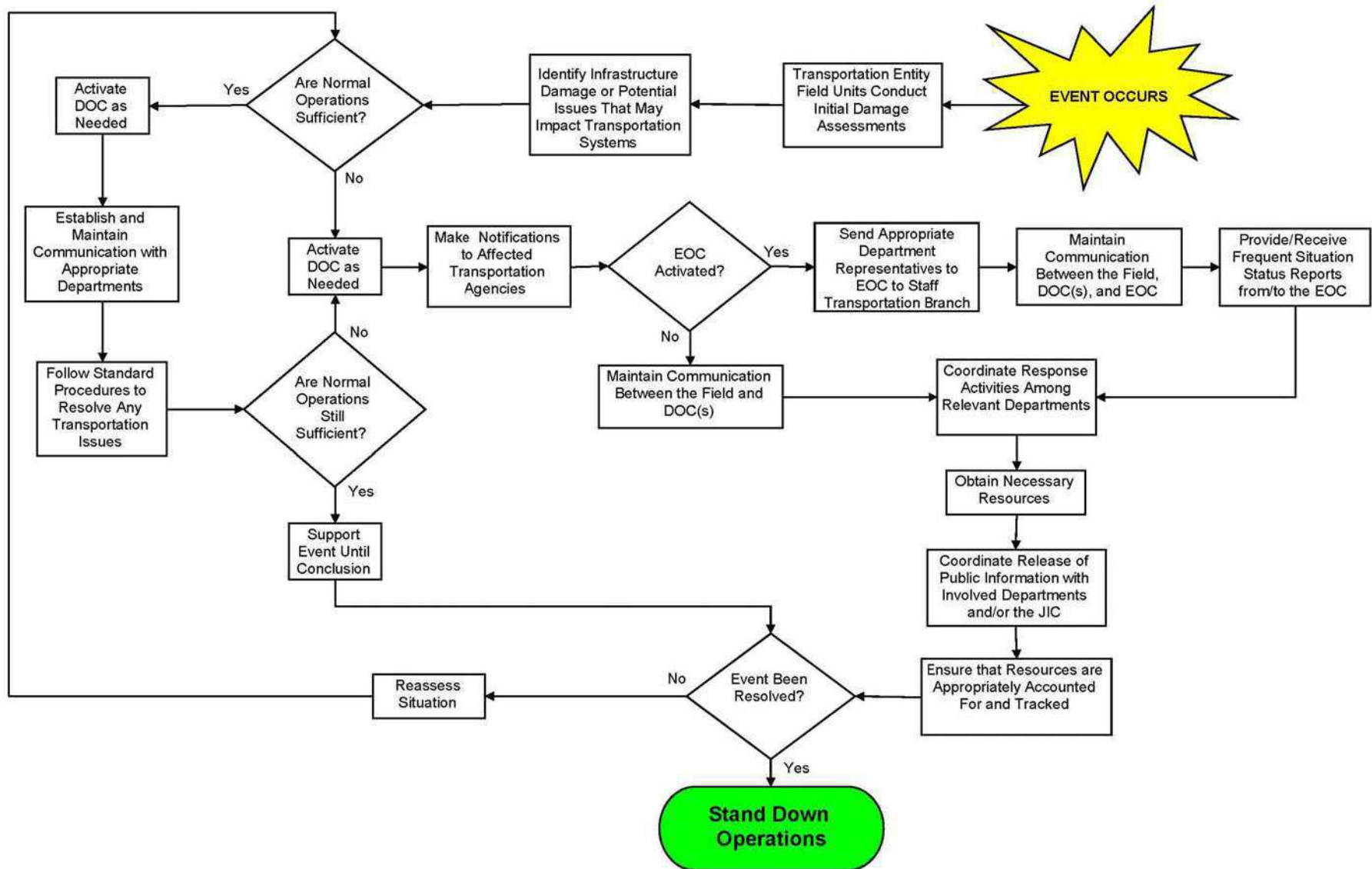


Figure A: Event Process Flow Chart

This page is intentionally blank.



Section I: Introduction

1.1 Coordinating and Supporting Departments

Coordinating Department	MTA
Supporting Department(s)	DEM, DPW, Port, SFO, SFPD, SFSD, BART

1.2 ESF Responsibilities

Department	Responsibilities
MTA	<ul style="list-style-type: none"> • Coordinate all CCSF ESF #1 activities • Maintain contact with field personnel and/or DOC(s) involved with response operations • Staff EOC Transportation Branch as required • Request Mutual Aid when needed • Coordinate the use of additional transportation resources • Maintain communication with ESF #1 representatives; provide ongoing situation status updates
DEM DPW Port SFO SFPD SFSD BART	<ul style="list-style-type: none"> • Provide agency-specific damage assessment information • Send a representative to the relevant DOC(s) or EOC to assist with transportation activities • Provide ongoing situation status updates to the EOC and/or appropriate DOC • Assist with transportation route reconnaissance and reconfiguration • Perform other emergency responsibilities as assigned

1.3 Purpose

The *Emergency Support Function (ESF) #1: Transportation Annex* provides guidance for the effective coordination of citywide transportation response activities and identifies the actions of all involved entities during threatened or actual disaster events within the City and County of San Francisco (CCSF). The purpose of this function is to provide citywide coordination among aviation, maritime, surface, and railroad transportation activities, as well as between public and private organizations.

1.4 Scope

ESF #1: Transportation supports CCSF transportation response activities by facilitating the collection and coordination of transportation system information. This annex details the

City and County of San Francisco
Emergency Support Function #1
Transportation Annex



procedures, responsibilities, and concept of operations of ESF #1 during a potential, imminent, or declared emergency. Specific objectives of ESF #1 are to:

- Monitor and report status of damage to transportation systems, facilities, and infrastructure as a result of the incident.
- Identify temporary alternative transportation solutions that can be implemented by others when systems or infrastructure are damaged, unavailable, or overwhelmed.
- Coordinate the restoration and recovery of the transportation systems, facilities, and infrastructure.
- Coordinate mutual aid assets through the Regional Emergency Operations Center (REOC) as the availability of regional assets is impacted by and/or has an effect on CCSF.



Section 2: Concept of Operations

2.1 General Concepts

ESF #1: Transportation is the responsibility of all the transportation systems and providers within CCSF. During a CCSF Emergency Operations Center (EOC) or transportation agency Department Operations Center (DOC) activation, the implementation of the *ESF #1: Transportation Annex* will be led by the San Francisco Municipal Transportation Agency (MTA) and supporting departments. Procedures pertaining to this function are in compliance with the Standardized Emergency Management System (SEMS), Incident Command System (ICS), the Regional Emergency Coordination Plan (RECP) Transportation Subsidiary Plan, and the San Francisco Emergency Response Plan (ERP).

This Concept of Operations outlines the following elements of the Transportation function:

- Transportation Primary Roles
- Emergency Transportation of People
- Emergency Transportation of Animals
- Private Sector Partners
- Information Flow
- Organization and Structure
- Responsibilities
- Notification and Activation Procedures
- Response Actions
- Deactivation Procedures

2.2 Transportation Primary Roles

2.2.1 Transportation Department Operation Centers

A DOC is an operational/logistical entity designed to serve as a departmental coordinating body in support of field-level incident management. Its broad function is to assist in bringing an incident to a close, to maintain internal department operations—e.g., continuity of operations (COOP) and continuity of government (COG)—and, when necessary, to collaborate a citywide response through the CCSF EOC.

Depending on the type and scale of the event, CCSF transportation departments may activate their DOCs in order to better facilitate departmental response operations. If the event is large in scale, Unified Command may be established among several CCSF departments to better coordinate field operations. In addition, the CCSF EOC may be activated to coordinate a citywide emergency response. If the EOC is activated, CCSF transportation departments may send a representative to the EOC Transportation Branch to assist with the citywide coordination of transportation activities.



The following CCSF transportation departments have DOCs that may be activated in an emergency situation:

- Municipal Transportation Agency (MTA)
 - Municipal Railway (Muni)
- Port of San Francisco (Port)
- San Francisco International Airport (SFO)

2.2.2 EOC Transportation Branch

The primary purpose of the EOC Transportation Branch is to collect and disseminate information about the status, needs, and available resources of the transportation systems and infrastructure within CCSF. The Transportation Branch will ensure that information is sufficiently verified and coordinated with EOC Operations Support Section branches, CCSF departments, and other transportation entities. During an EOC activation, the Transportation Branch provides a single point within the City wherein all transportation-related information is collected and a common operating picture is developed. With this information, the Transportation Branch will facilitate citywide coordination of the following activities:

- Support route clearance and recovery activities
- Designate ingress/egress routes for emergency response vehicles and personnel
- Coordinate response operations designed to restore and maintain normal operations of CCSF public transportation systems
- Designate evacuation routes and provide evacuation information to emergency responders and the Joint Information Center (JIC)
- Assist with the transportation of individuals unable to evacuate themselves
- Assist with transportation of the ill and injured under ESF #8: Public Health and Medical Services, and those in custody under ESF #13: Law Enforcement
- Provide transportation for CCSF Disaster Service Workers (DSWs) and emergency responders during recall operations, to include busing employees from outside the city to various work locations within the city (see *Appendix C: Operation Return Plan*)
- Assist with the transport of emergency commodities and assets

The Transportation Branch is composed of liaisons from MTA, the Port of San Francisco, the San Francisco International Airport (SFO), Bay Area Rapid Transit (BART), and any other transportation agency deemed appropriate to the situation. The EOC Transportation Branch has direct lines of communication with other city departments, regional and state authorities, and private sector partners.

Transportation Branch Positions

According to the needs of the event, the following positions may be activated within the Transportation Branch:



- **Transportation Branch Coordinator:** The Transportation Branch Coordinator is the designated branch lead, and is responsible for coordinating information to and from the Transportation Branch and the EOC Operations Section. The Transportation Branch Coordinator will be staffed by a representative from MTA.

The Transportation Branch Coordinator is responsible for the following:

- Collect and compile situation status reports from transportation DOCs on a recurring basis; submit situation status reports to the Planning Section Situation Status Unit; provide updates to the Operations Support Section Chief
 - Disseminate EOC Action Plans and Cumulative Situation Status Reports to branch staff and associated DOCs
 - Ensure that objectives proposed to EOC Action Plan meet the needs to bring the situation under control
 - Coordinate with regional partners to provide resources to restore air, water, and land transportation systems (the REOC; Metropolitan Transportation Commission [MTC])
 - Coordinate and assist with the development of alternative solutions and resources in order to complete missions tasked to the branch
- **Route Recovery Unit Leader:** The Route Recovery Unit Leader will coordinate with the Infrastructure Branch, California Highway Patrol (CHP), and CalTrans to gather assessment data about damage to roads and highways, and with the Infrastructure Branch, Construction and Engineering Group to identify priority routes and develop and implement route recovery plans. The Route Recovery Unit Leader will also coordinate with the Law Enforcement Branch and the Human Services Branch to facilitate the following:
 - Evacuation transportation
 - Transportation of the ill, injured, and those in custody with law enforcement
 - Transportation of DSWs and emergency responders during recall operations
 - Transportation of emergency commodities and assets
 - **Traffic Control Unit Leader:** The Traffic Control Unit Leader will coordinate with the MTA DOC and the Law Enforcement Branch to ensure that appropriate traffic control measures are in place.
 - **Mass Transit Unit Leader:** The Mass Transit Unit Leader will coordinate the assessment of all mass transit systems, facilities, and infrastructure within CCSF. The Mass Transit Unit will then coordinate mass transit restoration and recovery activities with the appropriate local and/or regional entities. These may include the following:
 - MTA
 - BART
 - Caltrain
 - San Mateo Transit District (SamTrans)



- Santa Clara Valley Transportation Authority (VTA)
- Alameda-Contra Costa Transit (AC Transit)
- MTC
- Other private mass transportation providers throughout the region

- **Water Transportation Unit Leader:** The Water Unit Leader will coordinate the assessment and restoration of water-based transportation systems, facilities, and infrastructure within CCSF. The Water Unit Leader may coordinate with the following water transportation entities:
 - Port
 - Ferry Companies
 - United States Coast Guard
 - Water Emergency Transit Authority (WETA)
 - Other private water transportation providers throughout the region

- **Air Transportation Unit Leader:** The Air Unit Leader will coordinate the assessment and restoration of air transportation systems, facilities, and infrastructure. Information and operations will be coordinated with air transportation entities throughout the region, to include:
 - SFO
 - Oakland International Airport (OAK)
 - Norman Y. Mineta San Jose International Airport (SJC)
 - Moffett Federal Airfield (NUQ) in Mountain View and Sunnyvale, Santa Clara County
 - Travis Air Force Base (SUU) in Fairfield, Solano County
 - Concord/Buchanan Field Airport (CCR) in Concord, Contra Costa County
 - Hayward Executive Airport (HWD) in Hayward, Alameda County
 - Livermore Municipal Airport (LVK) in Livermore, Alameda County
 - Napa County Airport (APC) in Napa, Napa County
 - Palo Alto Airport (PAO) in Palo Alto, Santa Clara County
 - Reid-Hillview Airport (RHV) in San Jose, Santa Clara County
 - San Carlos Airport (SQL) in San Carlos, San Mateo County
 - Charles M. Schulz - Sonoma County Airport (STS) in Santa Rosa, Sonoma County
 - Other private air transportation providers throughout the region



2.3 Emergency Transportation of People

2.3.1 Evacuation

The authority for evacuation orders, along with managing the movement of evacuees, is the responsibility of the San Francisco Police Department (SFPD), with logistical support by many other City departments. Evacuation authorities are defined at both the State and City levels in the *Closing Areas in Emergencies* Section of the California Penal Code 409.5(a) and the Government Code, Section 8607.

In addition to SFPD, other officials may issue an evacuation order. The order can be issued by the Mayor in consultation with the San Francisco Department of Emergency Management (DEM) Director and/or the Policy Group, or the following individuals or their designee:

- DEM Director
- San Francisco Fire Department (SFFD) Chief
- San Francisco Sheriff’s Department (SFSD) Sheriff
- Department of Public Health (DPH) Director

Once approved, SFPD and their mutual aid partners will be dispatched to affect the order if it is safe to do so.

The following City departments and supporting organizations may be involved in an evacuation order:

City Departments and Supporting Organizations	
American Red Cross (ARC)	San Francisco Police Department (SFPD)
Building Owners and Managers Association (BOMA – SF)	San Francisco Sheriff’s Department (SFSD)
California Highway Patrol (CHP)	San Francisco Unified School District (SFUSD)
San Francisco Animal Care and Control (ACC)	San Francisco Giants / AT&T Park (SFG/ATTP)
San Francisco Department of Building Inspection (DBI)	Mayor’s Office (MO)
San Francisco Department of Emergency Management (DEM)	Municipal Transportation Agency (MTA)
San Francisco Department of Public Health (DPH)	Port of San Francisco (Port)
San Francisco Department of Public Works (DPW)	Neighborhood Emergency Response Team (NERT) Under SFFD
San Francisco Fire Department (SFFD)	Public Utilities Commission (PUC)
San Francisco Human Services Agency (HSA)	United States Coast Guard (USCG)
San Francisco Office of the Chief Medical Examiner (OCME)	

Table 2-1: Agencies Potentially Involved in an Evacuation Order



Evacuation Routes

Evacuation routes will be established by SFPD, in collaboration with DPW, MTA, Caltrans, and CHP. *Appendix D: Financial District Evacuation Plan* identifies evacuation routes from within the city to the Embarcadero. MTA will staff traffic control points until the above listed departments have sufficient resources to implement road and street closures.

- DPW will place message boards at requested intersections to divert traffic along the evacuation routes if required
- SFPD, SFSD, and CHP will provide security by setting up roadblocks, barricades, and/or a system of patrols; DPW may also provide assistance with barricades

For further details about evacuation, please refer to *Appendix D: Financial District Evacuation Plan*.

2.3.2 Operation Return Plan

All CCSF employees are designated as Disaster Service Workers (DSWs) during a disaster situation. However, many DSWs do not live within city boundaries, and will need special transportation assistance in order to report to work in San Francisco. The same is true of emergency responders who work in Federal, State, and critical private sector positions. Following a disaster that severely impacts normal transit routes in and around the City, the CCSF Operation Return Plan (Operation Return) will be activated. Operation Return provides DSW and emergency responders with transportation into and around the City, and tourists and non-residents transportation out of the city.

Operation Return is CCSF's plan to transport responders who arrive in San Francisco via the Regional Emergency Coordination Plan: Transportation Coordination and Response Plan. Buses, trains, planes, and boats will transport those incoming DSW's and emergency responders to Collection Points in San Francisco.

Operation Return provides transportation options and guidelines within, outside of, and around San Francisco following an event where normal transportation is shutdown on two of the four major transportation arteries. Operation Return activation affects all CCSF agencies employing DSW's, as well as other emergency responders who must enter San Francisco for work. Implementation of Operation Return specifically relies on the following agencies:

- MTA
- Port
- DPW
- DHR
- DEM
- SFPD
- California Emergency Management Agency (CalEMA), Coastal Region (REOC)
- MTC
- USCG
- WETA



Operation Return assumes coordination from the Transportation Branch, which is responsible for coordinating response and recovery support activities of the CCSF's public and private mass transportation systems. MTA is the designated lead agency for the branch when the Operation Return Plan is activated. The Port, SFO, DHR, DEM, SFPD, CHP, BART, and Caltrain are designated support agencies. The EOC Transportation Branch personnel have direct lines of communication with other city departments, regional and state authorities, and private sector partners.

For further information about Operation Return, see *Appendix C: Operation Return Plan*.

2.3.3 Paratransit

San Francisco Paratransit, operated by MTA, provides an essential lifeline of service which links the San Francisco Bay Area disabled and transit dependent population to life sustaining, critical medical and other necessary services. When a disaster occurs, damage to CCSF transportation infrastructure, including paratransit services, may result in a significant decrease of available service.

During an emergency event, San Francisco Paratransit may be called upon to provide transportation for life sustaining medical treatment, supplemental services for emergency response, or for assistance in recovery efforts. Specifically, San Francisco Paratransit may support emergency transportation activities in the following areas:

- Support MTA with the emergency movement of people by providing personnel and/or resources such as paratransit buses and vans
- Continue operation of San Francisco paratransit services by supplying passengers with needed transportation to life-sustaining medical appointments, support facilities, etc., as the situation permits
- Communicate service changes, interruptions, or suspensions of San Francisco Paratransit' service to contract service providers and customers

Paratransit services will be conducted by organizations pre-identified by and contracted through MTA, or by community-based organizations, such as On-Lok. Presently, the Mayor's Office on Disability and the Disability Disaster Preparedness Committee is working to engage the non-profit and service providers who work with seniors and disabled persons in a Statement of Understanding Project (SOU).

2.4 Emergency Transportation of Animals

2.4.1 Animal Care

The Animal Care and Control (ACC) representative in the Human Services Branch will coordinate with the Transportation Branch to arrange for the transportation of injured animals to triage areas, field hospitals, or other operational animal facilities as deemed necessary. Ongoing assessments will be made to determine the type and number of transportation vehicles that will be needed. This information will be relayed to the ACC DOC or the ESF #11: Animal Response representative in the EOC as appropriate. For further information, refer to the *ESF #11: Animal Response Annex*.



2.5 Private Sector Partners

2.5.1 Private Sector and Non-Governmental Organizations

Some private sector organizations, such as privately owned utilities and transit companies, play a direct response role in emergency transportation. Others may assist in providing response and recovery resources. Responsibilities of private sector organizations and non-governmental organizations may include:

- Transporting goods, providing equipment, removing debris, and performing other response and recovery functions under contracts with local and state governments
- Providing status reports and sending liaisons to local EOCs, Operational Area EOCs, the REOC, or the State Operations Center (SOC) upon request
- Coordinating with government agencies to facilitate an effective restoration of services
- Providing specific emergency response and recovery roles (for example, the American Red Cross, represented in the REOC Care and Shelter Branch, the SOC, and most Operational Area EOCs, may provide care and shelter for displaced persons during a regional emergency or disaster)
- Providing resources to support an emergency event in response to a Governor’s Order, as authorized in the Emergency Services Act
- Receiving EOC Cumulative Situation Status Reports in order to inform field-level response teams

Private sector partners that may have a role in mass transportation operations include the following:

Private Sector Partners	
AC Transit	Golden Gate Ferry
Angel Island/Tiburon Ferry	Golden Gate Transit
BART	Greyhound Lines
Bayline Tours	Hotel Transit Vans
Blue & Gold Fleet	SamTrans
Caltrain	Taxis (Luxor, Desoto, Yellow, Black & White)
Coach America	Veolia Transportation

Table 2-2: ESF #1 Private Sector Partners



2.6 Information Flow

ESF #1 facilitates communication among multiple response levels during citywide coordination of transportation information. The following provides an overview of the various ESF #1 coordination levels that maintain communication during a disaster event. Figure 2-1 below depicts the relationship of how information is collected and passed up from the field level to the EOC and from the EOC back to the field level.

- **Field Level**
 - Assess and monitor the status of transportation systems
 - Implement transportation operations as necessary
 - Submit frequent situation status reports to the appropriate DOC
 - Repair and restore transportation roadways, facilities, and infrastructure
- **DOC Level**
 - Maintain communication with the field level regarding the status transportation systems
 - Receive requests for resources from the field; fulfill requests internally or communicate requests to the EOC
 - Coordinate with the appropriate agencies to plan for multiple operational period needs
 - Submit periodic situation reports to the EOC
- **EOC Transportation Branch**
 - Gather information from DOC representatives on a continual basis
 - Submit DOC situation status reports to the Transportation Branch Coordinator
 - Disseminate cumulative EOC situation status reports to the DOC and field level teams
 - Coordinate with regional, State, or Federal entities as necessary
- **Operations Support Section Chief**
 - Ensure EOC situational awareness of ongoing transportation system status/issues
 - Exchange information about support operations, needed resources, and field situation status for projected multiple-operational periods
 - Develop objectives in the EOC Action Plan to mitigate further transportation damage and restore needed transportation services
- **Supporting ESF Departments**
 - Support MTA as the lead agency in transportation system issues; support the EOC, DOC(s), and field operations as requested
 - Maintain communication with appropriate departmental representatives by providing frequent situation status updates

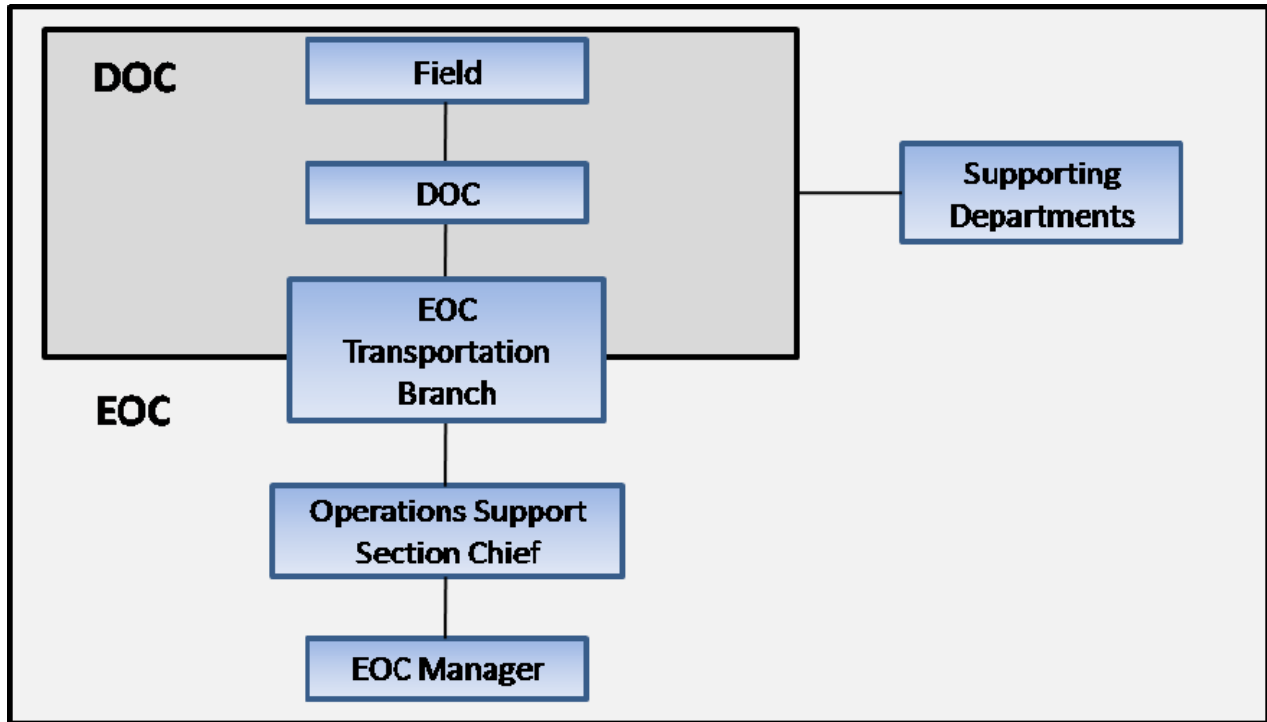


Figure 2-1: ESF #1: Transportation Information Flow



2.7 Transportation Organization and Structure

2.7.1 Organization

ESF #1 encompasses support from numerous transportation entities to ensure that citywide transportation information and activities are communicated and conducted in a coordinated manner. The EOC Transportation Branch is the central location in which this coordination takes place during a major CCSF event. Figure 2-2 depicts the relationship between the EOC Transportation Branch and the various involved CCSF departments, as well as its coordination within the EOC.

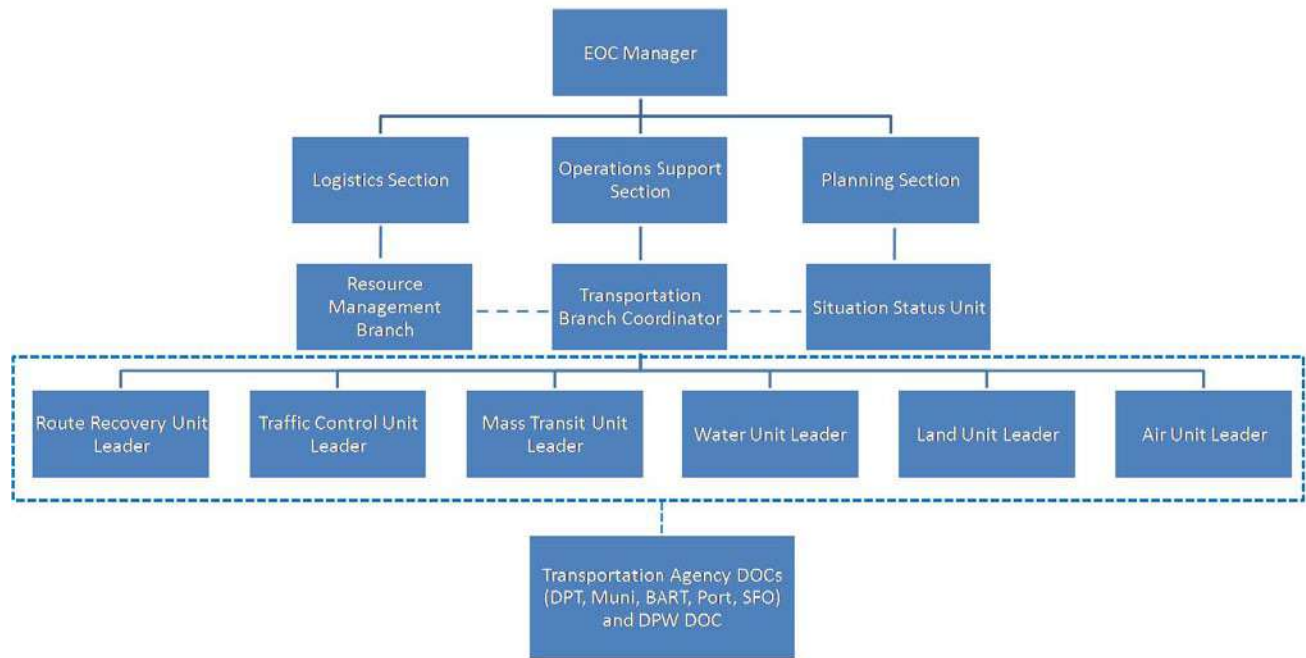


Figure 2-2: ESF #1: Transportation Organization



2.7.2 Transportation Responsibilities

The following table identifies the overall roles and responsibilities of each entity that may be involved with an ESF #1 activation. Entities needed to support ESF #1 operations will vary and will be determined according to the needs of the event.

Entity	Responsibility
CCSF Entities	
MTA	<ul style="list-style-type: none"> • Activate MTA DOC as necessary • If activated, send an MTA representative to act as a liaison between the EOC and the MTA DOC • Coordinate the collection, organization, and dissemination of information about the operational status of ESF #1 agencies • Report all road closures, and ensure that accurate information about road closures is communicated to the EOC Situation Status Unit and Operations Support Section Chief • Forward all transportation resource and assistance requests that cannot be filled internally to the EOC Logistics Section, noting which requests require involvement from the REOC • Liaise with state and federal ESF #1 agencies; ensure appropriate integration of state and federal agencies into local command and support organizations • Ensure damage assessments are performed on transportation systems, infrastructure, facilities, and equipment • Provide personnel for enforcement of traffic control points • Assist Muni and DPW with the identification of alternate routes of travel • Assist emergency responders with traffic enforcement as requested • Provide road signage for access to and egress from incident site • Assist with control and access to and from the incident site • Report updated situation status, damage assessment, and road closure information to the EOC Transportation Branch • After DPW verifies bus routes, distribute route information and maps to EOC, DOCs, and Unified Command Post; communicate updates on route status to field units • Develop alternate routes and collection points based on streets that are accessible to buses, per the Operation Return Plan • Re-route transportation services in order to avoid area congestion • Report updated situation status, damage assessment, and closure information to the EOC Transportation Branch
BART	<ul style="list-style-type: none"> • Report updated situation status and information to the EOC Transportation Branch
DEM	<ul style="list-style-type: none"> • Activate the EOC • Assist in acquiring regional, State, and Federal resources, if requested



Entity	Responsibility
DPW	<ul style="list-style-type: none"> • Activate DPW DOC as necessary • Report updated situation status information to the EOC Transportation Branch • Maintain accurate information regarding road closures; ensure this information is accurately submitted to the EOC Situation Status Unit and the Operations Support Section Chief • Support traffic management through placing barricades, placing signage, adjusting traffic signals, etc. • Clean streets for essential routes
Port	<ul style="list-style-type: none"> • Activate Port DOC as necessary • On land, coordinate with law enforcement (SFPD) for crowd control • On water, coordinate with SFPD Marine Unit, SFFD Fire Boat, USCG, and WETA • Report updated situation status, damage assessment, and transportation closure information to the EOC Transportation Branch • Determine regional ferry debarkation and CCSF collection point site status; if pre-determined ferry collection points are unusable • Establish alternate ferry terminals and provide new maps for distribution to the Port, MTA, and SFPD at ferry collection points when Operation Return is activated • Identify needed materials or personnel resources (e.g. barricades, staff, etc.) in order to carry out Transportation Branch functions • Develop new transportation information for immediate dissemination to the EOC, DOCs, and the JIC for release to the media outlets
SFO	<ul style="list-style-type: none"> • Activate the SFO DOC as necessary • If appropriate, send a SFO representative to staff the EOC Transportation Branch, Air Unit • Report updated situation status and damage assessment information to the EOC Transportation Branch • Through coordination with the Transportation Branch, conduct assessments and restoration of SFO systems, facilities, and infrastructure • Ensure that information and air operations are coordinated with air transportation entities throughout the region
SFPD / SFSD	<ul style="list-style-type: none"> • Activate the SFPD and SFSD DOC as necessary • Request traffic control through MTA • Determine evacuation routes, manage evacuation traffic, and evacuate citizens to safety zones • Provide Port with enforcement of security and safety zones using law enforcement officers as requested through the EOC • SFPD Marine Unit will work collaboratively with USCG and Neptune Coalition to secure resources from outside the region, if necessary • Ensure efforts are coordinated with the Port, SFFD, and MTA • If Operation Return has been activated, ensure that law enforcement officers track DSWs getting on bus, prioritize loading of buses, and establish perimeter security and crowd control measures



Entity	Responsibility
<i>Regional/State/Federal Entities</i>	
CalEMA	<ul style="list-style-type: none"> • Activate the REOC • Receive a damage report (Situation Status Report) that includes damage, incapacitation, closure of facilities and of major roads; casualties sustained on transportation systems in the City and County of San Francisco • Notify MTC, Caltrans, WETA, CHP, USCG and other affected transportation agencies that an emergency response is underway in San Francisco. • Prepare, coordinate, and communicate regional emergency information, response activities, resources, and transportation capabilities available to respond to the transportation needs for CCSF • Receive and process a request, from the CCSF EOC for CCSF Operation Return activation, for the issuance of an activation order to the MTC • Issue a mission assignment to the MTC to activate the Regional Emergency Coordination Plan and Regional Transportation Coordination and Response Plan. • In coordination with the MTC and USCG, notify the CCSF EOC Transportation Branch Coordinator that Operation Return is operational, and the types and levels of service transit providers in and near the affected area are capable of and will provide. • Make decisions when competing demands for limited resources exist
CHP	<ul style="list-style-type: none"> • Enforce route restrictions on California roadways and bridges • Implement road and street closures in the affected areas • Assist with establishing and securing traffic control and access points as needed • Inform the EOC Transportation Branch, in conjunction with the 511 Traveler Information System and Caltrans, of information for roadway conditions, capacity, and delays within or affecting CCSF
MTC	<ul style="list-style-type: none"> • Activate the MTC EOC • Coordinate the response of Bay Area transit resources among mass transportation agencies, CalEMA, USCG, CHP and CalTrans • Activate the Regional Emergency Coordination Plan and Regional Transportation Coordination and Response Plan • Notify the REOC and CCSF EOC of those activations, and establish the schedule for collecting Situation Status Reports. • Establish the types and levels of services that transit providers in and near the affected areas are capable of and will be providing while the Plan is activated • Manage the 511 Traveler Information System, which is a free phone and Internet service providing up-to-the-minute information on Bay Area traffic conditions; incidents; detour routes; driving times; schedule, route and fare information for public transit services; transportation alternatives; park-ride facilities; and other information



Entity	Responsibility
USCG	<ul style="list-style-type: none"> • Maintain, monitor, and report on the safety and navigability of Bay Area Waterways; and conduct patrols of waterways within the affected area • Make and enforce decisions regarding the use, opening or closing of Bay Area waterways or ports to vessel traffic. Notify REOC and WETA of decisions • Activate, if required, a mutual aid assistance plan to San Francisco and Treasure Island, in which ferry operators in the region have agreed to respond to incidents that threaten the safety of passengers and crew aboard vessels in the San Francisco Bay and the California Delta • Raise and lower the MARSEC level as appropriate. During MARSEC 3, the ports will likely be shut down • Provide emergency response services as requested by REOC
WETA	<ul style="list-style-type: none"> • Coordinate waterborne emergency transportation response with REOC • Receive and coordinate requests for basic waterborne transportation services from MTC, Op Areas, other transit operators, and REOC. WETA is the current coordinator for contracts with private ferry companies • Coordinate emergency transportation response functions with port staff • Provide information to MTC regarding terminal locations, schedules and capacities

Table 2-3: ESF #1 Responsibilities

2.8 Notification and Activation

2.8.1 Notification

In the event of a CCSF emergency requiring citywide transportation coordination, MTA in coordination with the San Francisco Department of Emergency Management (DEM) will determine the activation needs of ESF #1. Notification will then be issued to relevant supporting ESF #1 departments, and to any additional departments or agencies as required. Notification will be distributed via the most appropriate communications equipment for the event requirements, and will detail incident information, reporting instructions, and any relevant coordination information.

2.8.2 Activation

ESF #1 activation will be concurrent with any incident requiring an elevated need for transportation coordination. The level of activation will be determined according to the needs and magnitude of the event. Transportation DOC(s) and/or EOC coordination may be necessary during the following situations:

- During any event where transportation operations exceed the capacity of normal operations
- During regional activities that require activation of multiple transportation DOCs
- The magnitude of the event requires mutual aid



- Response and recovery operations will involve multiple city departments
- Response and/or recovery efforts are expected to last an extended period of time

Scalable Activation

ESF #1 operations will increase or decrease based on the type and nature of the emergency and the magnitude of the event. The level of activation is generally based on an event’s resource or staffing requirements and the impact on the community. Table 2-2 below illustrates a scalable emergency response activation according to event type.

Emergency Situation	Example	Coordinating Department	Activation Type
Simple Event	An event involving routine assistance from supporting departments.	MTA	<ul style="list-style-type: none"> • Field Operations • DOCs (as necessary)
Complex Event	A large-scale event that requires assistance from multiple departments/ESFs, and/or EOC activation.	MTA	<ul style="list-style-type: none"> • Field Operations • DOCs • EOC (as necessary)

Table 2-4: Scalable ESF #1 Activation

2.8.3 Response Actions

Step 1: Initial Assessment

- Transportation entity field units conduct initial damage assessments
- Identify infrastructure damage or potential major problems that may impact transportation systems; report to department supervisors

Step 2: Activate DOC(s); Provide EOC Staff

- If appropriate, activate the MTA DOC, Port DOC, and SFO DOC
- If EOC is activated, send departmental representatives as requested to staff the Transportation Branch
 - Determine activation needs of Transportation Branch Units and assign unit leader responsibilities to the most appropriate personnel
- Make notifications to affected transportation agencies in CCSF, the REOC, MTC, and Caltrans

Step 3: Gather Information

Obtain continual situational awareness of the entire transportation network for specific impacts from the incident. Information will be gathered from the following sources:

- Transportation personnel in the field
- Other responding departments



- Transportation DOCs
- Private transportation entities
- Regional transportation entities (MTC, WETA)
- State and Federal agencies, as appropriate (Department of Traffic [DOT], the Federal Emergency Management Agency [FEMA], etc.)
- Media (via broadcast, web information, blogs, print, social media)

Step 4: Coordinate Response Activities

- Identify potential major problems and mitigate minor problems on priority roadways and at roadway structures
- In collaboration with DPW or the EOC Infrastructure Branch, identify temporary alternative transportation solutions to be implemented by others when primary systems or routes are unavailable or overwhelmed
 - Provide Muni vehicle operators and copilots, plus law enforcement officers, with route information and maps
 - Update all affected transportation agencies of road closures and route changes
- Implement appropriate air traffic and airspace management measures
- Coordinate the issuance of regulatory waivers and exemptions
- In the event of an evacuation or activation of Operation Return, notify SFPD of security needs at all the collection points such as perimeter security, crowd control issues, and assistance for:
 - Loading DSWs and/or emergency responders on Operation Return shuttles
 - Crowd management for people leaving on out-bound regional vehicles
 - Tracking DSW's as they board vehicles for destination locations

Step 5: Coordinate/Obtain Resources

- Arrange and acquire required resources such as: buses, trains, planes, taxi's, shuttle vans, ferries (both locally and regionally), and vehicle operators, co-pilots, and support personnel
- Notify and request assistance from supporting departments as needed
- Determine additional transportation resource needs and request mutual aid assistance as necessary
- Track all costs including personnel time, fuel, repairs and resources for reimbursement and cost expenditure records

Step 6: Release Public Information

- Provide information and instructions to the JIC or Public information officers (PIOs) for the public, regarding transportation system use
- Disseminate emergency information and guidance to the public, private, and government organizations



- Initial public information includes, but not be limited to, the following:
 - Damage assessment and estimated/anticipated duration
 - Transportation actions to resolve issues
 - Collaborative community efforts from businesses, industries, and residents

Step 7: Continue to Monitor, Track, and Inform

- Monitor and report the status of and damage to the transportation system and infrastructure
- Receive and respond to requests for information
- Provide situation updates, as necessary
- Obtain continual situational awareness of the entire transportation network for specific impacts from the incident.

2.8.4 Deactivation

ESF #1 will be deactivated when the need for additional transportation coordination has diminished, ceased, or returned to normal operations. Deactivation of ESF #1 may occur incrementally according to the need or lack of need for specific ESF #1 functions. ESF #1 may be deactivated or scaled back at the discretion of MTA, the EOC Manager, or the Operations Support Section Chief once a plan for demobilization has been coordinated.



Section 3: Planning Assumptions

The following planning assumptions for ESF #1: Transportation apply:

- Roads and bridges immediately surrounding the affected area will be damaged or heavily congested, impairing emergency transportation to, from, and within the area.
- Disasters can reduce the availability of many local resources and may require the transportation of resources to the affected area.
- Hazards that affect CCSF may damage transportation infrastructure and may hamper the movement of emergency personnel and delay the delivery of vital resources.
- Transportation missions may include:
 - Support to general evacuation, including traffic management (e.g., road closures, altering traffic signals, etc.)
 - Support to evacuation of vulnerable populations
 - Supporting management of traffic around incident sites to secure the site and allow for adequate ingress/egress of emergency vehicles
 - Transport of the elderly or other vulnerable populations who might be stranded in their homes
 - Transportation of emergency workers and other critical personnel
 - Transportation of materials such as supplies, fuel, and equipment
- In addition to the coordinating/supporting agencies with ESF #1 responsibilities, ESF #1 interagency coordination may also involve:
 - Regional and/or state entities for mutual aid
 - Public safety agencies, PUC, and others regarding priorities for the restoration of critical routes
 - Law enforcement agencies regarding traffic control
 - PIOs and/or the citywide JIC, enacting ESF #15: Joint Information System, to keep stakeholders and the public informed about road closures, alternate routes, and the timing of route restoration

This page is intentionally blank.



Appendix A: List of Abbreviations and Acronyms

The following abbreviations and acronyms are used in this annex:

AC Transit	Alameda-Contra Costa Transit
ACC	Animal Care and Control
APC	Napa County Airport
ARC	American Red Cross
BART	Bay Area Rapid Transit
BOMA	Building Owners and Managers Association
CalEMA	California Emergency Management Agency
CCR	Concord/Buchanan Field Airport
CCSF	City and County of San Francisco
CHP	California Highway Patrol
COG	Continuity of Government
COOP	Continuity of Operations
DBI	Department of Building Inspection
DEM	Department of Emergency Management
DOC	Departmental Operations Center
DPH	Department of Public Health
DPW	Department of Public Works
DSW	Disaster Service Worker
EOC	Emergency Operations Center
ERP	Emergency Response Plan
ESF	Emergency Support Function
HSA	Human Services Agency
HWD	Hayward Executive Airport
ICS	Incident Command System
JIC	Joint Information Center
LVK	Livermore Municipal Airport
MO	Mayor's Office
MTA	Municipal Transit Authority
MTA	Municipal Transportation Agency
MTC	Metropolitan Transportation Commission
NERT	Neighborhood Emergency Response Team
NUQ	Moffett Federal Airfield
OAK	Oakland International Airport
OCME	Office of the Chief Medical Examiner

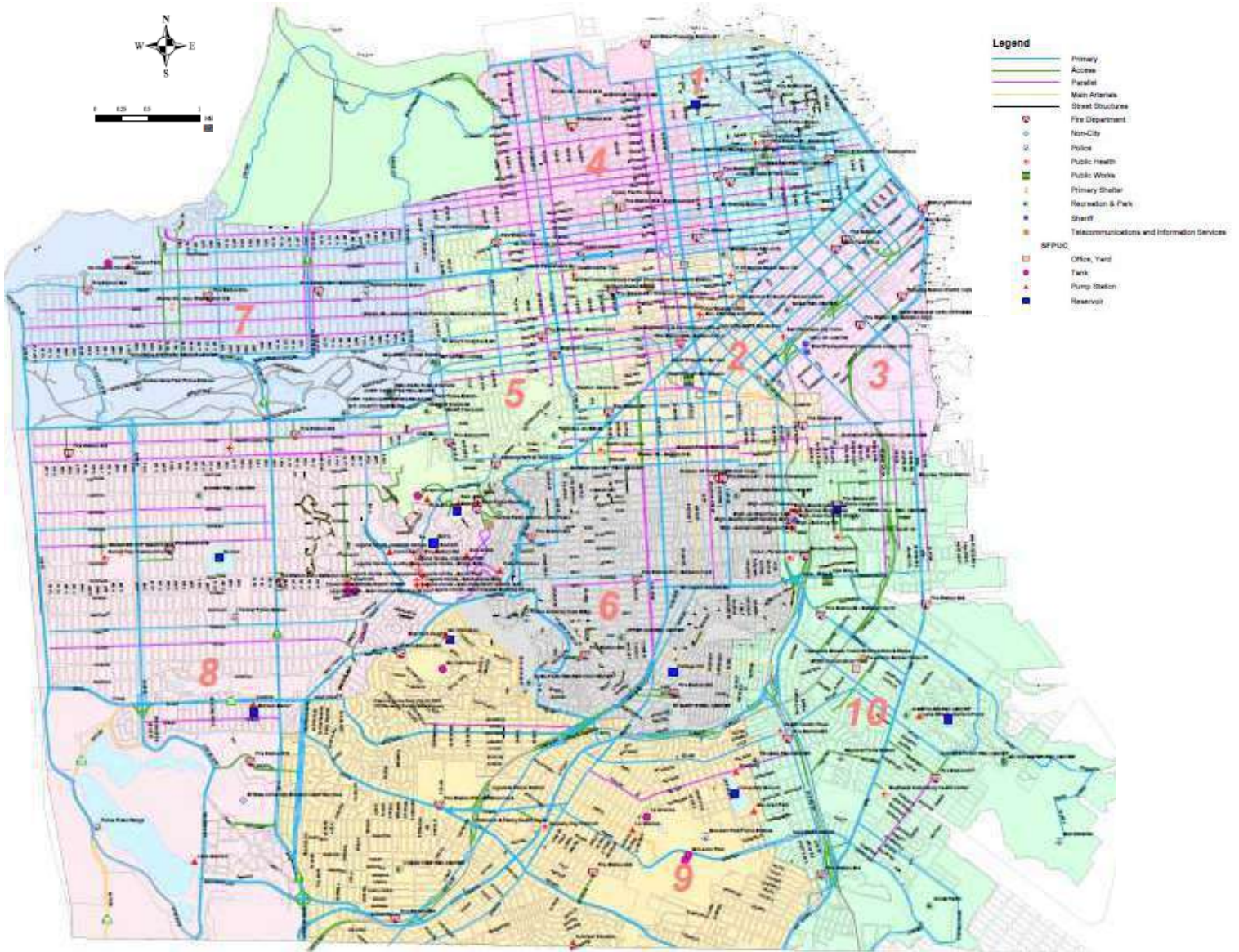
City and County of San Francisco
Emergency Support Function #1
Transportation Annex



PAO	Palo Alto Airport
PIO	Public Information Officer
Port	Port of San Francisco
PUC	Public Utilities Commission
RECP	Regional Emergency Coordination Plan
REOC	Regional Emergency Operations Center
RHV	Reid-Hillview Airport
SamTrans	San Mateo Transit District
SEMS	Standardized Emergency Management System
SFFD	San Francisco Fire Department
SFG/ATTP	San Francisco Giants / AT&T Park
SFO	San Francisco International Airport
SFPD	San Francisco Police Department
SFSD	San Francisco Sheriffs Department
SFUSD	San Francisco Unified School District
SJC	Norman Y. Mineta San Jose International Airport
SOC	State Operations Center
SQL	San Carlos Airport
STS	Charles M. Schulz – Sonoma County Airport
SUU	Travis Air Force Base
USCG	United States Coast Guard
VTA	Santa Clara Valley Transportation Authority
WETA	Water Emergency Transit Authority



Appendix B: DPW Emergency Priority Routes



This page is intentionally blank.



Appendix C: Operation Return Plan

This page is intentionally blank.



Appendix D: Financial District Evacuation Plan

This page is intentionally blank.

Exhibit 11 OB Master Plan

LINK ONLY

At

<https://www.spur.org/publications/spur-report/2012-05-21/ocean-beach-master-plan>

Exhibit 12 Baykeeper Sand Issues



June 26, 2023

Mail: Christopher Huitt
Senior Environmental Scientist
California State Lands CSLC
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825
CSLC.CSLCmeetings@slc.ca.gov

Transmitted via Electronic Mail to CEQA.comments@slc.ca.gov

Re: S.F. Bay and Delta Sand Mining Project NOP Comments

Dear Commissioners:

On behalf of San Francisco Baykeeper (“Baykeeper”) and our over five thousand members and supporters who use and enjoy the environmental, recreational, and aesthetic qualities of San Francisco Bay and its surrounding tributaries and ecosystems, and on behalf of Citizens Committee to Complete the Refuge (CCCR), with a membership of 2,000 and an ongoing history of interest in wetlands protection, wetlands restoration and wetlands acquisition, we respectfully submit these comments for consideration by the California State Lands Commission (CSLC) with regard to your Notice of Preparation (NOP) for a Supplemental Environmental Impact Report (SEIR) to the San Francisco Bay and Delta Sand Mining Project (Project) EIR (certified on October 19, 2012), which involves the reapproval of leases.

Baykeeper’s mission is to defend San Francisco Bay from the biggest threats and hold polluters and government agencies accountable to create healthy communities and help wildlife thrive. Our team of scientists and lawyers investigate pollution via aerial and water patrols, strengthen regulations through science and policy advocacy, and enforce environmental laws on behalf of the public. Baykeeper has an ongoing history of protecting the bed and substrate of the Bay as a limited resource for the public in perpetuity. We have dedicated significant resources to ensuring commercial sand mining is conducted in a sustainable manner as well as ensuring navigational dredging is conducted in a manner protective of the Bay’s water quality.

CCCR’s senior members were part of a group of citizens who became alarmed at the degradation of the Bay and its wetlands. They joined together, and with the support of Congressman Don Edwards, requested that Congress establish the Nation’s first national wildlife refuge in an urban setting. The process took seven long years and in 1972 legislation was passed to form the San

June 26, 2023

San Francisco Baykeeper Comment

Re: SF Bay and Delta Sand Mining Project NOP Comments

Francisco Bay National Wildlife Refuge (“Refuge”). They turned to Mr. Edwards again, and in 1988 (the first year he submitted it), his legislation to double the size of the Refuge was signed into law. The Refuge now bears his name in honor of his efforts.

CCCR recognizes the challenges posed by climate change and reduced sediment supply within San Francisco Bay and the adverse impacts this will have on tidal wetlands. The San Francisco Bay estuary supports 77% of the State’s remaining tidal wetlands. With rising sea levels, diminishing sediment import to the Bay, and our history of developing the shoreline, tidal wetlands are at risk of drowning. Therefore, they have an active interest in issues that pose significant adverse impacts to the Bay ecosystem and to the continued resilience of shoreline communities. CCCR have participated and continue to participate in processes that develop guidance regarding actions needed to protect the ecological health of the Bay, while also protecting shoreline communities.

San Francisco Bay is experiencing a sediment deficit that cannot be replenished via natural pathways. This sediment supply deficit will be exacerbated by sea level rise which will further increase the demand for sediment to raise Bay mudflats and marshes. In order to combat sea level rise, it is imperative that the CSLC keep as much sediment as possible in the Bay’s ecosystem.

Baykeeper has previously challenged the CSLC’s approval of the Project pursuant to the California Environmental Quality Act (CEQA) and the public trust doctrine. On November 18, 2015, the First District Court of Appeal found that the CSLC failed to fulfill its public trust obligations prior to approval of the Project and directed the trial court to grant Baykeeper’s Petition for Writ of Mandate on that basis. On May 16, 2016, the trial court issued a Preemptory Writ of Mandate ordering the CSLC to set aside its lease approvals related to the Project and, “before voting on whether to reapprove the leases, conduct a public trust analysis and reconsider the leases in light of the common law public trust doctrine consistent with this Court’s Judgment and the First District Court of Appeal’s November 18, 2015 decision.” CSLC conducted the required public trust analysis and reapproved the Project. Now, the Project involves applications submitted by marine aggregate companies for reissuance of authority to permit underwater commercial harvesting of sand from lease areas under the jurisdiction of the CSLC within San Francisco Bay and the western Delta. The Applicants propose a revision to the Project by the reissuance of CSLC leases with the objective to continue to mine sand at an economically viable level over the next 10 years.

I. The Public Trust Doctrine.

Under the public trust doctrine, the State of California holds title and ownership of submerged and tidal lands “as trustee of a public trust for the benefit of the people.” (*Nat’l Audubon Soc’y v. Superior Court* (1983) 33 Cal.3d 419, 434.) These lands include the floor of San Francisco Bay and the California Coast. (Gov. Code § 66600; Pub. Res. Code § 30001.) The CSLC has been charged with the duty of administering these trust resources. (*See* Pub. Res. Code § 6009.) The common law public trust doctrine was created to protect the public’s right to access submerged and tidelands when that right was threatened by the increased privatization of public resources. (*See* Joseph L. Sax, *The Public Trust Doctrine in Natural Resources Law: Effective Judicial Intervention* (1970) 68 Mich. L. Rev. 471, 537 [describing the doctrine as a “device for ensuring that valuable governmentally controlled resources [were] not diverted to the benefit of private profit seekers”].) Consequently, “courts should ‘look with considerable skepticism upon any governmental conduct

June 26, 2023

San Francisco Baykeeper Comment

Re: SF Bay and Delta Sand Mining Project NOP Comments

which is calculated either to reallocate [trust lands] to more restricted uses or to subject public uses to the self-interest of private parties.” (*Zack’s, Inc. v. City of Sausalito* (2008) 165 Cal.App.4th 1163, 1177 [quoting Sax, *The Public Trust Doctrine*, supra, 68 Mich. L. Rev. at 490].)

For many years, the California judiciary has applied the bright-line test in *Illinois Central R. Co. v. Illinois* (1892) 146 U.S. 387, 455-56, to evaluate a trustee agency’s compliance with the public trust doctrine. (See *Boone v. Kingsbury* (1928) 206 Cal. 148, 187-89.) This test establishes that a trustee agency may permit the use of public trust resources only in two limited circumstances: (1) when the use is an accepted public trust use that will result “in the improvement of the [public] interest thus held,” or (2) when the permitted use will occur “without detriment to the public interest in the lands and water remaining.” (*Illinois Central*, supra, 146 U.S. at 455-56.) As the First District Court of Appeal explained in *Citizens for East Shore Parks v. State Lands Comm’n* (2011) 202 Cal.App.4th 549:

[T]he ‘traditional triad’ of public trust uses includes navigation, commerce, and fishing on navigable waters. Commercial uses consistent with the trust include wharves or docks and other structures in aid of commerce. . . . Recreation and environmental preservation are also permissible public trust uses.

(*Citizens*, supra, 202 Cal.App.4th at 570); see also *National Audubon*, supra, 33 Cal.3d at 434-35 [recognizing the “growing public recognition” that trust uses of trust lands also include “the preservation of those lands in their natural state, so that they may serve as ecological units for scientific study, as open space, and as environments which provide food and habitat for birds and marine life”].

When the proposed activity constitutes a public trust use, the state may permit one public trust use to the detriment of another. (*National Audubon*, supra, 33 Cal.3d at 440.) If, however, a project does not fit within the first category of a cognizable public trust use, it may be approved only to the extent that it does not limit or interfere with a trust resource or a recognized trust use. (See *National Audubon*, supra, 33 Cal.3d at 435-37.) Courts have uniformly found natural resource extraction to be a non-trust use that must be scrutinized for the potential to permanently alienate the public interest in trust resources. (See *Boone*, supra, 206 Cal. at 183; *National Audubon*, supra, 33 Cal.3d at 438.)

Moreover, the California Legislature has codified this classification by statute. Public Resources Code section 6895, which governs agency approvals of mining leases on tide or submerged lands, specifically states that an agency may only approve mining leases that do not “substantially impair the public rights to navigation and fishing or interfere with the trust upon which the lands are held.” (Pub. Res. Code § 6895; see also *id.* § 6890.) Section 6900 similarly states that the leases may “not interfere with the trust upon which such lands are held or substantially impair the right to navigation and fishing.” (*Id.* § 6900.) These limitations make clear the Legislature’s intent to classify sand mining as a non-trust use, since only non-trust uses are prohibited from impairing trust uses.

II. Private Sand Mining Does Not Constitute the Public Trust Uses of Commerce or Navigation.

June 26, 2023

San Francisco Baykeeper Comment

Re: SF Bay and Delta Sand Mining Project NOP Comments

Courts have been consistent in limiting the meaning of “waterborne commerce” to activities that promote and support the *public’s* interest in the trust resource. For example, as the First District Court of Appeal stated in *Citizens*, the types of commercial uses consistent with the trust “include ‘wharves or docks and other structures in aid of commerce.’” (*Citizens, supra*, 202 Cal.App.4th at 571 [quoting *City of Berkeley v. Superior Court* (1980) 26 Cal.3d 515, 522].) California courts have uniformly found resource extraction activities to be non-trust uses, despite an inherent connectivity to water-related uses and equipment. (*See, e.g., See People v. Gold Run Ditch & Mining Co.* (1884) 66 Cal. 138, 151-52 [affirming injunction prohibiting gold mining operations in and adjacent to the American and Sacramento Rivers from impairing the navigability of the rivers with mining debris]; *Nat’l Audubon, supra*, 33 Cal.3d at 436-37 “[i]f the public trust doctrine applies to constrain fills which destroy navigation and other public trust uses in navigable waters, it should equally apply to constrain the extraction of water that destroys navigation and other public interests [i.e., recreation and ecology].”) Similarly, the Alaska Supreme Court has explicitly held that waterborne commerce “implies commerce in the sense of trade, traffic or transportation of goods over navigable waters, a meaning which does not include mining.” (*Hayes v. A.J. Associates, Inc.* (1993) 846 P.2d 131, 133).

The fact that private sand mining does not constitute a public trust use should not be controversial. Without exception, every court to consider the issue has found mining and resource extraction to be a non-public trust use. (*Gold Run, supra*, 66 Cal. at 151-52 [gold mining analyzed as non-trust use]; *National Audubon, supra*, 33 Cal.3d at 445-48 [water diversions held to be non-trust use]; *Boone v. Kingsbury* (1928) 206 Cal. 148, 183 [oil wells analyzed as non-trust use]; *Mallon v. City of Long Beach* (1955) 44 Cal.2d 199, 206-07 [private mining analyzed as a non-trust use]; *Hayes, supra*, 846 P.2d at 133 [mining of tidelands held to be a non-trust use].) The First District Court of Appeals properly applied this precedent in determining that private sand mining is not per se a public trust use and requiring the CSLC to comply with its public trust obligations. (*Baykeeper, supra*, 242 Cal.App.4th at 235-43.)

II. The CSLC Must Properly Consider Whether the Contemplated Additional Private Sand Mining Will Impair or Interfere with Established Trust Uses.

The California Legislature has established the Bay floor and California coast as delicate, valuable ecological treasures that belong to the public and must be preserved and protected. (Gov. Code § 66600; Pub. Res. Code § 30001 [“it is necessary to protect the ecological balance of the coastal zone and prevent its deterioration and destruction”].) The CSLC must properly consider the impacts of sand mining on the San Francisco Bay ecosystem and the erosion of the outer coastline. A proper analysis should find that the scientific evidence does not provide an adequate basis for finding that the Project is consistent with the public trust doctrine. For instance, the original EIR concluded that impacts to longfin smelt would remain significant even after the implementation of mitigation measures, which included consultation with CDFW. (*See* FEIR at 4.1-51 – 4.1-54.) The CSLC must also consider and evaluate impacts to Delta smelt, which the FEIR also found would suffer significant adverse impacts from the Project even with mitigation. (*Id.*) Other fish species

June 26, 2023

San Francisco Baykeeper Comment

Re: SF Bay and Delta Sand Mining Project NOP Comments

must also be evaluated, such as green and white sturgeon. Both the longfin smelt and Delta smelt have suffered continued population declines since 2012 and are in imminent danger of extinction.¹

With regard to coastal erosion, the body of peer-reviewed, published scientific research showing a direct connection between sand mining in the Bay and the erosion of the San Francisco Bar and beaches along the San Francisco coastline has grown more overwhelming since the approval of the original EIR. Back then, that research included evidence presented in the special November 2013 edition of *Marine Geology*, documenting the anthropogenic impacts associated with sediment removal in San Francisco Bay.² For example, as Dr. Patrick Barnard of the United States Geological Survey found in one of the published papers, “this work also highlights the need to more efficiently manage existing in-Bay sediment resources, as active aggregate mining and dredging occurs along well-defined sand transport pathways that carry sediment toward outer coast beaches, at removal rates that exceed the present-day sediment supply rates from all San Francisco Bay watersheds.”³

Literature available prior to the 2013 edition of *Marine Geology* and certification of the FEIR made clear that sand mining was among the principal anthropogenic factors contributing to recent erosion of the San Francisco Bay coastal system. Compilation of historic records from the 20th century and 2000s revealed that 130 million cubic meters of sediment had been permanently removed from the San Francisco Bay and adjacent coastal ocean. Of this, aggregate mining accounted for 26 million cubic meters of lost sediment, or about 20%. And from 1873 to 2005, approximately 100 million cubic meters of sediment eroded from the San Francisco Bar. The highest recorded rates of aggregate mining took place in the 1990s and early-2000s, coinciding with high rates of coastal erosion along southern Ocean Beach.⁴

Further, two multi-beam sonar surveys of west-central San Francisco Bay were conducted in 1997 and 2008. Bathymetric change analysis during this time indicated a loss of 14.1 million cubic meters of sediment, representing an approximate three-fold acceleration of the rate observed in prior studies from 1947 to 1979, during a time of lower sand mining in Central San Francisco Bay. Over the last century, a minimum of 200 million m³ of sediment has been permanently removed from the San Francisco Bay Coastal System through dredging, aggregate mining, and borrow pit mining, including at least 54 million m³ of sand-sized or coarser sediment from Central Bay, “which is likely to limit the sand supply to adjacent, open ocean beaches.”⁵

¹ See Sabalow, Ryan, “Critical index finds smelt nearly extinct in Sacramento Delta,” *Sacramento Bee* (June 6, 2016), available at: <http://www.sacbee.com/news/state/california/water-and-drought/delta/article82144857.html>.

² Barnard, P.L., B.E. Jaffe and D.H. Schoellhamer (eds.), “A multi-discipline approach for understanding sediment transport and geomorphic evolution in an estuarine-coastal system: San Francisco Bay,” *Marine Geology*, Vol. 345, pp. 1-326 (Nov. 1, 2013).

³ Barnard, P.L., *et al.*, “Integration of bed characteristics, geochemical tracers, current measurement, and numerical modeling for assessing the provenance of beach sand in the San Francisco Bay Coastal System,” *Marine Geology*, Vol. 345, pp. 181-206 (Nov. 1, 2013).

⁴ Dallas, K., Barnard, P.L., “Linking human impacts within an estuary to ebb-tidal delta evolution,” *Journal of Coastal Research Special Issue* 56, 713–716 (2009) (“Dallas and Barnard (2009)”).

⁵ Barnard, P.L., Kvittek, R.G., “Anthropogenic influence on recent bathymetric change in west-central San Francisco Bay,” *San Francisco Estuary and Watershed Science* 8 (3) (13 pp.) (2010); Chin, J.L., Wong, F.L., Carlson, P.R., “Shifting shoals and shattered rocks — how man

has transformed the floor of west-central San Francisco Bay,” U.S. Geological Survey

June 26, 2023

San Francisco Baykeeper Comment

Re: SF Bay and Delta Sand Mining Project NOP Comments

There is a wealth of published research on this issue. The CSLC staff should, at a minimum, reach out to the experts at USGS and research institutions responsible for the advanced modeling and field-based monitoring of erosion impacts, such as Dr. Patrick Barnard, for consultation. Initial rates of authorized sand mining were unsustainable, and if the CSLC continues to permit unsustainable rates of sand removal from San Francisco Bay, the likely impacts will include, and in some cases, already include: loss of beach access at Ocean Beach and other coastal areas south of San Francisco; the need to relocate hundreds of millions of dollars of critical infrastructure in the City and County of San Francisco; the loss of sensitive habitat for the federally-threatened Western Snowy Plover within the Golden Gate National Recreation Area; and reduced credibility among the general public that the CSLC values sound science and is operating in the interest of all Californians.

The California Coastal Commission has explicitly recognized “the potential for continued and increased levels of sand mining within the bay to increase erosion outside the bay, in particular, at southern Ocean Beach, a growing erosion ‘hot spot’ that involves major federal, state, and city efforts and expenditures to plan for inevitable shoreline retreat affecting major public transportation and sewage treatment infrastructure.”⁶ Consequently, the Coastal Commission recommended “limiting permitted amounts to 15% of historic mining levels (the upper estimate of the replenishment value), at least until such time as the sediment transport mechanism can be further studied to provide assurances that the mining is limited to sustainable levels.”

III. Additional Research Conducted Since the 2013 Project Approval Shows that Additional Private Sand Mining Will Impair or Interfere with Established Trust Uses.

As described in the NOP, the Project does not represent a reduction in actual mining over the current lease term, starting with the approval of the 2012 San Francisco Bay and Delta Sand Mining EIR. The requested annual volumes are equivalent to the peak mining volumes permitted in 2015 by the Bay Conservation and Development Commission (“BCDC”). The Project contemplated by the proposed SEIR allows a more significant amount of annual mining volume than the baseline condition since the yearly average offered for the CSLC Leases is equivalent to the one-year maximum volume permitted by BCDC over their permit term.

Since the San Francisco Bay and Delta Sand Mining Project EIR certification in 2012, research from world-class scientists has reinforced the position that mining relic sand from S.F. Bay represents an unsustainable practice. A 2013 issue of the scientific journal *Marine Geology* included over 20 papers focused on sediment transport research in the San Francisco Bay Coastal System, including synthesizing a series of studies conducted over the prior decade. This special issue is considered a culmination of nearly 100 years of research on many topics, ranging from tidal marsh

Circular 1259. (30 pp.) (2004); Dallas and Barnard (2009); Dallas, K., Barnard, P.L., “Anthropogenic influences on shoreline and nearshore evolution in the San Francisco Bay Coastal System,” *Estuarine, Coastal and Shelf Science* 92 (1), 195–204 (2011); Friends of the Estuary, “Annual Report, 1996–1997” (46 pp.) (1997); U.S. Army Corps of Engineers, “Ocean beach storm damage reduction feasibility study. San Francisco District, Final Feasibility Study for the City and County of San Francisco” (518 pp.) (1996).

⁶ California Coastal Commission Staff Comments on BCDC Review of Sand Mining Applications in San Francisco Bay (Jan. 23, 2015), attached hereto as Exhibit XX.

June 26, 2023

San Francisco Baykeeper Comment

Re: SF Bay and Delta Sand Mining Project NOP Comments

sustainability, suspended sediment transport, bedform migration and evolution, the behavior of the open coast littoral system, and fluvial impacts.⁷

This research was led by the U.S. Geological Survey and motivated by the need for a definitive understanding of sediment sources, sinks, and pathways in a highly urbanized estuary. A version of how activities within the estuary affect the coast is essential for assessing the current and future effects of sediment-impacting activities, such as dredging operations, aggregate mining, shoreline armoring, and watershed modifications. More informed management of sediment resources can promote the sustainability of tidal wetlands and beaches, the first line of defense against sea level rise and potentially more significant storms. Erosion of beaches and wetlands increases the vulnerability of coastal environments and communities, enhancing threats to public safety, vital infrastructure, and ecosystems.

Several papers were the output of a multi-faceted, multi-disciplinary study designed to establish the primary sources, sinks, and transport pathways of sand in the region. This research found links between anthropogenic activities and geomorphic change through extensive sampling and analysis of sediment from the seabed, Bay floor, beaches, representative rocks, and all major and some minor rivers and creeks.⁸ Anthropogenic activities, including sand mining and dredging, were definitively identified as directly limiting the supply of beach-sized sand grains to the southern outer coast, most notably from the vicinity of Ocean Beach at Noriega Street in San Francisco and extending south to Pacifica.⁹

Specific findings:

- Based on multiple techniques for assessing the geologic origin (or provenance) of sand in the region, the Sierra Nevada Range is the dominant source of beach-sized sand to the San Francisco Bay Coastal System, including Ocean Beach. This sand is actively transported into and through the Bay to the mouth of San Francisco Bay, and along the southern open coast. This dominant pathway for beach-sized sand material destined for the open coast directly intersects the two major active aggregate mining regions in San Francisco Bay, Suisun Bay and Central Bay.¹⁰
- From 1997 to 2008, approximately 2.3 million (cubic meters) of sand was lost from aggregate mining lease sites on Presidio Shoals in southern Central Bay. Most of this was

⁷ Barnard, P. L., Schoellhamer, D. H., Jaffe, B. E. & McKee, L. J., 2013. Sand transport in the San Francisco Bay Coastal System: An overview. *Marine Geology*, Vol. 345, pp. 1-326.

⁸ Hein, J. R., Mizell, K. & Barnard, P. L., 2013. Sand sources and transport pathways for the San Francisco Bay coastal system, based on X-ray diffraction mineralogy. *Marine Geology*, Vol. 345, pp. 1-326.

⁹ Barnard, P. L. et al., 2013. Integration of bed characteristics, geochemical tracers, current measurement, and numerical modeling for assessing the provenance of beach sand in the San Francisco Bay Coastal System. *Marine Geology*, Vol. 345, pp. 1-326.

¹⁰ Barnard, P. L. et al., 2013. Integration of bed characteristics, geochemical tracers, current measurement, and numerical modeling for assessing the provenance of beach sand in the San Francisco Bay Coastal System. *Marine Geology*, Vol. 345, pp. 1-326.

June 26, 2023

San Francisco Baykeeper Comment

Re: SF Bay and Delta Sand Mining Project NOP Comments

attributed to sand and gravel removed by aggregate mining.¹¹ Researchers found that mining activities have significantly reduced the sediment available for transport to the mouth of San Francisco Bay and adjacent beaches.

- Based on USGS analysis and review of dredging and mining records within the 20th century, over 200 million cubic meters of sediment was removed from the San Francisco Bay Coastal System through dredging, aggregate mining, and borrow pit mining, including at least 54 million cubic meters of sand-sized or coarser sediment from Central Bay alone.^{12,13}
- Within the last century, rates of coastal erosion along the outer coast south of the Golden Gate are the highest for the entire coast of California and have accelerated by 50% between Ocean Beach and Point San Pedro since the 1980s.^{14,15,16}
- Aggregate mining removes approximately 900,000 cubic meters per year of sand and gravel-sized sediment in Central Bay and Suisun Bay, while dredging removes about 3 million cubic meters of sediment per year, with the majority of this material permanently removed from the San Francisco Bay Coastal System.^{17,18,19} Together, these losses exceed the present annual sediment supply from the Sierras and local watersheds combined.²⁰
- Dredging and aggregate mining in the Bay, as well as watershed modifications, are correlated to approximately 150 million cubic meters of erosion from the floor of San Francisco Bay over the last half of the 20th century.²¹ At the same time, the San

¹¹ Barnard, P. L. & Kvitek, R. G., 2010. Anthropogenic influence on recent bathymetric change in west-central San Francisco Bay.. San Francisco Estuary and Watershed Science, 8(3).

¹² Dallas, K. L. & Barnard, P. L., 2009. Linking human impacts within an estuary to ebb-tidal delta evolution. Journal of Coastal Research, Volume 56, pp. 713-716.

¹³ Dallas, K. L. & Barnard, P. L., 2011. Anthropogenic influences on shoreline and nearshore evolution in the San Francisco Bay coastal system. Estuarine, Coastal and Shelf Science, Volume 92, pp. 195-204.

¹⁴ Hapke, C. J. et al., 2006. National assessment of shoreline change: part 3: historical shoreline changes and associated coastal land loss along the sandy shorelines of the California coast, U.S. Geological Survey Open File Report 2006-1219.

¹⁵ Dallas, K. L. & Barnard, P. L., 2011. Anthropogenic influences on shoreline and nearshore evolution in the San Francisco Bay coastal system. Estuarine, Coastal and Shelf Science, Volume 92, pp. 195-204.

¹⁶ Hapke, C. J., Reid, D. & Richmond, B., 2009. Rates and trends of coastal change in California and the regional behavior of the beach and cliff system. Journal of Coastal Research, 25(3), pp. 603-615.

¹⁷ Hanson, C. et al., 2004. Assessment and Evaluation of the Effects of Sand Mining on Aquatic habitat and fishery populations of Central San Francisco Bay and the Sacramento-San Joaquin Estuary., Hanson Environmental Inc. (Available from: <http://hansonenvironmentalinc.com/reports.htm>).

¹⁸ Dredged Material Management Office, 2008. 2007 Annual Report.

¹⁹ San Francisco Estuary Institute, 2009. The pulse of the estuary: monitoring and managing water quality in the San Francisco Estuary., Oakland, CA, 96 pp.: San Francisco Estuary Institute Contribution, 583.

²⁰ Schoellhamer, D. H. et al., 2005. Bay sediment budgets: sediment accounting 101. The pulse of the estuary: monitoring and managing contamination in the San Francisco Estuary, Oakland, CA, 96 pp.: San Francisco Estuary Institute Contribution, 583.

²¹ Barnard, P. L. & Kvitek, R. G., 2010. Anthropogenic influence on recent bathymetric change in west-central San Francisco Bay.. San Francisco Estuary and Watershed Science, 8(3).

Francisco Bar, an ebb-tide delta at the mouth of San Francisco Bay, has eroded significantly, as have adjacent, open-coast beaches.^{22,23,24,25,26}

- Erosion of the San Francisco Bar, which extends seaward from the coastline just north and south of the Golden Gate, has caused it to contract and close in toward the Golden Gate over several decades. This migration has modified sediment transport patterns along Ocean Beach, effectively causing more sediment to build up at the northern end of Ocean Beach. As the northern shoreline has extended seaward, increasingly higher volumes of northward-moving sand are no longer trapped at Pt. Lobos at the north end of Ocean Beach, instead moving toward Baker Beach and eventually into Central Bay at Crissy Field. Over the last decade, sedimentation within the Bay forced the relocation of a tide gauge and caused shoaling within the adjacent yacht harbor. These trends and correlative impacts are expected to continue as higher sea levels and further reductions in sediment supply drive further contraction of the ebb-tidal delta.²⁷
- While sediment is building up at the north end of Ocean Beach, the southern end of the beach is eroding at a similar rate. Modeling supports observed changes over this time, including a threefold increase in the rates of shoreline accretion at the north end of Ocean Beach and similarly higher rates of erosion at southern Ocean Beach, leading to significant infrastructure damage to existing roadways and posing an eminent threat to adjacent sewer mains.²⁸
- The dominant regional direction of sediment transport is from the Bay seaward toward the ebb tidal delta, and then primarily to the south.²⁹ This link defines a critical pathway because large volumes of sediment have been removed from the Bay over the last century via channel dredging, aggregate mining, and borrow pit mining. During this same period, comparable volumes of erosion from the San Francisco Bar over the same period have

²² Hanes, D. M. & Barnard, P. L., 2007. Morphological evolution oin the San Francisco Bight. *Journal of Coastal Research Special Issue*, Issue 50, pp. 469-473.

²³ Dallas, K. L. & Barnard, P. L., 2009. Linking human impacts within an estuary to ebb-tidal delta evolution. *Journal of Coastal Research*, Volume 56, pp. 713-716.

²⁴ Barnard, P. L. et al., 2012. Sediment transport patterns in the San Francisco Bay Coastal System from cross-validation of bedform asymmetry and modeled residual flux. *Sediments, Morphology and Sedimentary Processes on Continental Shelves: Advances in technologies, research and applications: International Association of Sedimentologists (IAS) Special Publication*, Volume 44, pp. 272-294.

²⁵ Hapke, C. J. et al., 2006. National assessment of shoreline change: part 3: historical shoreline changes and associated coastal land loss along the sandy shorelines of the California coast, U.S. Geological Survey Open File Report 2006-1219.

²⁶ Dallas, K. L. & Barnard, P. L., 2011. Anthropogenic influences on shoreline and nearshore evolution in the San Francisco Bay coastal system. *Estuarine, Coastal and Shelf Science*, Volume 92, pp. 195-204.

²⁷ Barnard, P. L. et al., 2013. Integration of bed characteristics, geochemical tracers, current measurement, and numerical modeling for assessing the provenance of beach sand in the San Francisco Bay Coastal System. *Marine Geology*, Vol. 345, pp. 1-326.

²⁸ Barnard, P. L., Schoellhamer, D. H., Jaffe, B. E. & McKee, L. J., 2013. Sand transport in the San Francisco Bay Coastal System: An overview. *Marine Geology*, Vol. 345, pp. 1-326.

²⁹ Barnard, P. L. et al., 2013. Integration of bed characteristics, geochemical tracers, current measurement, and numerical modeling for assessing the provenance of beach sand in the San Francisco Bay Coastal System. *Marine Geology*, Vol. 345, pp. 1-326.

been observed, in addition to high rates of shoreline retreat along the adjacent, open-coast beaches.³⁰

- This work highlights the need to more efficiently manage existing in-Bay sediment resources, as active aggregate mining and dredging occurs along well-defined sand transport pathways that carry sediment toward outer coast beaches, at removal rates that exceed the present-day sediment supply rates from all San Francisco watersheds.^{31,32}
- Researchers agree that the reduction in sediment originating from the Sierras is driving massive erosion of the Bay floor, ebb-tidal delta, and the highest regional shoreline retreat rates in California along the adjacent outer coast.³³

In addition to the peer-reviewed literature released since the 2012 EIR, BCDC required the sand miners to fund a program to answer specific management questions relevant to CSLC and BCDC. The Technical Advisory Committee, established as part of the BCDC investigation process, identified a range of management questions – some of which were addressed through a series of studies currently underway or about to be completed. CSLC staff are included in the distribution list for these studies, which should receive consideration in the EIR. The management questions seek to address various currently identified and other potential environmental impacts regarding sand mining activities and their effects on San Francisco Bay and Outer Coast sand transport. These questions serve to guide the Independent Science Panel in recommending appropriate studies or research that would inform future management of mining activities.

Tier 1 Management Questions:

- 1) Is sand mining at existing lease areas, at permitted levels, having a measurable or demonstrable impact on sediment transport and supply within San Francisco Bay or the outer Coast?
- 2) What are the anticipated physical effects of sand mining at permitted levels on sand transport and supply to San Francisco Bay and the outer coast?
- 3) Are there other feasible sand mining approaches to consider in San Francisco Bay?

Tier 2 Science and Management Questions:

- 1) Is sand mining at existing lease areas, at permitted levels, having a measurable or demonstrable impact on sediment transport and supply within San Francisco Bay or the Outer Coast?
 - a. Does sand mining influence sand transport through S.F. Bay?

³⁰ Hein, J. R., Mizell, K. & Barnard, P. L., 2013. Sand sources and transport pathways for the San Francisco Bay coastal system, based on X-ray diffraction mineralogy. *Marine Geology*, Vol. 345, pp. 1-326.

³¹ Barnard, P. L., Schoellhamer, D. H., Jaffe, B. E. & McKee, L. J., 2013. Sand transport in the San Francisco Bay Coastal System: An overview. *Marine Geology*, Vol. 345, pp. 1-326.

³² Schoellhamer, D. H. et al., 2005. Bay sediment budgets: sediment accounting 101. *The pulse of the estuary: monitoring and managing contamination in the San Francisco Estuary*, Oakland, CA, 96 pp.: San Francisco Estuary Institute Contribution, 583.

³³ Barnard, P. L. et al., 2013. Integration of bed characteristics, geochemical tracers, current measurement, and numerical modeling for assessing the provenance of beach sand in the San Francisco Bay Coastal System. *Marine Geology*, Vol. 345, pp. 1-326.

June 26, 2023

San Francisco Baykeeper Comment

Re: SF Bay and Delta Sand Mining Project NOP Comments

- i. How does sand mining impact the volume or characteristics of sand supplies to the beaches (In-Bay and Outer Coast)?
 - ii. Does sand mining change the way sand moves from subtidal shoals to intertidal flats, marshes, and beaches?
 - iii. Does sand mining influence sand waves and their contributions to transport processes?
 - iv. Has sand mining altered the grain size distribution of in-bay or outer coast sand resources?
 - v. Does sand mining result in sand sinks and resultant changes in flux to the Outer Coast?
 - b. What is the source of mined sand in the lease areas? Is it “relic” sand, or “new” sand transported into the system?
 - i. What is the ratio of relic to new sand found in mined sand?
 - ii. How much of what’s available is being mined?
 - iii. Is it better for the physical environment to mine “relic” sand or “new” sand?
 - c. What is the relationship between bathymetric change trends and sand mining intensity trends, recognizing the possible lag between stimulus and response? Do we have the appropriate information for this evaluation?
 - d. Does sand mining alter the geomorphology of the Bay floor beyond the mining location such that sand transport/supply is significantly impacted?
 - e. Do both mining areas (Central Bay and Suisun) have the same effects on sand transport pathways and associated impacts? Should these areas be examined separately?
- 2) What are the anticipated physical effects of sand mining at permitted levels on sand transport and supply within San Francisco Bay and the Outer Coast?
 - a. Is there regional uplift/subsidence or other factors that would confound the evaluation of sand mining effects?
 - b. Is there a seasonality to sand transport?
 - c. What is our current technical ability to model sand transport to and from the Bay?
 - d. What are the key uncertainties associated with measuring and modeling the relationship between sand mining in S.F. Bay and erosion of outer coast beaches? To what extent do the studies designed to answer the management questions presented here contribute towards reducing this uncertainty?
 - e. What monitoring and modeling efforts are required to significantly reduce the uncertainty associated with quantitatively defining the relationship between sand mining in S.F. Bay and erosion along the outer coast?
 - f. Under currently permitted mining levels, would erosion measurably influence sand transport to Ocean Beach or north of the Gate over a 10, 20, 30, and 50-year time horizon? By how much? What would quantitatively or qualitatively be the long-term effects?
- 3) Are there other feasible sand mining approaches to consider in San Francisco Bay?
 - a. Are there areas within the current leases or other potential areas in the Bay where sand mining could feasibly occur that would minimize or avoid impacts to sand transported supply, as compared to existing mined areas?
 - b. Is there a “better” time to mine sand so that the impacts on the physical processes are minimized while balancing economic realities, market demands, and job impacts?

June 26, 2023

San Francisco Baykeeper Comment

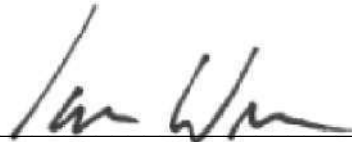
Re: SF Bay and Delta Sand Mining Project NOP Comments

- c. What scenarios should we model to judge the likely impacts associated with management actions (e.g., increase/reducing in mining intensity, rotation of lease areas, establishment of new lease areas)?

Baykeeper and CCCR expect the EIR to fully incorporate conclusions made in all peer-reviewed literature and consider the scientific outputs and outcomes delivered under BCDC's 2015 permit.

In sum, the CSLC has an obligation to conduct a proper public trust analysis, consistent with the First District Court of Appeal's decision in the *Baykeeper* case, prior to reapproval of the sand mining leases. Given the well-documented impairments to the San Francisco Bay ecosystem and the outer coast, and in order to comply with its public trust obligations, Baykeeper and CCCR recommend that the CSLC consider approving a much more limited amount of mining if you proceed to reapprove the leases.

Sincerely,



Ian Wren, Staff Scientist
San Francisco Baykeeper



Ben Eichenberg, Staff Attorney
San Francisco Baykeeper



Carin High, Co-Chair
Citizens Committee to Complete the Refuge

Exhibit 13 NOAA Four Fathom Bank



Exhibit 14 Surfrider Erosion Analysis

SURFRIDER FOUNDATION, SAN FRANCISCO CHAPTER



A HISTORY OF COASTAL EROSION AT OCEAN BEACH

A historical review of coastal erosion episodes at San Francisco's Ocean Beach

Bill McLaughlin

4/16/2012



Warm days have always brought city residents out to enjoy Ocean Beach. Early 1900's (San Francisco Public Library Historical Photo Collection)

Problems with coastal erosion are hardly new at Ocean Beach. Ever since the Great Highway was carved out of the sand dunes, there has been a struggle to protect the road from the powerful surf of the north Pacific. Over the years, The City has defended its shoreline boundary by dumping rocks, adding concrete fill, planting non-native dune grass and building seawalls. This work will review some of the historical records of coastal erosion at Ocean Beach and the various methods used by The City to protect its shoreline boundary. Along with a pictorial display we hope to foster a greater understanding and appreciation of some of the natural forces at work on San Francisco's coastline. Ultimately, it is our hope that a historical perspective may assist in guiding us toward choosing a more sensible approach to the erosion challenge we currently face at Sloat Blvd.

Below: A very early picture of the beach circa 1865. Nothing but miles of sand dunes (San Francisco Public Library Historical Photo)

Collection)

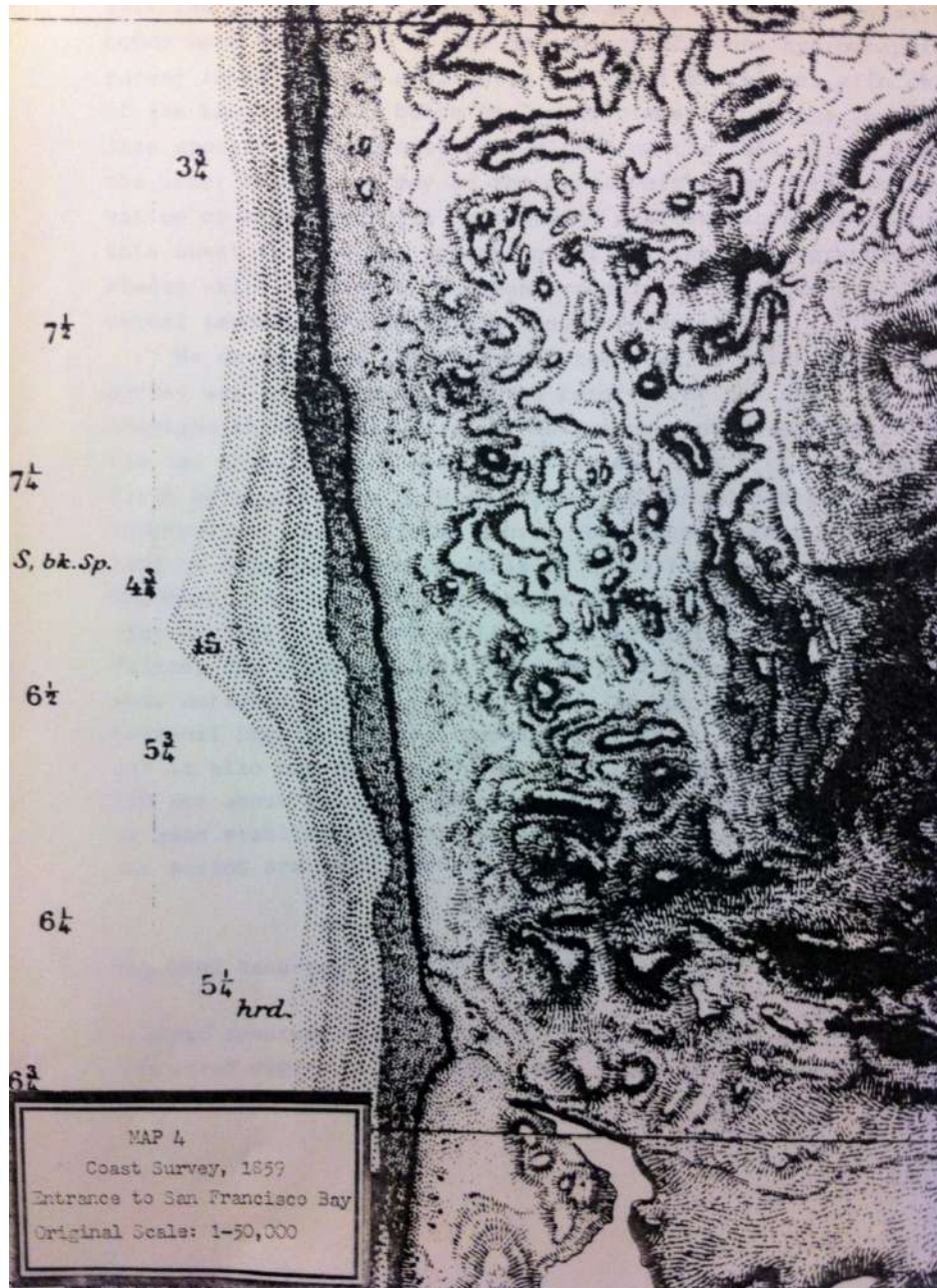


Pre-1900s

During the 1800's, well before the development of today's Sunset and Richmond districts, the Great Highway was essentially a sand trail cut through the dunes for horse driven modes of transportation. (Olmsted, 1979) The entire western half or so of San Francisco was essentially a no-man's land. In fact, the area was once referred to as "The Great Sand Waste." (LaBounty, 2002) The road that we know of today as the Great Highway began to take shape with the passage of the Outside Lands act of 1868. This legislation, passed by the San Francisco Board of Supervisors, set aside a large portion of western San Francisco for Golden Gate Park and officially designated the coastal trail along Ocean Beach as the Great Highway (Olmsted, 1979).

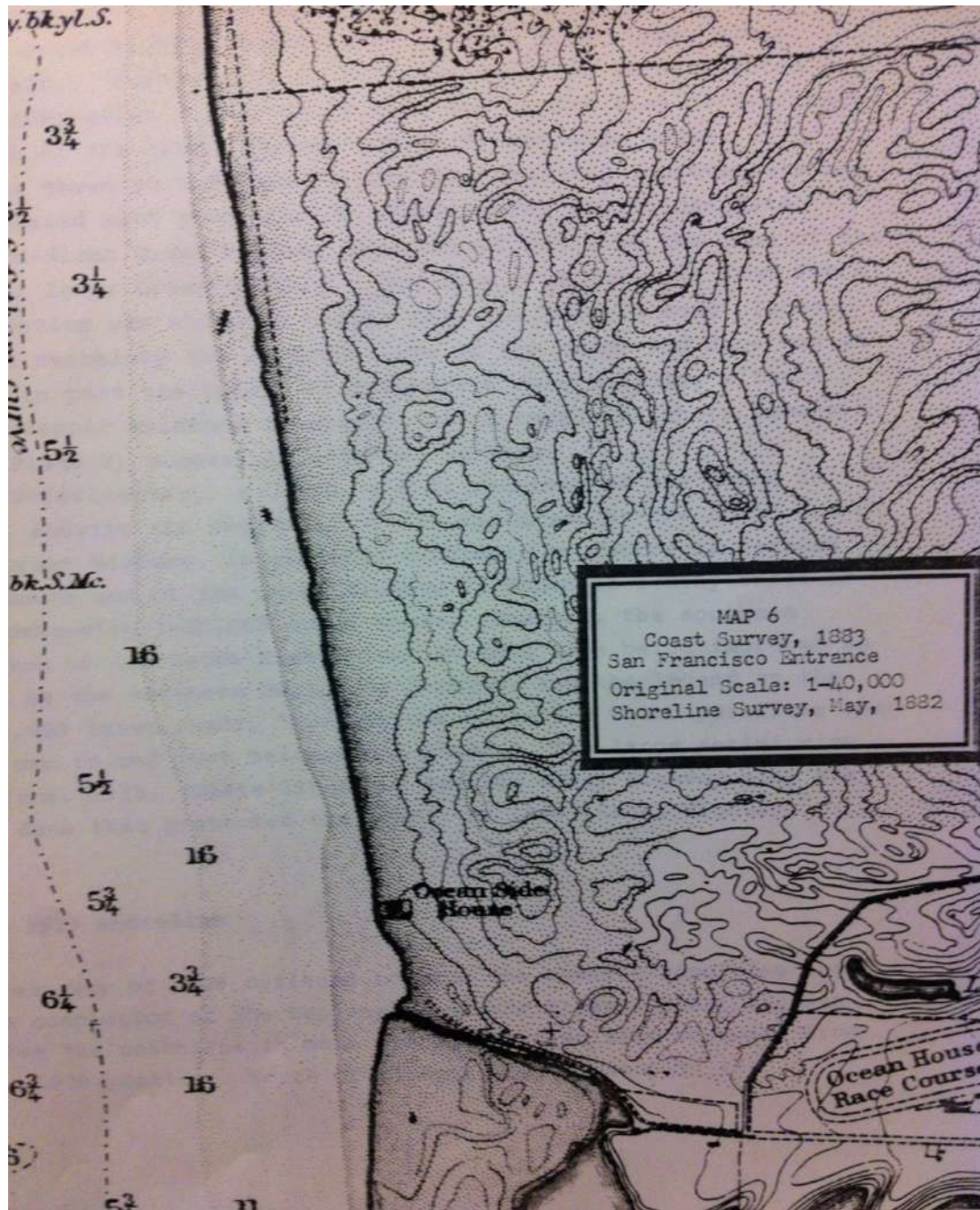
In the late 1800's, development began to blossom out at the north end of Ocean Beach. The Cliff House, built in 1863, was already on the map as a leisure destination. Soon, the Seal Rock House and Ocean Beach Pavilion were established nearby at the foot of Balboa Avenue. Then, in the 1880's and 90's more development occurred as Adolph Sutro built his great mansion and baths. All together, these attractions added up to heavy visitation at north Ocean Beach. At the south end of the beach there was only one significant structure, the Oceanside House. It was a roadhouse like the Seal Rock Inn, but was not as heavily visited (Dickson, 2003).

During this time, there is very little in the way of written record about shoreline erosion. However, there are some interesting coast survey maps from that era.



(Olmsted, 1979)

What is noteworthy about the above map from 1859 is the area just west of north Lake Merced. Apparently, this is the site where the lake, then a lagoon, emptied into the ocean. When this map was made, there was no discernible connection between the two bodies of water. However, we do see a rather extensive area of erosion on the beach just northwest of the lake.



(Olmsted, 1979)

Here is another early map. This one is from 1883. It shows the same area of erosion noted in the 1859 map. However, in this survey, the Lake Merced outlet is clearly present. Indeed, it empties out to the sea somewhere in the Sloat area. Many have wondered whether our current erosion trend at Sloat may be part of a process that previously connected the lake to the ocean. So far, there doesn't seem to be a definitive explanation one way or the other on this account.

1900-1910

Public visitation to Ocean Beach continued to grow as the years went on. By the early 1900's there was an effort to improve and widen the Great Highway to accommodate the crowds. This is where we see some of the first photographic evidence of coastal erosion damage. In the 1907 photograph shown below, winter storms chewed away part of the recently widened road.



The wider the Great Highway, the more it crumbled, ca. 1907.

(Olmsted, 1979)

This photo features a powerful display of beach loss that comes from a major erosion event. Strong winter storms were the culprit. Large storm waves combined with high tides can remove massive amounts of sand from the shoreline, causing a radical drop in the elevation of a beach. (Gary Griggs, 2005)

The beginning of the 20th century was rough going for the section of road at north Ocean Beach. Certainly, there was a miscalculation as to how wide the Great Highway should be and at what distance it could safely be located from the water.

In the ensuing years, the ocean continued to threaten the road. There were other attempts to help contain the erosion process such as planting European dune grass but that strategy was also ineffective.



(San Francisco Public Library Historical Photo Collection)

North Ocean Beach 1914: Material from Mile Rock was used as erosion defense.

1910-1920

During the winter of 1914, a major storm came barreling down from Canada causing widespread coastal erosion up and down the entire west coast. (Freeman, 2011) Yet more sand was stripped from the beach at the north end. In the above photo we see evidence of the first attempt to protect the Great Highway with hard structure. Boulders from Mile Rock were dumped onto the beach. This effort was also unsuccessful as the stones were easily washed away. (Olmsted, 1979)

The 1914 storm was also a threat to another structure built on Ocean Beach.

The first Beach Chalet was built on the west side of the Great Highway in 1892. When it opened, it was a family friendly establishment that served visitors non-alcoholic beverages. It was also used as a comfort station for bathers, a change house and

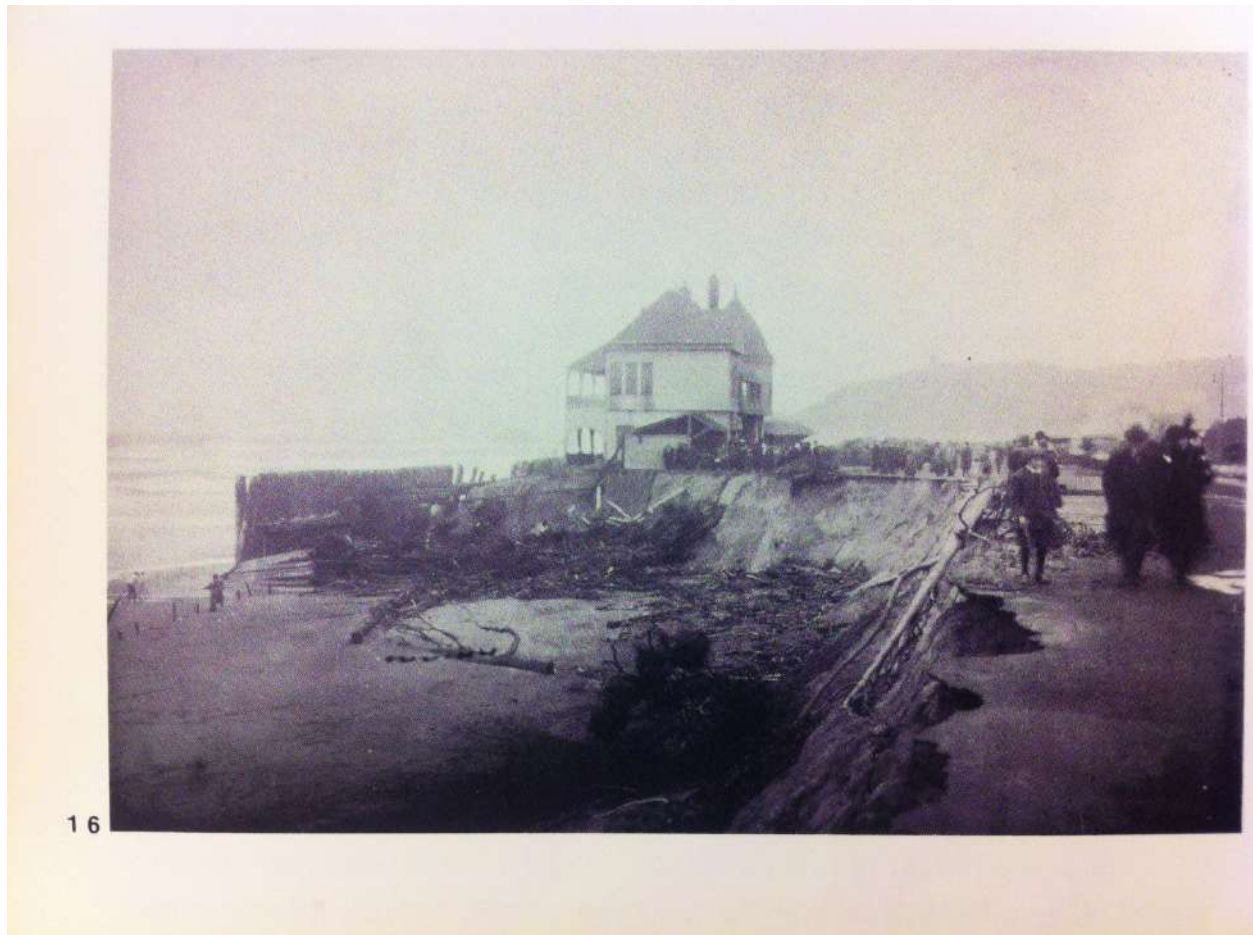
observatory.



Above: The original Beach Chalet was located right on the beach. (San Francisco Public Library Historical Photo Collection)

By 1906, park records show the building's foundation was in need of repairs probably due to wave attack. (Freeman, 2011) Three years later, in 1909, a 300 foot long seawall was built to protect the structure. It consisted of concrete pilings sunk 15 feet into the sand. Completed in 1911, it was the first seawall to be built at Ocean Beach. However, it was virtually wiped out by the storm of 1914. The photo below shows the aftermath of that storm. Notice that there is yet more road failure due to

severe beach loss.



(Olmsted, 1979)

Miraculously, the Beach Chalet survived this storm. A few years later the building was wisely relocated well inland. (Freeman, 2011) This appears to be the first instance of the use of landward relocation as erosion response at Ocean Beach.

By 1915, the automobile was gaining in popularity. The beach had become a favored destination for the auto enthusiast. Combined with an improvement in public transportation from the inner city, development and visitation continued to expand at the north end of the Great Highway. (Dickson, 2003).

In order to protect the road more effectively, the construction of a much larger seawall was approved at this time. Maurice O'Shaughnessy, The City's master engineer, was put in charge. He was already famous for many successful civic projects at this point in his career. In his writings about accepting the job of taming Ocean Beach, he seemed to grasp the challenge that lay before him. He noted that the sea that lay beside the Cliff House "required military strategy to deal with the attacking force."

(Olmsted, 1979)

1920's



(San Francisco Public Library Historical Photo Collection)

O'Shaughnessy's Ocean Beach Esplanade and seawall was a success. Completed in 1928, the seawall project was accompanied by a fully paved version of the Great Highway. The seawall itself had an innovative design. It sported concrete stairs at its base which served to diffuse wave energy like a revetment. The bulk of the wall had a concave shape to deflect inbound surf back towards the sea. Overall, compared to the structure that protected the Beach Chalet, O'Shaughnessy's seawall was built with more attention to anchoring and reinforcement issues. To this day it survives, virtually damage free. (Olmsted, 1979) The above photo is from 1920 when the seawall was half complete. Notice the difference in the width of the beach since the storm of 1914. An enormous amount of sand had returned to the area after six years.

Erosion and beach buildup - also known as accretion - are endemic processes to Ocean Beach. (Kingerly, 1998) Compared to nearby shorelines, Ocean Beach has a rather dramatic display of these forces. Here at the mouth of the Golden Gate, we have the confluence of several unique features. The hydrology of SF Bay is composed of numerous river systems that drain into the Delta. An enormous quantity of sand and silt make their way into the bay. Strong tidal currents then transport this material out to the Pacific.

Once outside the coastal headlands, the sediments are dispersed by our strong sea breezes, wave action, and long shore currents. All together these factors interact with and affect Ocean Beach, causing it to change in size and shape as well as shifting the position of its high tide line. (Battalio, 1996)

1930's

The 1930s had a number of winters with powerful storms that brought problems to the newly paved Great Highway. With the north end now apparently in an accretion cycle, trouble spots began to appear at the south end. The Taraval Street area was hit particularly hard during this decade. Waves damaged a new pedestrian underpass and threatened to overtake the road. A seawall was constructed, but had to be repaired twice due to storm damage.



The original seawall at Taraval with storm damage (Olmsted, 1979)

It wasn't until 1941 when a third seawall was constructed that the Taraval area was stabilized. The new structure consisted of a three sided sheet pile wall anchored deep into the sand. The top was fitted with a concrete cap. (Kingerly, 1998) This seawall, while fairly successful at protecting the road and underpass, did need reinforcement. Concrete debris and construction fill were placed on the beach in front of and behind the structure. (Olmsted, 1979) Unfortunately, the practice of dumping concrete debris on Ocean Beach became an accepted tool in combating erosion.



Construction of the Taraval Seawall (Olmsted, 1979). This structure can still be found today partially buried under the sand. Notice the use of construction debris as fill to stabilize the dunes.

1940's

In the 1940s, The Great Highway was threatened once again. This time the problem was at Rivera Street. Instead of constructing another seawall, a makeshift revetment made of tombstones was dumped on the beach. The gravestones came from the Laurel Hill cemetery after it had recently closed due to pressure from developers. (San Francisco Public Library Historical Photo Collection) This picture looks eerily similar to the present-day shoreline at Sloat.



Rivera Street 1944 (San Francisco Public Library Historical Photo Collection)

Meanwhile at the north end of the beach, there was plenty of sand between the Great Highway and the water. In fact, the size of north Ocean Beach in the 1940s looks quite close to what we have today.



The Ocean Beach Esplanade 1942 (San Francisco Public Library Historical Photo Collection)

1950-1980

The next 40 years appears to have been one of relative stability for Ocean Beach erosion. However, it is well known that in the early-mid 1970s, the surf had frequently reached the stairs of O'Shaughnessy's esplanade. Fortunately, no damage was registered. The beach in this area has since entered into another cycle of accretion. (Jeff E. Hansen, 2010)

Erosion damage isn't noted again until 1984. In an article published August 3rd of that year in the newspaper SF Progress, one lane of the Great Highway had to be closed at Ortega Street due to part of the road collapsing onto the beach. SFDPW planned to add rip rap (concrete rubble) to the shoreline, but never carried through. There were bigger plans in the making. The Ortega Street closure occurred right when the entire Great Highway and dune system were undergoing a major renovation. The Westside Storage and Transport Project took more than a decade to complete. It resulted in a new four lane Great Highway with a giant sewer tunnel placed underneath it. There was a new jogging path put in on the east side of the road, and freshly planted dunes on the beach. In the middle of the beach, another seawall was added between Noriega and Santiago Streets. This addressed the Ortega Street issue. In the end, the massive project culminated in the construction of the new Oceanside Treatment Plant at the southern reaches of Sloat Boulevard. It is this wastewater infrastructure that has set up the erosion challenge we face today at Sloat.



Sloat Area Beach 1952 – plenty of sandy shoreline once existed in the Sloat area. (San Francisco Public Library Historical Photo Collection)

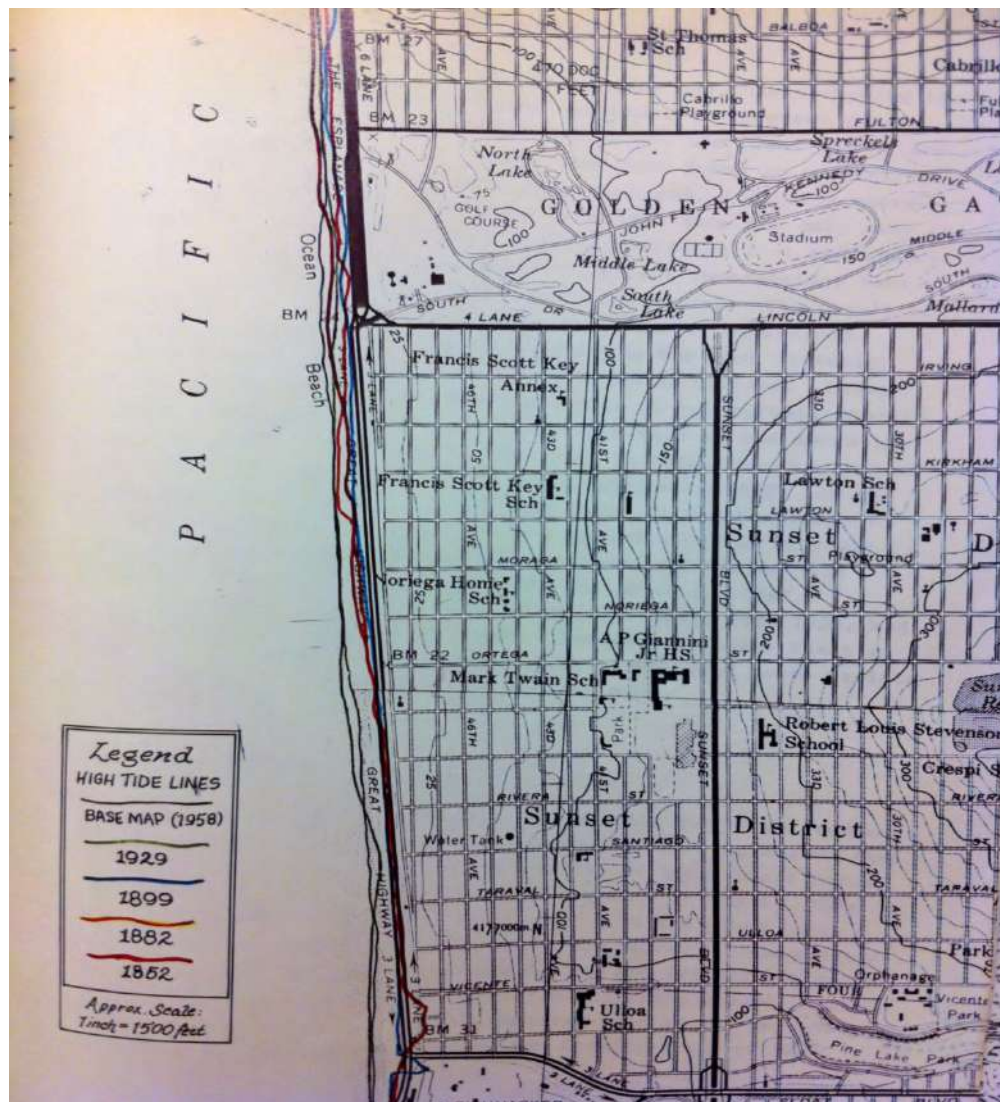
Conclusion

Over the years, there have been numerous instances of coastal erosion damage at Ocean Beach. Whether it was the Great Highway, the first Beach Chalet and or some of the initial seawalls, everything placed on the beach has been threatened by the erosion at some point. In order protect its seaside development, The City has employed a variety of methods including the dumping of rocks, the building of seawalls, planting dune grass, and the use of concrete debris. The use of these practices continues to the present day.

In the big picture, the goal of The City's erosion response strategy always boiled down to "hold the line." Structures were to be protected in place. Coastal defenses were typically either fortified or upgraded. The one notable exception was the original Beach Chalet which was successfully relocated.

This review has also shown that controlling erosion on The City's coastline has usually been a process of trial and error. Often, the first attempts end in failure: the use of boulders from Mile Rock, the original seawalls at the Beach Chalet or Taraval Street come to mind. Fighting the surf at Ocean Beach is not an easy proposition. The forces at work are powerful. When underestimated, they can be destructive. The photographic evidence in this review makes this point abundantly clear.

Of course, our erosion problems began when we decided to locate the Great Highway close to the water's edge. Whether it was known at the time or not, the truth is that the boundary line of Ocean Beach is a fluid entity. The historic photos illustrate the dramatic cycles of erosion and accretion. The average high tide line shifts position, sometimes radically.



(Olmsted, 1979) Above: An historical snapshot of high tide positions

Hopefully, this review has shown that proper setback from the ocean is important when considering coastal development. Certainly, ignoring this last point has proven to be a serious mistake at Ocean Beach. One can only imagine what the total cost figure would be of all the erosion damage over the years. In today's dollars, the sum would no doubt be staggering, well into the tens of millions.

Regarding our present erosion challenge at Sloat, we have a case of history repeating itself, and then some. Many of the traditional strategies have been attempted and failed: artificial dunes made of fill, non-native dune grass planting, and quarry stone revetments. We have even tried some experimental concepts such as sand nourishment from onshore and offshore sources. Since 1996, nearly ten million dollars of taxpayer money¹ has been spent on this problem with the results being neither infrastructure security nor beach preservation. A National Park's shoreline remains blighted by rock and debris.

However, the situation at Sloat is also new. This is the first time our erosion response strategy appears to have permanently destroyed an entire stretch of beach. In previous cases of erosion, beach regeneration or accretion has taken place. This is not happening at Sloat. Much of the area's shoreline remains completely submerged as wave reflection off the revetment is creating a scouring effect, inhibiting accretion. (Jeff E. Hansen, 2010). What is worse is that the erosion hotspot also seems to be spreading to adjacent areas.

The above set of facts combined with coastal science and the historical record have led us to the conclusion that the best way to solve the erosion hotspot at Sloat is through a managed retreat strategy. Managed Retreat at Sloat would be the phased pull back of infrastructure away from the ocean. With such a plan both infrastructure security and beach restoration can be attained.

No doubt, the challenge we face is daunting. Any fix is likely to be expensive. However, Surfrider remains positive about the future. The SPUR Ocean Beach Master Plan process currently underway has brought all the key government agencies to the same table, along with the non-profit community and the greater public. A plan for infrastructure relocation and setback is now being considered. We have a collaborative process with our best science advising us, the historical record at our back and the will to solve this issue. We see this time as a golden opportunity to not only restore the beach at Sloat, but also to help the city chart a new course for erosion response at Ocean Beach.

Bill McLaughlin

Surfrider Foundation, San Francisco Chapter

Erosion Committee Project Manager

erosionob@gmail.com

¹ Combined estimate spent by DPW, Army Corps of Engineers, USGS, NPS and other agencies.

Works Cited

- San Francisco Public Library Historical Photo Collection*. San Francisco Public Library, San Francisco.
- Battalio, D. T. (1996). Sediment Transport Processes at Ocean Beach, San Francisco, California. *Coastal Engineering "Proceedings of the Twenty Fifth International Conference"*, 2691.
- Dickson, K. M. (2003). *San Francisco's Ocean Beach*. San Francisco: Arcadia Publishing.
- Freeman, J. (2011, May 25). *The Odyssey of the Original Beach Chalet (Originally appeared in WNP Member Newsletter, Vol. X, No. 2, April 2011)*. Retrieved March 21, 2012, from Western Neighborhoods Project: <http://www.outsidelands.org/old-beach-chalet.php>
- Gary Griggs, K. P. (2005). *Living with the Changing California Coast*. Berkeley and Los Angeles: University of California Press.
- Jeff E. Hansen, P. L. (2010, July 7). Sub-weekly to interannual variability of a high energy shoreline. *Coastal Engineering*, pp. 1-14.
- Kingerly, K. L. (1998). *Ocean Beach San Francisco: Protection and Management of an Eroding Shoreline*. San Francisco: CH2M Hill, Inc.
- LaBounty, S. W. (2002, December). *Western Neighborhoods Project*. Retrieved March 21, 2012, from www.outsidelands.org: <http://www.outsidelands.org/sw19.php>
- Olmsted, R. O. (1979). *Ocean Beach Study: A Survey of Historic Maps and Photographs*. San Francisco: San Francisco Wastewater Management Program.

Exhibit 15 Dune Erosion

Via Link Only

At

<https://www.youtube.com/watch?v=IXrA1iDRV0w&t=24s>

BRIEF SUBMITTED BY THE APPELLANT(S) FOR APPEAL NO.
23-065

Brief of Appellant Charles Perkins (Appeal No.: 23-065) Challenging After-The-Fact Issuance of Coastal Zone Permit For Upper Great Highway Closure (Record No.: 2022-007356CTZ (Motion No. 21437))

There is no question that the City and the Recreation and Parks Department (RPD) have illegally closed the Upper Great Highway (UGH) to automobile drivers for a significant amount of time, as no authorizing Coastal Zone Permit (CZP) had issued. On November 9, 2023, the Planning Commission granted RPD an after-the-fact CZP. This was improper. Undeniably, when the UGH is closed to drivers, many metric tons of additional carbon emissions are released into the atmosphere; the protected beach-dune ecosystem is subjected to heightened abuse; the neighboring streets become far less safe for pedestrians, bicyclists, and drivers, and residents are subjected to unjustified hazards and inconveniences; emergency response times are slowed and a major evacuation route is eliminated; and access to the beach and various important coastal zone areas is reduced. I raised these issues in written comment (Exhibit 1) and orally at the November 9 hearing. The CZP was wrongly granted, with no discussion.

Carbon Emissions: The UGH is, as the name denotes, a highway. SFMCA statistics show that pre-pandemic, 17,600-19,900 automobiles traversed the UGH every single day on average, the higher end of the range falling on weekends.¹ The UGH is a 2-mile straight stretch of roadway with 7 timed lights and a speed limit of 35 mph, and it undeniably is the most fuel-efficient route for drivers to traverse between Sloat and Lincoln. Based on virtually every recognized metric, the UGH offers ideal driving conditions for fuel conservation purposes. It is indisputable that maintaining a steady speed of under 50 miles per hour, and avoiding starting and stopping, accelerating and braking, and idling, is the most fuel-efficient way to drive a car.² Again, the UGH has no cross-traffic and historically, the traffic lights positioned every two

¹ See PowerPoint presentation from 11/21/20 SFCTA meeting, slide #12, found here:

<https://www.sfcta.org/sites/default/files/2020-11/D4%20Mobility%20Great%20Highway%20Town%20Hall%20Slides%20%28November%202020%29.pdf>. Whether these usage numbers in this post-pandemic world are currently accurate is not known, but there is no question that the number is substantial.

² To the extent this statement of fact needs substantiating, please see the U.S. Department of Energy Alternative Fuels Data Center (https://afdc.energy.gov/conservation/behavior_techniques.html) and Natural Resources Canada (<https://www.nrcan.gc.ca/energy-efficiency/transportation-alternative-fuels/personal-vehicles/fuel-efficient-driving-techniques/21038>).

blocks have been timed such that by maintaining a steady 32-35 miles per hours, a driver can traverse the two miles between Lincoln and Sloat without ever braking. (Ex. 1., p. 2.)

Each day the UGH is closed, those same drivers must detour out of their way, either to Sunset Boulevard (0.7 miles east), 19th Avenue (1.7 miles east), or through residential neighborhoods. Based on the additional vehicle miles traveled alone, and estimating a metric recognized by the Bay Area Air Quality Control Management District and the California Environmental Protection Agency, a competent and qualified researcher recently analyzed the impact of the UGH closure on daily carbon emissions using an estimate of two additional miles of driving:

20k vehicles driving just a couple of miles . . . generates more than 16 metric tons of greenhouse gases . . .

20,000 vehicle/day * 2 miles = 40,000 Vehicle Miles Traveled (VMT)

40,000 VMT * 411 grams/VMT/1,000,000 = 16.44 metric tons (411 g/vmt is EPA estimate, 2014)

It is certainly possible that the 16.44 metric ton estimate of additional daily greenhouse gasses generated by the UGH closure is high, as the average diverted driver may not travel two full additional miles. More likely though, the estimate is low. For one thing, most of the non-residents who use the closed UGH travel there by car, thus generating additional emissions. (Ex.1, p. 7.) But more significantly, the estimate does not account for one highly significant fact of fuel efficiency. Again, the UGH has no cross-traffic, unlike the detoured routes through residential neighborhoods or up Sloat or Lincoln, largely avoids an intersection with stop sign or stoplight at every or every-other block (thus requiring drivers to brake to a complete stop or slow and then accelerate up again each time). And equally troubling, the UGH closure has led to significant routine congestion and even gridlock where it never existed before, or never existed routinely, which may be the least efficient driving conditions from a fuel-consumption perspective. With the UGH closed, new congestion/gridlock or new heightened levels of these conditions are now seen routinely on the Lower Great Highway (probably the top alternative route used by diverted drivers); residential streets mostly between 45th Avenue and the Lower Great Highway; the Lincoln intersections

at the UGH, Lower Great Highway, La Playa, 46th Avenue, 41st Avenue, 36th and 37th Avenues (onto and off of Sunset Boulevard), and even as far east and 19th Avenue; the Sloat intersections at UGH, 48th Avenue, 45th Avenue, 36th and 37th Avenues, and Skyline Boulevard; Chain of Lakes Drive through Golden Gate Park; and Crossover Drive traversing the park between Fulton and Lincoln.³ (Ex. 1, pp. 3-5, 6, 15, 22, 24, 27-27.) Again, congested traffic is recognized as the worst kind of driving there is for purpose of fuel efficiency and release of carbon emissions.

Beach Dune Ecosystem: *Immediately* west of the UGH, hovering above the sandy beach below, is “one of the most sensitive and declining habitat types on the West Coast,” a beach-dune ecosystem, which is threatened by human presence.⁴ San Francisco *should* be a steward our natural resources and seek to safeguard them for present and future generations. Strategies for achieving this goal should include protecting wildlands and waterways to provide large and connected habitats in all ecosystems that will withstand climate change, and also provide suitable habitat for the protection and restoration of rare and endangered species. Land use should be environmentally sensitive.

There is no question that with the UGH closed, significant numbers of additional people and dogs cause significant disturbance to the sensitive dune ecosystem. It has always been the case that some people will trollop through the sand dunes, and it is not uncommon to see children playing in and on the dunes and dogs rooting around in these sensitive areas. Though this always has happened throughout the entire two-mile stretch, historically, the abuse to the dunes tended to be concentrated at the intersections with traffic lights, where cuts in the dunes exist providing beach access. When the UGH is closed to drivers, however, and additional people are drawn to the immediate dune area, there are more people, children,

³ Slide numbers 18, 19, and 22 in an SFCTA PowerPoint presentation from a March 27, 2021, District 4 Mobility Study Open House that it hosted with Supervisor Gordon Mar confirm the “major queueing” at most of these newly created traffic congestion areas that the closed UGH creates. (See <https://www.sfcta.org/sites/default/files/2021-03/D4%20Mobility%20Study%20Open%20House%20%28March%202021%29.pdf>.)

⁴ See <https://goldengateaudubon.org/conservation/snowy-plovers/beach-dune-ecosystem/>; <https://goldengatebirdalliance.org/conservation/snowy-plovers/>.

and dogs trampling through the dunes both in the traditional areas of high abuse as well as new locations, where people normally would not concentrate if the UGH were open to traffic. This statement, which is based on the reports of many Sunset District residents who live below the UGH and witness the activity on and near it every day, admittedly is anecdotal, although the National Park Service recently has recognized this as a legitimate concern. What is not anecdotal, however, is the math: More people recreating immediately adjacent to this sensitive ecosystem necessarily creates more disturbance and abuse of the dunes and the plants and animals that inhabit them. (Ex. 1, p. 2-3, 8-11.)

Street Safety: When open, the UGH is the safest north-south automobile route through the west side of the City, by far. It is a divided highway, with two lanes traveling in each direction. Even more significantly, because the UGH borders the ocean, there is no cross traffic. Intersections are where a large percentage of traffic accidents occur—about 40%—and according to the U.S. Department of Transportation, “more than 50 percent of the combined total of fatal and injury crashes occur at or near intersections.”⁵ Indeed, in response to a PRA request, the San Francisco Fire Department confirmed that it responded to only a single incident on the UGH involving a an automobile collision of any nature during all of 2017, 2018, 2019, and 2020 through April 2021. And the Sunset District Blueprint, first prepared by former District 4 Supervisor Katy Tang in 2015 (with subsequent annual updates) in collaboration with virtually every relevant city department and neighborhood group, aptly described what was then a newly repaved and bike lane-stripped Great Highway as "a safe and enjoyable north-south bicycle route through the Sunset District."⁶

⁵ See <https://highways.dot.gov/research/research-programs/safety/intersection-safety>. Naturally, at intersections the potential for cross-traffic (cars, bicycles, electric scooters, etc.) entering the intersection simultaneously—often with at least one traveling at high speed—exists. Making intersections even more dangerous, many fatalities occurs when a car turns right or left at an intersection, often across crosswalks where pedestrians have stepped out. See generally PowerPoint from Agenda Item 12 of April 27, 2021, SFCTA meeting (addressing many efforts to make intersections safer, including with regards to turns), found here: [PowerPoint Presentation \(sfcta.org\)](#).

⁶ See p. 53 (pdf p. 54) at: https://sfbos.org/sites/default/files/FileCenter/Documents/49717-final_sunset_blueprint_compressed.pdf.

When the UGH is closed, 17,600 to 19,900 daily drivers (pre-pandemic numbers) daily must detour out of their way and navigate through residential streets—with intersections at every block and drivers making left and right turns, and where kids are playing, other cars are backing out of driveways, parked cars are opening doors into traffic and pulling off curbs, etc.—or up Sloat or Lincoln to Sunset Boulevard or 19th Avenue, with four-way traffic lights at every intersection and on which frequent “bad” traffic collisions occur. Indeed, the Sunset District Blueprint also makes clear that the very streets onto which the closure now forces cars to detour, Lincoln, Sloat, Sunset Boulevard and 19th Avenue, and perhaps most significantly, the Lower Great Highway, are all particularly dangerous streets.⁷

It cannot be argued with a straight face that forcing 17,600-19,900 cars each day off the UGH and onto more hazardous routes, including through residential neighborhood, does not completely undermine the pedestrian/bicyclist safety goals of Vision Zero and make the streets of the Outer Sunset far less safe for residents and visitors. (See Ex. 1, pp. 6, 11-14, 16, 17, 22, 24.)

Evacuation/Emergency Response: The residents of the western side, and particularly the Richmond District, are largely boxed in. The recent Maui experience illustrated the horrors of poor evacuation options, and the UGH is designated by the City as a primary evacuation route for westside residents fleeing north or south.⁸ When it is closed, lives unquestionably are placed in peril.

Similarly, when the UGH is open, it is the preferred route for emergency responders on the west side needing to traverse between Sloat and Lincoln. In 2021 San Francisco’s Fire Marshal disclosed that the Slow Streets program, of which the UGH closure apparently is a part, has directly caused emergency response times to increase between 5 and 30 seconds on average. When the UGH is closed, emergency response times are delayed by far greater amounts than 5-30 seconds. While emergency response times may have increased by 5-30 seconds due to slow streets, it is important to keep in mind that these are

⁷ See *id.* at p. 52 (pdf p. 53).

⁸ See <https://sf.gov/sites/default/files/2022-06/838-ESF%201%20-%20Transportation%20Annex.pdf> at App. B (pdf. p. 31.)

averages. In most instances, an emergency responder will not be impacted by a closed street and there will be no delay at all. To come up with the average, this means that the delay, when there is one, will exceed the averages in many instances. With regards to the UGH specifically, not being able to traverse the *two-mile stretch* of unimpeded road having no cross traffic (a two-minute trip for an emergency vehicle with sirens blaring?), but instead having to detour through residential streets or up to Sunset, necessarily adds, conservatively, 3-6 minutes to the response time. (Ex. 1, pp. 17-20.)

Access to Coastal Zone: The primary parking area at Ocean Beach spans between just north of Lincoln to just below the Cliff House, which, not coincidentally, is also the most heavily used area of the beach itself (near Sloat, where a smaller parking lot exists, also sees heavy use). There is no question that for many people coming from the south (be it from parts of the City like Bayview and the Excelsior, or from Daly City, Pacifica, or further down the Peninsula/South Bay) seeking to access the northern end of Ocean Beach, or other Coastal Zone areas such as Sutro Baths, Sutro Heights Park, and even the western end of Golden Gate Park, the UGH is the most direct and convenient route. Similarly, for many traveling from the north seeking to access the beach near Sloat, the Zoo, Fort Funston, and Lake Merced, the UGH is the preferred route. When the UGH is closed, and such people must detour east and find alternative, longer routes, burning more fossil fuel and facing congestion points that the UGH closure causes, their access to these important coastal areas is significantly impeded.

Impact on Neighbors: Though some residents in the immediate vicinity of the UGH may enjoy its closure, for many, the impact is a nightmare. When the UGH is closed, the Lower Great Highway, La Playa, 48th Avenue, 46th Avenue, and 45th Avenue, experience a steady parade of daily cars each at levels that dwarf the pre-pandemic traffic volumes, despite the City's expensive mitigation efforts. Once-peaceful neighborhoods (or at least more peaceful ones) become major thoroughfares to new traffic, making it challenging (and unsafe) for many to back out of their driveways even. The exhaust fumes, which before were released on the elevated UGH somewhat away from homes, are now deposited

directly on the residents' doorsteps. Also particularly troubling is the added noise pollution. (Ex. 1, pp. 20-27.) Pre-UGH closure, it was essentially unheard of for large trucks, such as the trucks delivering food to Safeway (located on La Playa in the first block north of Golden Gate Park), to be seen on the Lower Great Highway in the wee hours of the night and early morning. Now, however, these loud trucks traverse that road as a matter of routine, often disturbing residents who are trying to sleep. (Ex. 1, p. 25.) In addition, car parades, and more disturbingly, packs of motorcycles that previously traversed the UGH, at least somewhat removed from the residents, have shifted to the Lower Great Highway due to the closure. (Ex. 1, p. 25.) Indeed, it is now a regular occurrence for packs of motorcyclists and other groups of automobile enthusiasts who used to traverse the UGH en mass on weekend to instead parade along the Lower Great Highway on which people live, rattling windows and shaking nerves as they pass by.

Legally, a CZP Should Be Denied

Taking discretionary action that undeniably leads to additional carbon emissions at this point in history, does damage to the beach-dune ecosystem, undermines Vision Zero, slows emergency response times and removes an important evacuation route, is detrimental to coastal access, and causes numerous negative externalities on residents is unjustifiable as a matter of moral principle. But it also runs afoul of law.

A CZP must be denied where it does not conform to the Local Coastal Program (LCP). (SF Plan. Code, § 330.52.) The UGH closure directly violates the Western Shoreline Area Plan (WSAP), which comprises part of the City's LCP. Policy 2.1 of Objective 2 of the WSAB is:

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 the beach.⁹

⁹ The WSAP is included as Exhibit 2.

This should be the end of the story. Closing the UGH to drivers is antithetical to and unreconcilable with the LCP, which calls for a four-lane highway to accommodate slow pleasure traffic. Notably, the UGH has always had multi-use paths running along both its eastern and western perimeters—paths that allowed harmonic use and access by everyone—and a bike lane that, when maintained, provides "a safe and enjoyable north-south bicycle route through the Sunset District."¹⁰ Under the LCP, it is these recreational trail and bike lanes that should be improved, but a UGH closure is forbidden. (See also WSAB, Objective 2, policy 2.3 [“provide for a continuation of the bicycle trail by and exclusive bicycle lane on **public streets** between the Great Highway and Point Lobos”].)

Under Objective 2, policy 2.5, and Objective 6, policy 6.2 of the WSAB, the dune ecosystem must be stabilized and protected. As described previously, turning the length of the UGH into a “playground” necessarily causes additional dune abuse and damage.

Objectives 3, 4, 5, 6, 7, 8, and 9 recognize the importance of the following recreational areas, respectively: Golden Gate Park, the Zoo, Lake Merced, Ocean Beach, Sutro Heights Park, Sutro Baths/Cliff House, and Ft. Funston. As discussed, a closed UGH make it far more difficult for people coming from the north to access those areas to the south, and vice versa.

Objective 11, policy 11.6 of the WSAB is: “Protect the neighborhood environment of the Richmond and Sunset residential areas from traffic and visitor impacts from the public using adjacent recreation and open space areas.” As discussed, a closed UGH runs roughshod over this policy.

Additionally, the California Coastal Act is violated by the UGH closure. Under Public Resources Code (PRC) section 30210, public access must be consistent with public safety, natural resource protection, and interests of private property owners.¹¹ Here, as noted immediately above, the closure **reduces** public

¹⁰ See p. 53 (pdf p. 54) at: https://sfbos.org/sites/default/files/FileCenter/Documents/49717-final_sunset_blueprint_compressed.pdf.

¹¹ Cited provisions of the Coastal Act are included as Exhibit 3.

access to key coastal zone areas. On top of that, and as discussed at length, a closed UGH: 1) makes the streets far less safe and undermines Vision Zero, does damage to the natural resources found in the beach-dune ecosystem, and subjects residents to increased traffic and safety hazards, increased noise pollution and carbon emissions, and diminished quality of life.

Under PRC section 30211, action that interferes with public access (such as to Ocean Beach, Ft. Funston, Sutro Baths, etc.) is prohibited. The 2-mile long UGH is roughly right in the middle of San Francisco's six-mile long Coastal Zone. Closing this roadway undeniably sufficiently impedes access to the northern and southern ends of the Coastal Zone.

Additionally, PRC section 30214(a)(3) reiterates that actions must consider the "fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses," and under subdivision (b), private property owners' rights must be balanced. Once again, a closed UGH damages the area's natural resources directly (the dunes) and all efforts to combat climate change more generally. Additionally, the negative externalities foisted on local residents is well-described. Bike lanes on the UGH should be improved, but a UGH closure is forbidden. (See also WSAB, Objective 2, Policy 2.3 ["provide for a continuation of the bicycle trail by and exclusive bicycle lane on public streets between the Great Highway and Point Lobos"].)

Conclusion

Closing a major 2-mile highway to drivers is a far cry from action to, e.g., turn a dilapidated area into a park, close a block or blocks of low-volume residential streets, or any other typical government action. Allowing people to recreate on an asphalt highway designed for traffic, without cars present, does nothing to increase beach access (unlike, e.g., would be the situation if the City wanted to allow people to drive and park their cars on the UGH itself, with the UGH otherwise remaining open to drivers). To the contrary, the closure provides no increased beach access (only access to an asphalt highway) and makes

access to many important areas of the coastal zone far more difficult. It undeniably forces drivers to log more vehicle miles traveled in less-fuel efficient conditions than exist on the UGH, creates new areas of greenhouse-gas-exacerbating traffic congestion, causes damage to a sensitive environmental area, forces drivers to be in their cars longer and on far more dangerous streets than the UGH (thus undermining Vision Zero), detrimentally impacts emergency response times and emergency evacuation, and causes great hardship on local neighborhood. The CZP should be denied.

Exhibit 1

TO: San Francisco Planning Commission

FROM: Charles Perkins, San Francisco

ISSUE: **Objection to Coastal Permit For Great Highway Closure**

DATE: November 9, 2023

The closure of the Upper Great Highway (UGH) to automobiles is a provable disaster from both an environmental and public safety standpoint. It indisputably has a net-negative environmental impact (which is the reason the closure proponents have done everything possible to avoid an EIR), undermines Vision Zero, and works inequities on more challenged communities, working class people, families, and persons with disabilities, among many others. I urge you to reject the requested coastal permit.

I. Background

The Upper Great Highway (UGH) is a two-mile unbroken stretch of road running north-south between Lincoln Way and Sloat Boulevard along the westernmost edge of San Francisco's Sunset District. It is a four-lane divided highway and, abutting the coastal sand dunes that span the entire UGH, experiences no cross-traffic. The UGH serves as a major commuter route for residents of the city's westside who work on the peninsula and further south, and for Bay Area residents who live to the south and work at places such as the Veteran's Hospital, and is the most efficient route of direct access for people going to or from the zoo, Lakeshore Plaza, the Legion of Honor, the Beach Chalet and the adjacent soccer fields, etc.; parents delivering children to school, youth sporting events, dance classes, and other events taking place on the city's westside; surfers traveling up and down the coast to "check out the waves"; and persons having a need to traverse the two miles between Lincoln and Sloat for an untold myriad of other purposes.

For years, the UGH has been bordered for its entire two-mile stretch on the east side by an adjacent paved multi-use walking/biking path, and on the west side by an adjacent dirt path.



[Stock photo taken an unknown time depicting typical UGH and eastern multi-use path usage]



[Post-UGH closure photo of eastern lanes of UGH and multi-use path running parallel to the UGH on the east side.]



[Stock photo showing adjacent parallel path to UGH on west side.]

Closure of the UGH is antithetical to the well-being of the environment, public safety and the compelling goal of eliminating all automobile-involved fatalities, and the health, welfare, and peaceful existence of many Bay Area residents.

II. Each Day the UGH is Closed to Drivers Undeniably Causes an Indefensible, Significant Increase in Greenhouse Gasses and Significant Other Harms to the Coastal Environment

A. Carbon emissions

The concept that climate change is an existential threat to the planet, and that greenhouse gasses should be reduced to the fullest extent possible, goes without saying. It *should* also go without saying that *any discretionary action that functions to increase carbon emissions at this point in history is unacceptable*. Government action related to roads should be designed to *decrease* vehicle miles traveled, not increase them, and government should be focused on getting drivers into electric vehicles, which every reputable study recognizes is the best way to combat climate change.

On November 21, 2020, SFCTA and then-Supervisor Gordon Mar hosted a “virtual town hall” on the future of the UGH. The presenters noted that SFTCA statistics show that pre-pandemic, 17,600-19,900 automobiles traversed the UGH every single day on average, the higher end of the range falling on

weekends.¹ The Great Highway is, as name denotes, a highway. There is no parking along it, no shops or restaurants, no bus stops, and no nearby train lines running north-south. It is a highway used by 17,600-19,900 drivers daily who have a need to traverse the two-mile stretch between Lincoln and Sloat for work, errands, child responsibilities, doctors' appointments, leisure purposes, and a myriad of other reasons.² Each day the UGH is closed, those same 17,600-19,900 daily drivers now must detour out of their way, either to Sunset Boulevard (0.7 miles east), 19th Avenue (1.7 miles east), or through residential neighborhoods.

The upshot of this is that 17,600-19,900 daily drivers must spend significantly longer times behind the wheel, putting additional miles on the odometer, leading to massive amounts of additional greenhouse gasses being released into the atmosphere each day based on the additional mileage alone. (Even if usage has changed some since the pandemic, there is no question that a significant number of drivers use the UGH each day it is open.) Estimating a metric recognized by the Bay Area Air Quality Control Management District and the California Environmental Protection Agency, a competent and qualified researcher recently analyzed the impact of the UGH closure on daily carbon emissions based simply on the additional mileage as follows (using an estimate of two additional miles of driving):

20k vehicles driving just a couple of miles . . . generates more than 16 metric tons of greenhouse gases . . .

20,000 vehicle/day * 2 miles = 40,000 Vehicle Miles Traveled (VMT)

40,000 VMT * 411 grams/VMT/1,000,000 = 16.44 metric tons (411 g/vmt is EPA estimate, 2014)³

It is certainly possible that the 16.44 metric ton estimate of additional greenhouse gasses generated by the UGH closure, which is based on additional miles driven alone, is high, as the average diverted driver may not travel two full additional miles. More likely though, the estimate is low. For one thing, it does not account for the thousands of people who travel by car to the UGH each week from points afar, perhaps drawn by the Recreation and Parks Department's (RPD) promotional efforts,⁴ to walk or ride

¹ See PowerPoint presentation from 11/21/20 meeting, slide #12, found here:

<https://www.sfcta.org/sites/default/files/2020-11/D4%20Mobility%20Great%20Highway%20Town%20Hall%20Slides%20%28November%202020%29.pdf>. In a November 10, 2020, memo from Supervisor Mar to MTA Director Tumlin and the SFMTA Board of Directors obtained through a PRA request, Supervisor Mar stated that "tens of thousands of daily vehicles" drove on the UGH before the closure, and noted that the need to account for all of the diverted traffic will increase as the pandemic wanes. And a March 22, 2021, text message from Supervisor Mar's staff obtained through a Public Records Act request notes that data shows that the UGH "closure will increase traffic flow to [L]ake Merced [a route many diverted cars now must travel] by 20k cars," although that information was "not yet public."

² Again, the 17,600-19,900 daily driver calculation was based on pre-pandemic numbers.

³ The researcher also noted that, global warming aside, health risks increase dramatically when nearby residents are subjected to additional amounts of these greenhouse gases and toxic clouds containing "large amounts carbon monoxide, nitric oxide, and ultra fine particles," which, according to the World Health Organization, are associated with increased risk of cardiovascular death, respiratory mortality, asthma, low birth weights, childhood cancer, lung cancer and many other adverse health risks.

⁴ See here: <https://web.archive.org/web/20210227132014/https://sfrecpark.org/1555/The-Great-Walkway>. As can be seen, this recovered webpage is essentially a Recreation and Parks Department (RPD) propaganda piece promoting permanent closure of the UGH. After the RPD was accused of wrongfully expending public resources to

bikes there. People driving to the UGH is a common occurrence. But more significantly, the estimate does not account for one highly significant fact: fuel efficiency. *Based on virtually every recognized metric, the UGH offers ideal driving conditions for fuel conservation purposes.* It is indisputable that maintaining a steady speed of under 50 miles per hour, and avoiding starting and stopping, accelerating and braking, and idling, is the most fuel-efficient way to drive a car.⁵ Again, the UGH has no cross-traffic and historically, the traffic lights positioned every two blocks have been timed such that by maintaining a steady 32-35 miles per hours (the speed limit is 35 mph), a driver can traverse the two miles between Lincoln and Sloat without ever coming to a stop.⁶

Now, however, the 17,600-19,900 are forced to divert onto streets having cross-traffic at every block (thus requiring a safe driver to, at minimum, brake at each approach), and a stop sign or stoplight at every or every-other block (thus requiring drivers to brake to a complete stop and then accelerate up again each time). And equally troubling, the UGH closure has led to significant routine congestion and even gridlock where it never existed before, or never existed routinely, which may be the *least efficient* driving conditions from a fuel-consumption perspective. With the UGH closed, new congestion/gridlock or new heightened levels of these conditions are now seen routinely on the Lower Great Highway (probably the top alternative route used by diverted drivers); residential streets mostly between 45th Avenue and the Lower Great Highway; the Lincoln intersections at the UGH, Lower Great Highway, La Playa, 46th Avenue, 41st Avenue, 36th and 37th Avenues (onto and off of Sunset Boulevard), and even as far east and 19th Avenue; the Sloat intersections at UGH, 48th Avenue, 45th Avenue, 36th and 37th Avenues, and Skyline Boulevard; Chain of Lakes Drive through Golden Gate Park; and Crossover Drive traversing the park between Fulton and Lincoln.⁷

Cars may be the top cause of carbon emissions, and closing the UGH to cars indisputably means that most of the 17,600-19,900 daily drivers will spend more time in their vehicles, with their motors running, driving further distances in less fuel-efficient driving conditions. Any discretionary action that undeniably causes a significant amount of additional greenhouse gasses to be released into the atmosphere every day is antithetical to just every rationale concept of combatting carbon emissions, including that Vehicle Miles Traveled should be minimized whenever possible.

advocate through this webpage for one side only of a highly charged political issue, RPD “toned down” its advocacy, slightly. (See <https://sfrecpark.org/1555/The-Great-Walkway>.)

⁵ To the extent this statement of fact needs substantiating, please see the U.S. Department of Energy Alternative Fuels Data Center (https://afdc.energy.gov/conserves/behavior_techniques.html) and Natural Resources Canada (<https://www.nrcan.gc.ca/energy-efficiency/transportation-alternative-fuels/personal-vehicles/fuel-efficient-driving-techniques/21038>).

⁶ Indeed, many regular users set their cruise control at such a speed, thereby making make all the lights on green.

⁷ Slide numbers 18, 19, and 22 in an SFCTA PowerPoint presentation from a March 27, 2021, District 4 Mobility Study Open House that it hosted with Supervisor Mar confirm the “major queueing” at most of these newly created traffic congestion areas that the closed UGH creates. (See

<https://www.sfcta.org/sites/default/files/2021-03/D4%20Mobility%20Study%20Open%20House%20%28March%202021%29.pdf>.)



[Gridlock as drivers unable to enter the UGH at Sloat detour east to 45th Avenue]



[Gridlock on Chain of Lakes when the UGH is closed has become far more routine]



[A new norm: People driving cars to the closed UGH to walk or ride bikes]

B. Significant harm to coastal environment

Immediately west of the UGH, hovering above the sandy beach below, is a two-mile stretch of what the Golden Gate Audubon Society calls a Beach Dune Ecosystem, which it describes as:

one of the most sensitive and declining habitat types on the West Coast. It's home to numerous species of plants and animals, each occupying a precise niche. Human threats to the beach-dune ecosystem include . . . litter and pollution, disturbance and habitat loss.

Though on the margins of a world-class metropolis, San Francisco's coastal areas still retain functioning ecosystems with plants and animals that struggle to survive the many urban pressures. Some species like the Snowy Plover, Brown Pelican, and San Francisco Lessingia are on the federal Endangered Species List. Others such as the Long-billed Curlew, Whimbrel, Sanderling, Heermann's Gull and Elegant Tern are also vulnerable and are species of concern.

Beachgoers can unknowingly harm this sensitive ecosystem by disturbing wildlife, contributing to erosion and fostering predators. Through public education, awareness, and good

stewardship practices, we can achieve a balance that will accommodate people as well as wildlife.⁸

As to the endangered snowy plover specifically, elsewhere the Golden Gate Audubon Society notes:

Because Snowy Plovers live in areas that are also popular locations for human recreation, there is often the potential for frequent disturbance. Recreational activities such as jogging, dog walking, ball games and kite flying are common sources of disturbance.⁹

San Francisco *should* be a steward our natural resources and seek to safeguard them for present and future generations. Strategies for achieving this goal *should* include protecting wildlands and waterways to provide large and connected habitats in all ecosystems that will withstand climate change, and also provide suitable habitat for the protection and restoration of rare and endangered species. Land use *should* be environmentally sensitive.

There is no question that with the UGH closed, significant numbers of additional people and dogs cause significant disturbance to the sensitive dune ecosystem. It has always been the case that some people will trollop through the sand dunes, and it is not uncommon to see children playing in and on the dunes and dogs rooting around in these sensitive areas. Though this always has happened throughout the entire two-mile stretch, historically, the abuse to the dunes tended to be concentrated at the intersections with traffic lights, where cuts in the dunes exist providing beach access. When the UGH is closed to drivers, however, and additional people are drawn to the area, there are more people, children, and dogs trampling through the dunes both in the traditional areas of high abuse as well as new locations, where people normally would not concentrate if the UGH were open to traffic. This statement, which is based on the reports of many Sunset District residents who live below the UGH and witness the activity on and near it every day, admittedly is anecdotal, although the National Park Service recently has recognized this as a legitimate concern. What is not anecdotal, however, is the math: More people recreating immediately adjacent to this sensitive ecosystem necessarily creates more disturbance and abuse of the dunes and the plants and animals that inhabit them.

Finally, and again anecdotally, the level of trash and litter has increased markedly since the UGH has been closed to drivers at times. But again, anecdote aside, there is no question that bringing additional persons every month to this highly sensitive ecosystem necessarily increases not only the potential for but actual incidence of additional trash and other pollution.

The sand dunes at Ocean Beach are part of an incredibly important ecosystem that already is “one of the most sensitive and declining habitat types on the West Coast.” The UGH lies directly underneath this ecosystem, literally in its shadow. Unnecessarily drawing many additional people to the location each month necessarily creates additional disturbance to these dunes by virtue of the added volume of users alone.

⁸ See <https://goldengateaudubon.org/conservation/snowy-plovers/beach-dune-ecosystem/>.

⁹ See <https://goldengateaudubon.org/conservation/snowy-plovers/>



[The Beach Dune Ecosystem post-closure]



[More people are drawn to the vicinity of the closed UGH, with a noticeable and significant uptick in litter]



[Middle-beach “parties” in the sand dunes have become more common since the UGH became a place for people to congregate]



[Many more trampled trails through the dunes since the closure]



[Many new footpaths through the dune ecosystem since the UGH closure]

III. Closure of the UGH Causes the Streets of the Sunset District To Be Far More Dangerous to Pedestrians, Bicyclists, and Drivers, Inevitably Leading to Additional Injuries and Deaths Over Time, and also Causes Slowed Emergency Response Times, Putting Everyone on the City’s Westside at Greater Risk

A. Forcing 17,600-19,900 daily drivers to detour off the relative safe UGH onto residential streets or other more dangerous routes creates an unacceptable, unnecessary risk to public safety

San Francisco’s Vision Zero program seeks to eliminate traffic-related fatalities.¹⁰ When open, the UGH is the safest north-south automobile route through the west side of the City, by far. It is a *divided* highway, with two lanes traveling in each direction. Even more significantly, because the UGH borders the ocean, there is no cross traffic. Intersections are where a large percentage of traffic accidents occur—about 40%—and according to the U.S. Department of Transportation, “more than 50 percent of the combined total of fatal and injury crashes occur at or near intersections.”¹¹ Indeed, in response to a PRA request, *the San Francisco Fire Department confirmed that it responded to only a single incident on the UGH involving a an automobile collision of any nature during all of 2017, 2018, 2019, and 2020*

¹⁰ See <https://www.sfcta.org/policies/vision-zero>.

¹¹ See <https://highways.dot.gov/research/research-programs/safety/intersection-safety>. Naturally, at intersections the potential for cross-traffic (cars, bicycles, electric scooters, etc.) entering the intersection simultaneously—often with at least one traveling at high speed—exists. Making intersections even more dangerous, and as emphasized at a recent Vision Zero presentation to the SFCTA, many fatalities occurs when a car turns right or left at an intersection, often across crosswalks where pedestrians have stepped out. See generally PowerPoint from Agenda Item 12 of April 27, 2021, SFCTA meeting (addressing many efforts to make intersections safer, including with regards to turns), found here: [PowerPoint Presentation \(sfcta.org\)](#).

through the initial closure of the UGH in April 2021.¹² And the Sunset District Blueprint, first prepared by former District 4 Supervisor Katy Tang in 2015 (with subsequent annual updates) in collaboration with virtually every relevant city department and neighborhood group, aptly described what was then a newly repaved and bike lane-stripped Great Highway as "a safe and enjoyable north-south bicycle route through the Sunset District."¹³

When the UGH is open to drivers, it serves its function as a safe and convenient road on which to traverse the western half of the City, historically to virtually everyone's satisfaction and with little complaint.¹⁴ In fact, statistics prove it is the safest two-mile stretch of roadway anywhere in San Francisco. When it is closed, however, 17,600 to 19,900 drivers each day must detour out of their way and navigate alternate routes between Sloat and Lincoln. Many of these drivers now make their way through residential streets, with intersections at every block and drivers are making left and right turns, and where kids are playing, other cars are backing out of driveways, parked cars are opening doors into traffic and pulling off curbs, etc. Others drive up Sloat or Lincoln to Sunset Boulevard, or even as far east as 19th Avenue, both of which have been identified as Vision Zero high injury corridors, with four-way traffic lights at every intersection and on which frequent "bad" traffic collisions occur. Indeed, the Sunset District Blueprint also makes clear that the very streets onto which the closure now forces cars to detour, Lincoln, Sloat, Sunset Boulevard and 19th Avenue, and perhaps most significantly, the Lower Great Highway, are all particularly dangerous streets.¹⁵

There is zero question that routinely closing the UGH will cause (and already has caused), additional traffic accidents, injuries, and deaths; it is not even debatable.¹⁶ For one thing, by forcing drivers to detour out of their way, they necessarily spend more time in their cars and, as any auto insurance underwriter will confirm, more time behind the wheel necessarily means more accidents.

But more directly, forcing 17,600 to 19,900 additional drivers each day of closure off the divided UGH and onto undivided surface streets having far more driving hazards, passing by schools, parks, commercial areas, and houses, also necessarily means more accidents. Some of these drivers will be conscientious, faultless individuals, but an accident will occur nonetheless as, for example, a child runs out from behind a parked car to chase a ball that rolls into the street, or a pedestrian or bicyclist acts carelessly. (The increased number of cars makes it more likely that the timing of the child's pursuit or a pedestrian's negligence, and the car's passing, will coincide.) Many of the re-routed drivers, however, will be distracted because that is an unfortunate, but foreseeable, fact of life. Others will be scofflaws,

¹² In an apparent effort to mask the exceptionally safe nature of the UGH, the SFCTA, at its March 27, 2021, District 4 Mobility Study Open House, lumped the UGH together with two far more dangerous streets, Lower Great Highway and La Playa, and asserted that there were "[a]bout 5-6 collisions per year" on these three streets between 2016 and 2020. (See slide #15 at <https://www.sfcta.org/sites/default/files/2021-03/D4%20Mobility%20Study%20Open%20House%20%28March%202021%29.pdf>.)

¹³ See p. 53 (pdf p. 54) at: https://sfbos.org/sites/default/files/FileCenter/Documents/49717-final_sunset_blueprint_compressed.pdf.

¹⁴ As noted, multi-use recreational paths have always existed on both sides of the UGH and all pedestrians, walkers, runners, bicyclists and drivers were able to enjoy and use the westernmost stretch of the City between Sloat and Lincoln to everyone's satisfaction and without complaint.

¹⁵ See *id.* at p. 52 (pdf p. 53).

¹⁶ For example, slide #15 referenced in footnote 12, above, notes that although there were one-third fewer automobile accidents overall during the pandemic (clearly due to fewer drivers on the road), the number of accidents on Lower Great Highway and La Playa—two primary detour routes—remained unchanged.

who speed, run stop signs, etc.; another unfortunate but foreseeable fact. Many will be angry and frustrated by the burdensome detours they are forced to make and will be less attentive and in a greater rush as a result; a bad state of being for any driver but another inevitable result of the UGH closure. To be sure, when the UGH is open to cars, those same drivers who are inattentive, speed, are distracted, etc. will still traverse the westside between Sloat and Lincoln. But from a public safety perspective, it is far preferable that they do so on the divided, intersection-free UGH, where there is far less opportunity for accidents than exists on residential streets.

There also is zero question that traffic “calming” or “mitigation” measures, which to date has been the City’s effort to address the necessarily admitted fact that a closed UGH creates unsafe street conditions needing mitigation, while possibly reducing the risks slightly, cannot come close to offsetting the extreme dangers of forcing 17,600-19,900 cars each day off of the relatively safe UGH onto far more hazardous streets. Notably, almost immediately following the closure, residents, who saw their once-peaceful streets become new thoroughfares to traffic, began complaining. The city responded by spending massive amounts of money on mitigation measures, such as installation of speed bumps and new stop and no-turn signs. Although the cost of those initial 2020 efforts is not currently known, in February 2021, the Board of Supervisors allocated another \$500,000 in Proposition K funds to study the traffic congestion and safety hazards the closed UGH creates and implement additional mitigation measures. *And now, in its effort to secure a coastal permit, RPD states that it plans to spend even more money trying to mitigate to some degree the additional risks to public safety that it directly causes by closing the UGH. **Spending more money on discretionary projects like this to try to reduce the problems the project itself creates, at a time when the City revenue is plummeting and harsh spending cuts are undeniably coming is unjustifiable.***¹⁷

Again, however, the reality is that forcing nearly 20,000 cars each day (again, pre-pandemic numbers, but a significant number even today) off a highway and onto more dangerous and residential streets creates dangers that cannot be mitigated. Supervisor Mar recognized as much on the record at an April 27, 2021, SFCTA board meeting:

I am concerned over the number of fatalities that have continued this year despite all the Vision Zero actions that have been taken and are currently in motion, and I'm especially concerned about the increased traffic volume on our streets as we continue to reopen our economy, our schools, and our civil life in the coming months. This concern certainly applies to the temporary closure of the Great Highway for recreation during the pandemic, which many commenters have focused on. *While the traffic calming and slowing measures installed on the Great Highway in the last few months were very much needing even prior to the pandemic and prior to the repurposing of the Upper Great Highway, they are inadequate to mitigate the increased traffic volume in the coming months.* In fact, just this morning, a senior was struck on the corner of 44

¹⁷ Most objective observers would agree that crime in San Francisco is at an unacceptable level currently, and Supervisor Dorsey recently proposed a charter amendment that would allow for more police officers on the street. Due to funding concerns, Supervisor Safai proposed an amendment under which additional officers could be hired only if San Franciscans pay more taxes to cover the cost.

and Ulloa. So for me, Vision Zero and safety on our streets in the Outer Sunset and Parkside needs to be a matter of discussion.¹⁸

The UGH is far and away the safest north-south route between Lincoln and Sloat. It cannot be argued with a straight face that diverting 17,600-19,900 cars each day off the UGH and onto more hazardous routes does not completely undermine the pedestrian/bicyclist safety goals of Vision Zero.

¹⁸ A rough transcript of the April 27, 2021, hearing is found here:
https://sanfrancisco.granicus.com/TranscriptViewer.php?view_id=24&clip_id=38408



[Typical post-closure parade of cars seen on streets running parallel to UGH]



[Accident between car and motorcycle that occurred on February 19, 2021, on Lincoln and 48th Avenue due to the chaos created by the closed UGH. Here, an eastbound truck crosses the median into the westbound lanes to avoid the body in the road.]



[January 2021 rollover accident in the 1800 block of Lower Great Highway, the same location where on Christmas Eve, 2020, a motorcycle with two riders launched over a newly installed speed bump and crashed]

B. The UGH closure has and will continue to impede emergency response times near the ocean and eliminates the primary designated evacuation route for residents

In 2021 San Francisco's Fire Marshal disclosed that the Slow Streets program, of which the UGH closure apparently is a part, has directly caused emergency response times to increase between 5 and 30 seconds on average. When the UGH is closed, emergency response times are delayed by far greater amounts than 5-30 seconds. While emergency response times may have increased by 5-30 seconds due to slow streets, it is important to keep in mind that these are averages. In most instances, an emergency responder will not be impacted by a closed street and there will be no delay at all. To come up with the average, this means that the delay, when there is one, will exceed the averages in many instances. With regards to the UGH specifically, not being able to traverse the two-mile stretch of unimpeded road having no cross traffic (a two-minute trip for an emergency vehicle with sirens blaring?), but instead having to detour through residential streets or up to Sunset, necessarily adds, conservatively, 3-6 minutes to the response time.

When the UGH is open, it is the preferred route for emergency responders on the west side needing to traverse between Sloat and Lincoln. To the extent there's any question, just ask them. Or simply observe with one's own eyes; when the highway is open, fire trucks, ambulances, etc. use it every time, and never drop down to the Lower Great Highway. When it's closed, however, emergency vehicles routinely use the much slower LGH. It is possible that all emergency responders in the city have some sort of "skeleton key" that would allow them to open the locked gates that now bar vehicle access on the UGH when it is closed. Even in that case, however, an ambulance, for example, having to stop at the locked gate, with an emergency responder needing to get out and find the right the key to unlock and then open the gate, and then rush back into the vehicle so that the ambulance can be on its way, necessarily loses critical time in an emergency response. But it appears that emergency responders may

not have skeleton keys because as noted above, they routinely use the LGH when the UGH is closed (or perhaps they have determined that opening the gate would cause even greater delay).

Case in point is the events of Sunday, May 23, 2021. On that date, San Francisco Fire Station 23—which services the beach area in the Outer Sunset—received an alarm call at 4:54 p.m. about two swimmers in distress in the water at Ocean Beach near Taraval. Station 23 is located at 1348 45th Avenue, half a block off Lincoln and 5 blocks from the UGH. Had the gate in the southbound lane of the UGH at Lincoln--the lane closest to the water--not been locked, the emergency responders could have left the fire house, turned left on Lincoln, traveled the five blocks, turned left onto the UGH, and been at the scene in maybe 90 seconds, 2 minutes tops. As shown in the photos below, however, because the UGH was closed, the responders instead had to travel south on the much slower Lower Great Highway to Sloat, at reduced speed to account for the speed bumps that exist the entire route and other hazards, enter the westernmost lanes of the Great Highway at Sloat, and then backtrack north to Taraval going what ordinarily would be against traffic (the gates are locked at each end of the UGH only on the side cars ordinarily would enter). From this, it appears that Station 23 did not have a key to open the locked gate at all (or else it concluded that the detoured route along the Lower Great Highway would still be faster than having to deal with the locked gate).

On a related note, the perimeter of San Francisco County is approximately 75% water. There is an ocean on one side, and bridges on two sides. The best way for anyone to evacuate or escape the city in the event of mass need is to head south. In fact, the UGH is designated a primary evacuation route in the City's emergency response plan. Yet in the event of a non-tsunami emergency (if tsunami, it probably is advisable to avoid the coast), a closed UGH eliminates a major emergency evacuation artery for the people of San Francisco, which is an unacceptable result given the discretionary nature of the closure decision.

The UGH, when open, is a two-mile stretch of road that affords the fastest route for responders to traverse the city's west side. With its discretionary closure, emergency response times necessarily are expanded, significantly. Additionally, persons needing to flee due to an emergency—as the many residents in Maui recently had to do—are trapped with the UGH is closed. This is an unacceptable result.



[Station 23 engine responding to a call on the UGH near Taraval forced to detour onto much slower Lower Great Highway on May 23, 2021, and travel all the way to Sloat due to the UGH closure]



[May 23, 2021: Fire engines forced to enter UGH at Sloat and travel what ordinarily would be against traffic in order to reach Taraval]

IV. The inequities of a Closed UGH are Manifest, and many Local Residents are Forced to Endure Unwarranted Health and Safety Risks

In 2021, in connection with an RPD and SFMTA effort to close the UGH, District 1 Supervisor Connie Chan commented publicly that there has been no “equity in outreach efforts to constituents, including language and cultural competent outreach,” and that the lack of any “effort for equitable outreach and transparency” has fostered mistrust of government and “pitt[ed westside residents] against one another.” The behind-closed-doors inequitable processes have continued to this day, and a closed UGH continues to upend the peaceful existence of many westside residents and unnecessarily subject them to increased risks to their health and safety. Fortunately for me, I do not live in the immediate vicinity of the UGH and do not directly experience the negative impacts when the UGH is closed, but no San Franciscan should be forced to inhale significant amounts of toxic fumes and see their neighborhood become more dangerous and less enjoyable so that others can elect to walk in the middle of a street when safe multi-use paths already exist and Golden Gate Park itself abuts the UGH already.

To be sure, the diversion of 17,600-19,000 cars every day the UGH is closed onto alternative routes, including residential streets, has wreaked havoc on the lives of many westside residents. Immediately upon closure, thousands and thousands of diverted cars flooded onto the Lower Great Highway, which is

lined with residential housing, and onto the other nearby parallel residential streets, such as La Playa and 48th Avenue.¹⁹ Overnight, local residents saw their once-peaceful (or at least more peaceful) neighborhoods become major thoroughfares to new traffic, making it challenging (and unsafe) for many to back out of their driveways even.

Continuing to this day, the residential streets in the westernmost part of the Sunset District are less peaceful and more dangerous because the UGH is closed to cars, and that will not change as long as it remains closed on any particular day. The Lower Great Highway, La Playa, 48th Avenue, 46th Avenue, and 45th Avenue, most particularly, continue to experience a steady parade of daily cars each day the UGH is closed at levels that dwarf the pre-pandemic traffic volumes, despite the expensive mitigation efforts.

In addition to the generalized unpleasantness of all the additional traffic, and the heightened potential for additional pedestrian/child, bicyclist, and automobile accidents it creates, residents are directly harmed in many additional ways. Crossing the street on foot or backing out of one's driveway has become a dangerous challenge to some, and many accidents have occurred already that would not have taken place were the UGH open. For example, one couple that has lived on 48th Avenue near Taraval for 35 years, without ever personally experiencing an accident in front of their house, has had its car struck by other drivers *on two different occasions while the UGH has been closed*, the facts of both incidents directly related to the parade of diverted cars the closed UGH causes. Similar examples can be cited by many, in addition to numerous observations of third-party collisions and wrecks on the streets to which traffic now diverts.

¹⁹ At the virtual town hall hosted by SFCTA and Supervisor Mar on November 21, 2020, SFCTA shared that during a sampled week in October 2020, between 5,000 and 5,600 cars each day traveled along the Lower Great Highway alone. (See slide #13 at: <https://www.sfcta.org/sites/default/files/2020-11/D4%20Mobility%20Great%20Highway%20Town%20Hall%20Slides%20%28November%202020%29.pdf>.)



[Post-UGH closure accident at Lower Great Highway and Quintara]



[A typical day on the Lower Great Highway when the UGH is closed to cars]



[January 2021 accident on Lower Great Highway at Santiago]



[Diverted traffic forced to flood through the congested Lower Great Highway]

It is not simply the increased volume of traffic with all its attendant dangers that is troubling. The exhaust fumes, which before were released on the elevated UGH somewhat away from homes, are now deposited directly on the residents' doorsteps. Also particularly troubling is the added noise pollution. Pre-UGH closure, it was essentially unheard of for large trucks, such as the trucks delivering food to Safeway (located on La Playa in the first block north of Golden Gate Park), to be seen on the Lower Great Highway in the wee hours of the night and early morning. Now, however, these loud trucks traverse that road as a matter of routine, often disturbing residents who are trying to sleep. In addition, car parades, and more disturbingly, packs of motorcycles that previously traversed the UGH, at least somewhat removed from the residents, have shifted to the Lower Great Highway due to the closure. Indeed, it is now a regular occurrence for packs of motorcyclists and other packs of automobile enthusiasts who used to traverse the UGH en mass on weekend to parade along the Lower Great Highway instead, rattling windows and shaking nerves as they pass by.



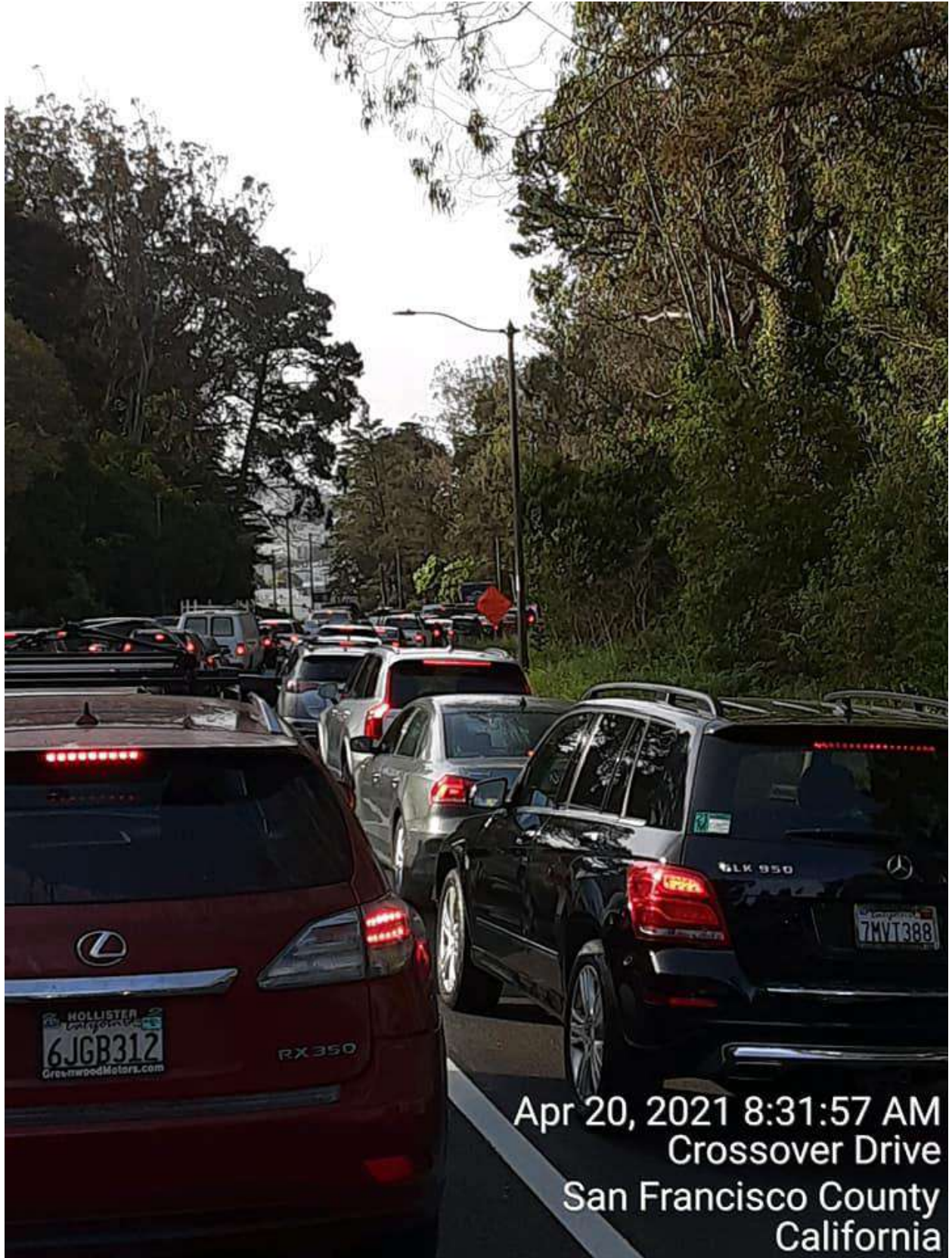
[Many large trucks like this (and airport shuttles) now traverse the Lower Great Highway at all hours of day. The roadway was not designed for large trucks, evidenced by the fact that a Safeway truck just like the one depicted took down a power line at Lower Great Highway and Ortega just a few months ago]



[With the UGH closed, motorcycle and dirt bike packs regular travel the Lower Great Highway]

Finally, as discussed in connection with the added carbon emissions the UGH closure generates, the closed highway forces drivers in the westernmost edges of the city to spend far longer periods of time in their cars, often in frustrating driving conditions. Whether it's families trying to get to and from the zoo, people coming from Pacifica or Daly City to enjoy Ocean Beach below the Cliff House or Golden Gate Park, parents delivering children to lessons, classes or ballfields (such as the Beach Chalet Soccer Fields or South Sunset playground/fields), surfers finishing a session in the water off Sloat and heading back to their homes in the Richmond District, Marin County, or other points north, commuters, or drivers in an untold number of other scenarios, people now are forced to spend significant additional amount of time driving (having to leave their homes earlier in the case of an appointment or school/class/game/etc. with a designated start time), *resulting in less opportunity for family time, recreation, sleep, exercise, and other activities*. As noted, in addition to having to travel further, and as SFCTA acknowledges,²⁰ the closed UGH has created significant congestion and even gridlock that residents must endure at various new "pressure points" that the closure has caused (e.g., Chain of Lakes, Lincoln and Great Highway, Sloat and Sunset). With regard to employment, San Francisco residents who commute south on days the UGH is closed (and persons who travel into the westside of the City from the peninsula and other points south) have seen their commute times increase radically. *Richmond District residents have reported that the closure adds 25 minutes to their daily roundtrip commute on days the UGH is closed.*

²⁰ See slide #24 from SFCTA PowerPoint presentation from a March 27, 2021, virtual open house, found here: <https://www.sfcta.org/sites/default/files/2021-03/D4%20Mobility%20Study%20Open%20House%20%28March%202021%29.pdf>.



Apr 20, 2021 8:31:57 AM
Crossover Drive
San Francisco County
California

[Many Richmond District commuters are forced to use the already massively impacted Crossover Drive]



[Cars forced to detour east up Lincoln with UGH closed]

The bottom line here is that in addition to the environmental and the Vision Zero and related safety concerns of the local community, numerous residents of the city's western half have experienced major disruptions to their peaceful existences by having their streets transformed into new thoroughfares, with associated health hazards caused by exhaust, and noise. Many San Francisco and Bay Area residents also must spend more time driving with less time for truly productive endeavors, solely because the UGH is closed to cars on certain days.

V. Conclusion

San Francisco routinely holds itself out as a champion of the environment and of street safety. Each day the UGH is closed to drivers, however, massive additional amounts of toxic gasses are released into the atmosphere at a time when climate change presents a real and present danger to the future of the planet, a protected and important beach dune ecosystem is subjected to significant additional abuse, the risk of injury or death due to automobile-involved collision rises dramatically, a designated evacuation route is rendered inaccessible and emergency response times are significantly delayed, and

residents are forced to endure additional threats to their health and peaceful existence. This is antithetical to the City's purported goals and values. The request for a coastal development permit should be rejected.

Exhibit 2

Western Shoreline Area Plan

INTRODUCTION

The conservation of the California coast has always been of interest and concern to San Francisco. From the early years of the city's history, the coastal beach and cliff areas have been an important recreational and natural resource to the people of San Francisco and the Bay Area. There has always been an intense interest among the city's citizens in maintaining the area for the use and enjoyment of the public. This position was underscored by the enthusiastic participation of the City in establishing the Golden Gate National Recreation Area and the overwhelming voter support for Proposition 20 in 1972 which led to the passage of the Coastal Act of 1976. Pursuant to that act San Francisco prepared a Local Coastal Program adopted by the City Planning Commission, and the Board of Supervisors, and certified by the California Coastal Commission on April 26, 1984.

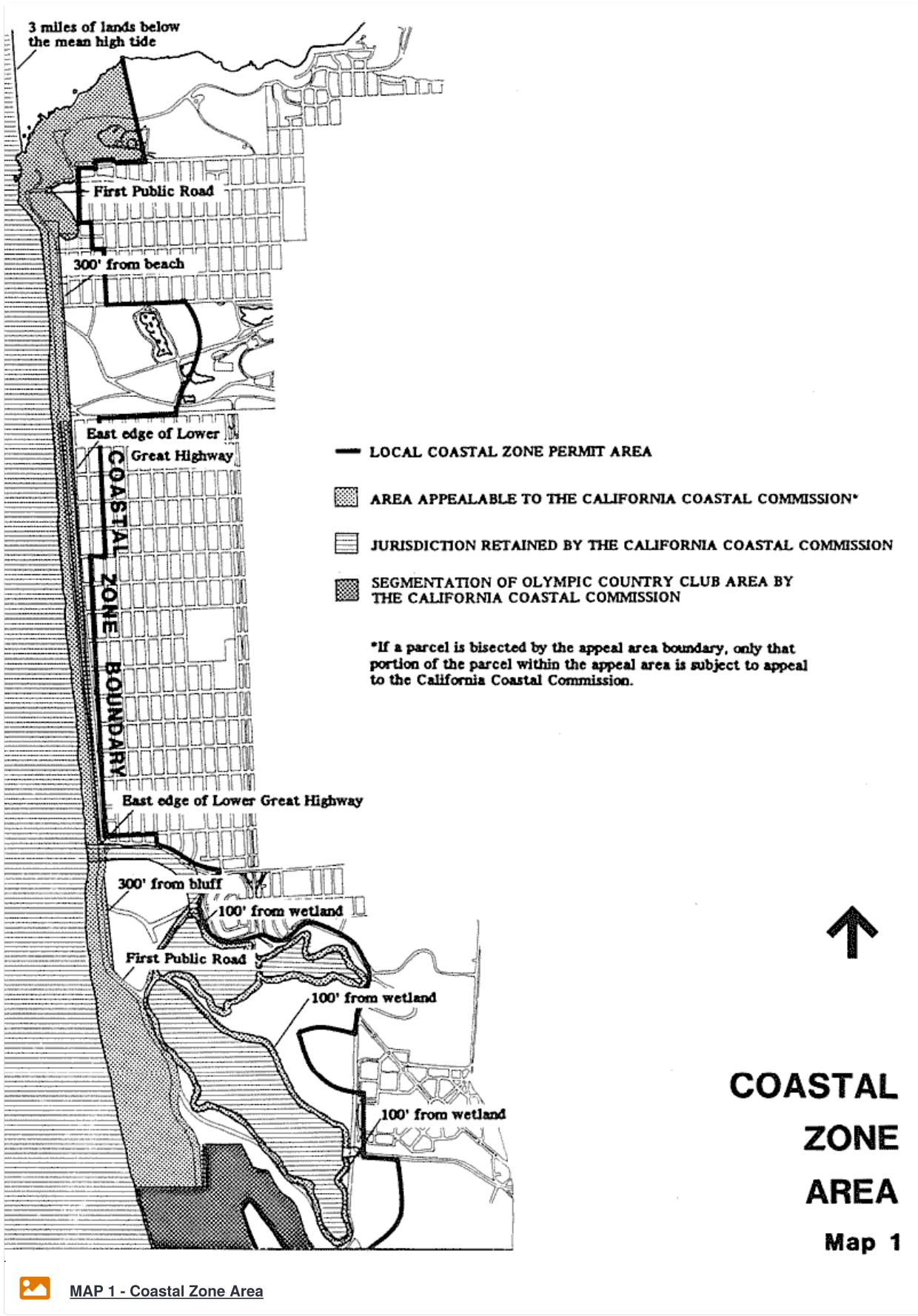
The City Planning Commission is responsible for adopting and maintaining a comprehensive long-term general plan for future development of the City and County of San Francisco known as the Master Plan. The Plan is divided into a number of functional elements, including Urban Design, Residence, Recreation and Open Space, Commerce and Industry, Environmental Protection, Transportation, and a number of subarea plans, including the Civic Center Plan, Northeastern Waterfront Plan and the Central Waterfront Plan.

The policies of the Local Coastal Program, together with the addition of summary objectives to the various section readings to make it compatible with other area plans, are being incorporated in the City's Master Plan, as an area plan under the title Western Shoreline Plan.

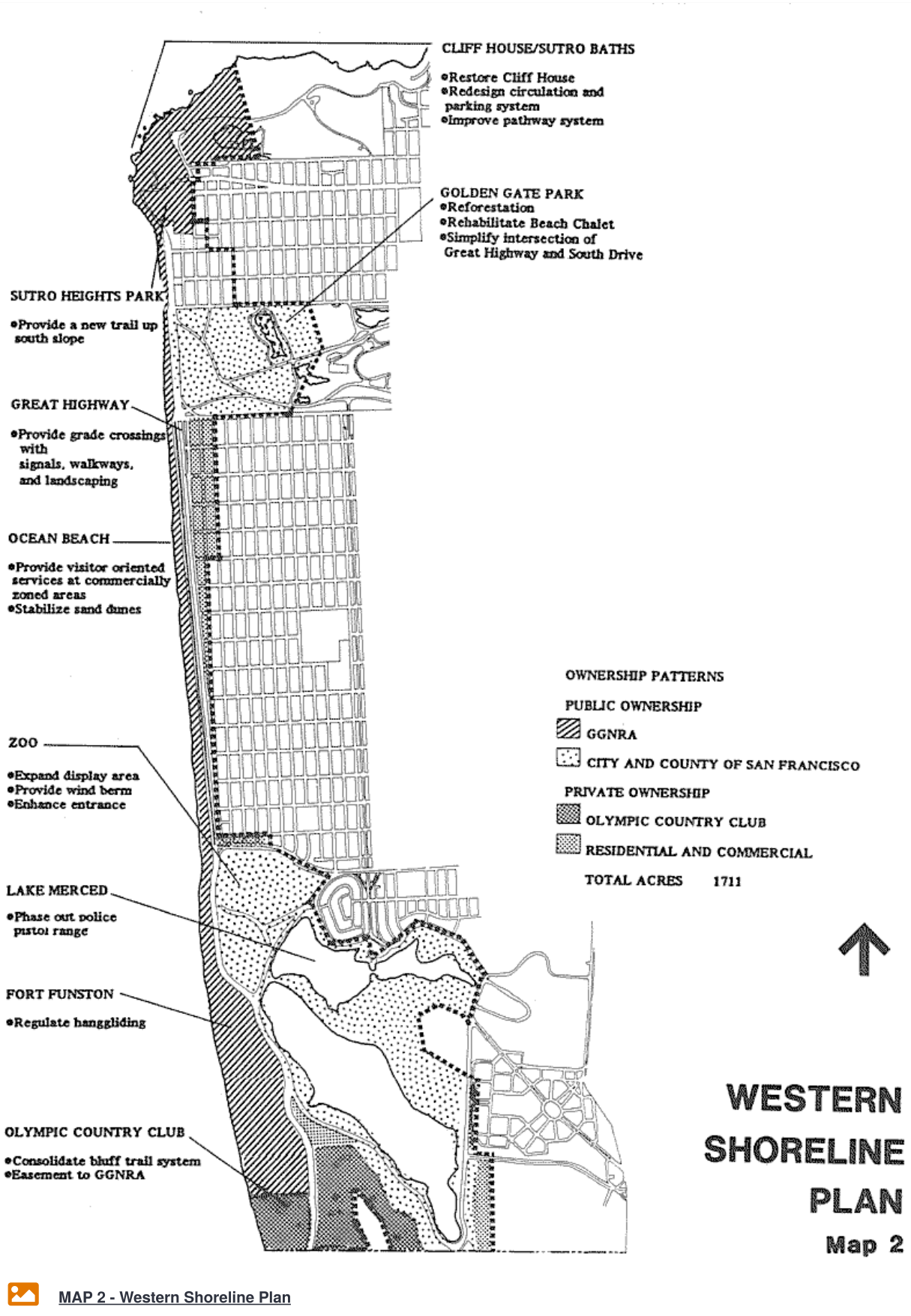
The San Francisco Coastal Zone extends approximately 6 miles along the western shoreline from the Fort Funston cliff area in the south to the Point Lobos recreational area in the north. The south end of the Coastal Zone includes the Lake Merced area, the Zoo, the Olympic Country Club, and the seashore and bluff area of Fort Funston. The Coastal Zone spans the Ocean Beach shoreline and includes Golden Gate Park west of Fortieth Avenue, the Great Highway corridor and the adjacent residential blocks in the Sunset and Richmond districts. The north end of the seashore includes the Cliff House and Sutro Baths area, Sutro Heights Park, and Point Lobos recreational area.

Most of the San Francisco western shoreline is publicly owned. Golden Gate Park, the Zoo, and Lake Merced contain 60% of the 1,771 acres which comprise the Coastal Zone area. Another 25% of the Coastal Zone is within the Golden Gate National Recreation Area (GGNRA). Only 14% of the land is privately owned, and 9% of this land is within the Olympic Country Club area. The remainder 5% is private residential and commercial property which fronts or lies in close proximity to the seashore.

The Coastal Zone is the area shown on Map 1.



The area covered by the Western Shoreline Plan is divided into ten subareas as listed below and shown on Map 2.



MAP 2 - Western Shoreline Plan

- [The Great Highway](#)
- [Golden Gate Park](#)
- [The Zoo](#)

- [Lake Merced](#)
- [Ocean Beach](#)
- [Sutro Heights Park](#)
- [Cliff House Sutro Baths](#)
- [Fort Funston](#)
- [Olympic Country Club](#)
- [Richmond and Sunset Residential Neighborhoods](#)

The Plan consists of transportation policies for the entire Coastal Zone and of specific policies relating to the ten subareas.

OBJECTIVES AND POLICIES

Transportation

OBJECTIVE 1

IMPROVE PUBLIC TRANSIT ACCESS TO THE COAST.

POLICY 1.1

Improve crosstown public transit connections to the coastal area, specifically Ocean Beach, the Zoo and the Cliff House.

POLICY 1.2

Provide transit connections amongst the important coastal recreational destinations

POLICY 1.3

Connect local transit routes with regional transit, including BART, Golden Gate Transit, and the Golden Gate National Recreation Transit.

POLICY 1.4

Provide incentives for transit usage.

POLICY 1.5

Consolidate the Municipal Railway turnaround at the former Playland-at-the-Beach site.

POLICY 1.6

Provide transit shelters at the beach for transit patrons.

The Great Highway

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 2.2

Maintain the landscaped recreational corridor adjacent to the development at the former Playland-at-the-Beach site to

provide a link between Golden Gate park and Sutro Heights park.

POLICY 2.3

Provide for a continuation of the bicycle trail by an exclusive bicycle lane on public streets between the Great Highway and Point Lobos.

POLICY 2.4

Improve public access to Ocean Beach from Golden Gate Park by providing a landscaped bridge over vehicular underpass, if funds are not available improve public access by providing grade crossings with signals, walkways, lighting and landscaping.

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 2.6

Provide permanent parking for normal use required by beach users in the Great Highway corridor (taking into account the increased accessibility by transit); provide multiple use areas which could be used for parking at peak times, but could be used for recreational uses when not needed for parking.

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.

POLICY 2.9

Improve public access to Ocean Beach south of Lincoln Way by providing grade crossing with signals and walkways at every other block.

Golden Gate Park

OBJECTIVE 3

ENHANCE THE RECREATIONAL CONNECTION BETWEEN GOLDEN GATE PARK AND THE BEACH FRONTAGE.

POLICY 3.1

Strengthen the visual and physical connection between the park and beach. Emphasize the naturalistic landscape qualities of the western end of the park for visitor use. When possible eliminate the Richmond-Sunset sewer treatment facilities.

POLICY 3.2

Continue to implement a long-term reforestation program at the western portion of the park.

POLICY 3.3

Develop and periodically revise a Master Plan for Golden Gate Park to include specific policies for the maintenance and improvement of recreational access in the western portion of the park.

POLICY 3.4

Rehabilitate the Beach Chalet for increased visitor use.

The Zoo

OBJECTIVE 4

IMPROVE THE QUALITY OF THE ZOO AND ITS RELATIONSHIP TO THE COASTAL ZONE RECREATIONAL SYSTEM.

POLICY 4.1

Maintain the landscaped park-like atmosphere of the Zoo.

POLICY 4.2

Enhance visitor interest in the Zoo by pursuing a specific Zoo Master Plan for modernization and improvement of Zoo facilities and enhancement of the animal collection.

POLICY 4.3

Allow location of a sewage treatment plant and a pump station to serve the western area of San Francisco on Zoo property. Locate and design the facilities to maximize their joint use by the Zoo.

POLICY 4.4

Expand the existing Zoo area west toward the Great Highway and south toward Skyline Boulevard.

POLICY 4.5

Provide a wind berm along the Great Highway for protection and public viewing of Ocean Beach and the Pacific Ocean.

POLICY 4.6

Enhance the entrance to the Zoo by providing visitor amenities at the northwest corner.

POLICY 4.7

Provide parking near the entrance to the Zoo for those visitors who cannot reasonably use public transportation.

POLICY 4.8

Provide for the reasonable expansion of the Recreation Center for the Handicapped for recreation purposes. Accommodate that expansion in a way that will not inhibit the development of either the Zoo or the treatment plant.

Lake Merced

OBJECTIVE 5

PRESERVE THE RECREATIONAL AND NATURAL HABITAT OF LAKE MERCED.

POLICY 5.1

Preserve in a safe, attractive and usable condition the recreational facilities, passive activities, playgrounds and vistas of Lake Merced area for the enjoyment of citizens and visitors to the city.

POLICY 5.2

Maintain a recreational pathway around the lake designed for multiple use.

POLICY 5.3

Allow only those activities in Lake Merced area which will not threaten the quality of the water as a standby reservoir for emergency use.

POLICY 5.4

As it becomes obsolete, replace the police pistol range on the southerly side of South Lake with recreational facilities.

Ocean Beach

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.

POLICY 6.3

Keep the natural appearance of the beach and maximize its usefulness by maintaining the beach in a state free of litter and debris.

POLICY 6.4

Maintain and improve the physical condition and appearance of the Esplanade between Lincoln Way and the Cliff House.

POLICY 6.5

Enhance the enjoyment of visitors to Ocean Beach by providing convenient visitor-oriented services, including take-out food facilities.

POLICY 6.6

Extend the seawall promenade south to Sloat Boulevard as funds become available.

Sutro Heights Park

OBJECTIVE 7**PRESERVE AND RESTORE SUTRO HEIGHTS PARK.****POLICY 7.1**

Continue the use of Sutro Heights Park as a park, preserve its natural features, and retain its quiet neighborhood orientation.

POLICY 7.2

Restore elements of the historic garden and landscaping and include minor interpretive displays and seating areas.

POLICY 7.3

Improve access between Golden Gate Park and Sutro Heights Park by providing a new trail system up the south slope of Sutro Heights Park within the La Playa Street right-of-way for equestrians, pedestrians and joggers.

POLICY 7.4

Protect the natural bluffs below Sutro Heights Park. Keep the hillside undeveloped in order to protect the hilltop landform, and maintain views to and from the park. Acquire the former Playland-at-the-Beach site north of Balboa if funds become available.

Cliff House - Sutro Baths

OBJECTIVE 8**MAINTAIN THE VISITOR ATTRACTIVENESS OF THE CLIFF HOUSE AND SUTRO BATH COMPLEX.****POLICY 8.1**

Develop the Cliff House/Sutro Bath area as a nature-oriented shoreline park. Permit limited commercial-recreation uses if public ownership is retained and if development is carefully controlled to preserve the natural characteristics of the site.

POLICY 8.2

Restore the Cliff House to its 1909 appearance or, if financially feasible, to an accurate replica of the original 1890 structure.

POLICY 8.3

Insure hiker safety by providing a clearly marked and well maintained pathway system.

POLICY 8.4

Redesign parking and vehicular circulation in the area to relieve congestion and provide for the safety of pedestrians crossing Point Lobos.

POLICY 8.5

To increase visitor enjoyment, mitigate the noise and air pollution caused by tour buses by relocating bus waiting areas.

Fort Funston

OBJECTIVE 9

CONSERVE THE NATURAL CLIFF ENVIRONMENT ALONG FORT FUNSTON.

POLICY 9.1

Maximize the natural qualities of Fort Funston. Conserve the ecology of entire Fort and develop recreational uses which will have only minimal effect on the natural environment.

POLICY 9.2

Permit hanggliding but regulate it so that it does not significantly conflict with other recreational and more passive uses and does not impact the natural quality of the area.

Olympic Country Club

OBJECTIVE 10

RETAIN THE OPEN SPACE QUALITY OF THE OLYMPIC COUNTRY CLUB AREA.

POLICY 10.1

If the private golf course use is discontinued, acquire the area for public recreation and open space, if feasible.

POLICY 10.2

Maintain the existing public easement along the beach. Encourage the granting of an additional easement by the Olympic Country Club to the National Park Service for public use and maintenance of the sensitive bluff area west of Skyline Boulevard as part of the Golden Gate National Recreation Area.

POLICY 10.3

Protect the stability of the westerly bluffs by consolidating the informal trails along the bluff area into a formal trail system which would be clearly marked. Coordinate the lateral trail system along the bluff with the San Mateo trail system south of the San Francisco boundary.

Richmond and Sunset Residential Neighborhoods

OBJECTIVE 11

PRESERVE THE SCALE OF RESIDENTIAL AND COMMERCIAL DEVELOPMENT ALONG THE COASTAL ZONE AREA.

POLICY 11.1

Preserve the scale and character of existing residential neighborhoods by setting allowable densities at the density generally prevailing in the area and regulating new development so its appearance is compatible with adjacent buildings.

POLICY 11.2

Develop the former Playland-at-the-Beach site as a moderate density residential apartment development with neighborhood commercial uses to serve the residential community and, to a limited extent, visitors to the Golden Gate National Recreation Area.

POLICY 11.3

Continue the enforcement of citywide housing policies, ordinances and standards regarding the provision of safe and convenient housing to residents of all income levels, especially low- and moderate-income people.

POLICY 11.4

Strive to increase the amount of housing units citywide, especially units for low- and moderate-income people.

POLICY 11.5

Work with federal and state funding agencies to acquire subsidy assistance for private developers for the provision of low- and moderate-income units.

POLICY 11.6

Protect the neighborhood environment of the Richmond and Sunset residential areas from the traffic and visitor impacts from the public using adjacent recreation and open space areas.

POLICY 11.7

Maintain a community business district along Sloat Boulevard within the Coastal Zone to provide goods and services to residents of the outer Sunset and visitors to the Zoo and Ocean Beach.

Coastal Hazards

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.

Erosion of the bluff and beach south of Sloat Boulevard has resulted in damage to and loss of beach parking and portions of the Great Highway, and threatens existing critical wastewater system infrastructure. Sea level rise will likely exacerbate these hazards in the future. The City shall pursue adaptation measures to preserve, enhance, and restore public access, scenic quality, and natural resources along Ocean Beach south of Sloat Boulevard and to protect existing wastewater and stormwater infrastructure from impacts due to shoreline erosion and sea level rise. Federal projects in the Coastal Zone are not subject to city-issued coastal development permits. Local Coastal Program policies regarding adaptation within Golden Gate National Recreation Area simply provide guidance to both the National Park Service and California Coastal Commission, which review federal projects under the Coastal Zone Management Act. All

non-federal development on federal lands is subject to coastal development permit review by the California Coastal Commission.

Implementation Measures:

- (a) As the shoreline retreats due to erosion and sea level rise, incrementally remove shoreline protection devices, rubble that has fallen onto the beach, roadway surfaces, and concrete barriers south of Sloat Boulevard.
- (b) Relocate public beach parking and public restrooms to areas that will not be affected by shoreline erosion or sea level rise for their expected lifespan given current sea level rise projections and mapping. The relocated facilities should not require the construction of shoreline protection devices and should be relocated if they are threatened by coastal hazards in the future.
- (c) Close the Great Highway between Sloat and Skyline boulevards and make circulation and safety improvements along Sloat and Skyline boulevards to better accommodate bicyclists, pedestrians, and vehicles.
- (d) Import sand to restore the beach and construct dunes. Stabilize dunes with vegetation, beach grass straw punch, brushwood fencing, or other non-structural methods.
- (e) Extend the coastal trail to Fort Funston and Lake Merced by constructing a multi-use public access pathway along the shoreline from Sloat Boulevard to Skyline Boulevard.
- (f) Permit shoreline protection devices if necessary to protect coastal water quality and public health by preventing damage to existing wastewater and stormwater infrastructure due to shoreline erosion only when less environmentally damaging alternatives are determined to be infeasible.
- (g) Maintain service vehicle access necessary for the continued operation and maintenance of existing wastewater and stormwater infrastructure systems.

POLICY 12.2

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

Sea level rise and erosion threaten San Francisco's coastal resources and their impacts will worsen over time. San Francisco shall use the best available science to support the development of adaptation measures to protect our coastal resources in response to sea level rise and coastal hazards.

Implementation Measures:

- (a) Conduct detailed sea level rise vulnerability assessments and develop adaptation plans to minimize risks to life, property, essential public services, public access and recreation, and scenic and natural resources from shoreline erosion, coastal flooding and sea level rise for the Western Shoreline Area.
- (b) The vulnerability assessments shall be based on sea level rise projections for likely and worst-case mid-century and end-of-century sea level rise in combination with a 100-year storm event, and shall include one or more scenarios that do not rely on existing shoreline protection devices.
- (c) Adaptation measures shall be designed to minimize impacts on shoreline sand supply, scenic and natural resources, public recreation, and coastal access.
- (d) The adaptation plans shall consider a range of alternatives, including protection, elevation, flood proofing, relocation or partial relocation, and reconfiguration.
- (e) Adaptation measures that preserve, enhance, or restore the sandv beach, dunes, and natural and scenic resources such as beach nourishment, dune restoration, and managed retreat shall be preferred over new or expanded shoreline protection devices.
- (f) The adaptation plans shall consider the recommendations contained in the SPUR Ocean Beach Master Plan.
- (g) Create and maintain sea level rise hazard maps to designate areas within the coastal zone that would be exposed to an increased risk of flooding due to sea level rise. The maps shall include likely and worst case mid-century and end-of-century sea level rise projections in combination with a 100-year storm event. The maps shall include a scenario that does not include existing shoreline protection devices. The maps shall be updated when new information warranting significant adjustments to sea level rise projections becomes available.

POLICY 12.3

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

Shoreline erosion has substantially narrowed the sandy beach south of Sloat Boulevard. Sea level rise will likely exacerbate the loss of sandy beach south of Sloat Boulevard and may extend this effect to the north towards the Cliff House. The City shall pursue the development and implementation of a long-term beach nourishment program to maintain a sandy beach along the western shoreline to preserve Ocean Beach as a public recreational resource for future generations and to protect existing public infrastructure and development from coastal hazards.

Implementation Measure:

Work with the U.S. Army Corps of Engineers to develop and implement a beach nourishment program involving the placement of sand dredged from the San Francisco bar navigation channel offshore of the Golden Gate onto Ocean Beach. Other sources of suitable sand for beach nourishment may also be identified and permitted. Sand shall not be removed from stable dunes.

POLICY 12.4

Develop the Shoreline in a Responsible Manner.

Sea level rise and erosion impacts will worsen over time and could put private and public development in the Western Shoreline Area at risk of flooding. Given these future impacts, development in the Coastal Zone should be sited to avoid coastal hazard areas when feasible. If avoidance is infeasible, development shall be designed to minimize impacts to public safety and property from current or future flooding and erosion without reliance on current or future shoreline protection features.

New development and substantial improvements to existing development located in areas exposed to an increased risk of flooding or erosion due to sea level rise shall be designed and constructed to minimize risks to life and property.

New development and substantial improvements to existing development shall ensure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area.

New development and substantial improvements to existing development shall not require the construction of shoreline protective devices that would substantially alter natural landforms along bluffs and cliffs. If new development becomes imminently threatened in the future, it shall rely on alternative adaptation measures up to and including eventual removal.

Public recreational access facilities (e.g., public parks, restroom facilities, parking, bicycle facilities, trails, and paths), public infrastructure (e.g., public roads, sidewalks, and public utilities), and coastal-dependent development shall be sited and designed in such a way as to limit potential impacts to coastal resources over the structure's lifetime. As appropriate, such development may be allowed within the immediate shoreline area only if it meets all of the following criteria:

1. The development is required to serve public recreational access and/or public trust needs and cannot be feasibly sited in an alternative area that avoids current and future hazards.
2. The development will not require a new or expanded shoreline protective device and the development shall be sited and designed to be easy to relocated and/or removed, without significant damage to shoreline and/or bluff areas, when it can no longer serve its intended purpose due to coastal hazards.
3. The development shall only be allowed when it will not cause, expand, or accelerate instability of a bluff.

POLICY 12.5

Limit Shoreline Protection Devices

Shoreline protection devices such as rock revetments and seawalls can negatively impact coastal resources by disrupting sand transport and fixing the shoreline in a specific location, leading to the eventual narrowing and ultimate loss of sandy beaches. Such structures are expensive to construct and maintain, may be incompatible with recreational uses and the scenic qualities of the shoreline, and may physically displace or destroy environmentally sensitive habitat areas associated with bluffs, dunes, beaches, and intertidal areas. Because of these impacts, shoreline protection devices shall be avoided and only implemented where less environmentally damaging alternatives are not feasible.

Shoreline protection devices such as rock revetments and seawalls shall be permitted only where necessary to protect existing critical infrastructure and existing development from a substantial risk of loss or major damage due to erosion and only where less environmentally damaging alternatives such as beach nourishment, dune restoration and managed retreat are determined to be infeasible. New or expanded shoreline protection devices should not be permitted solely to protect parking, restrooms, or pedestrian or bicycle facilities.

POLICY 12.6

Minimize Impacts of Shoreline Protection Devices.

Shoreline protection devices may be necessary to protect existing critical infrastructure or development. These shoreline protection

devices shall be designed to minimize their impacts on coastal resources while providing adequate protection for existing critical infrastructure and existing development.

All shoreline protection devices shall be designed and constructed to avoid, minimize, and mitigate impacts on shoreline sand supply, environmentally sensitive habitat areas, scenic quality, public recreation, and coastal access.

Shoreline protection devices shall be designed to blend visually with the natural shoreline, provide for public recreational access, and include proportional mitigation for unavoidable coastal resource and environmentally sensitive habitat impacts.

Coastal permit applications for reconstruction, expansion, or replacement of existing shoreline protection devices shall include a re-assessment of the need for the device, the need for any repair or maintenance of the device, any additional required mitigation for unavoidable impacts to coastal resources and the potential for removal or relocation based on changed conditions. Coastal permits issued for shoreline protection devices shall authorize their use only for the life of the structures they were designed to protect.

Amendment by Board of Supervisors [Ordinance 0009-18](#) Adopted 01/23/2018.

Amendment by Board of Supervisors [Ordinance 0009-18](#) adopted on 5/10/2018.

San Francisco Planning Department
sfplanning.org

Questions or comments on the General Plan? Please email us at pic@sfgov.org.



PUBLIC RESOURCES CODE - PRC

DIVISION 20. CALIFORNIA COASTAL ACT [30000 - 30900]

(Division 20 added by Stats. 1976, Ch. 1330.)

CHAPTER 3. Coastal Resources Planning and Management Policies [30200 - 30270]

(Chapter 3 added by Stats. 1976, Ch. 1330.)

ARTICLE 2. Public Access [30210 - 30214]

(Article 2 added by Stats. 1976, Ch. 1330.)

30210.

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

(Amended by Stats. 1978, Ch. 1075.)

30211.

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

(Amended by Stats. 1976, Ch. 1331.)

30212.

(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

(b) For purposes of this section, "new development" does not include:

(1) Replacement of any structure pursuant to the provisions of subdivision (g) of Section 30610.

(2) The demolition and reconstruction of a single-family residence; provided, that the reconstructed residence shall not exceed either the floor area, height or bulk of the former structure by more than 10 percent, and that the reconstructed residence shall be sited in the same location on the affected property as the former structure.

(3) Improvements to any structure which do not change the intensity of its use, which do not increase either the floor area, height, or bulk of the structure by

more than 10 percent, which do not block or impede public access, and which do not result in a seaward encroachment by the structure.

(4) The reconstruction or repair of any seawall; provided, however, that the reconstructed or repaired seawall is not seaward of the location of the former structure.

(5) Any repair or maintenance activity for which the commission has determined, pursuant to Section 30610, that a coastal development permit will be required unless the commission determines that the activity will have an adverse impact on lateral public access along the beach.

As used in this subdivision, "bulk" means total interior cubic volume as measured from the exterior surface of the structure.

(c) Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Sections 66478.1 to 66478.14, inclusive, of the Government Code and by Section 4 of Article X of the California Constitution.

(Amended by Stats. 1983, Ch. 744, Sec. 1.)

30212.5.

Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

(Added by Stats. 1976, Ch. 1330.)

30213.

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

(Amended by Stats. 1991, Ch. 285, Sec. 3.)

30214.

(a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public

access depending on the facts and circumstances in each case including, but not limited to, the following:

(1) Topographic and geologic site characteristics.

(2) The capacity of the site to sustain use and at what level of intensity.

(3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.

(4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.

(b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.

(c) In carrying out the public access policies of this article, the commission and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.

(Amended by Stats. 1991, Ch. 285, Sec. 3.5.)

BRIEF SUBMITTED BY THE DETERMINATION HOLDER
SF PARK AND REC



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

Date: February 1, 2024

To: San Francisco Board of Appeals
49 South Van Ness, Suite 1475 (14th Floor)
San Francisco, CA 94103

cc: Eileen Boken - SPEAK (Appellant)
Geoffrey Moore (Appellant)
Charles Perkins (Appellant)
Corey Teague (Planning Department)
Alex Westhoff (Planning Department)
Sarah Madland (San Francisco Recreation and Parks Department)
Yael Goland (San Francisco Recreation and Parks Department)
Chava Kroneberg (San Francisco Municipal Transportation Agency)

From: Brian Stokle, Planner, San Francisco Recreation and Park Department

Re: San Francisco Recreation and Park Department Respondent's Brief to: Appeal No. 23-062, Appeal No. 23-064, and Appeal No. 23-065 regarding Coastal Zoning Permit for the Great Highway Pilot Project: Record No: 2022-007356CTZ (Motion No. 21437)

Introduction

This Respondent's Brief is intended to provide a response to the appeals filed against the Coastal Zone Permit (CTZ) approved by the Planning Commission on November 9, 2023, for the San Francisco Recreation and Parks Great Highway Pilot Project and associated traffic calming measures. The brief submitted by the Planning Department will provide more background on the Planning Commissions approval of the coastal permit, and this brief will focus on the history and project details of the Great Highway Pilot Project.



Current Use and Jurisdiction

The San Francisco Recreation and Park Department (RPD) has jurisdiction over the Great Highway, from Point Lobos to Fort Funston. Between Lincoln Way and Sloat Boulevard, lies the 65-foot-wide 2-mile-long roadway, commonly known as the “Upper Great Highway,” between the Sunset neighborhood and Ocean Beach. On either side of the roadway pedestrian facilities run parallel: a paved multi-use path runs just to the east, and to the west the Noriega Seawall and a sandy trail. Overall, RPD has jurisdiction over a roughly 200-foot-wide park corridor between the Lower Great Highway (a neighborhood street), and the National Park Service’s (NPS) Ocean Beach.

The Upper Great Highway currently operates in two configurations: as a 4-lane roadway for vehicular access from Mondays to Fridays at noon; and as a pedestrian and bike promenade on weekends and holidays, starting at noon on Fridays.

Situated along Ocean Beach, the Great Highway roadway experiences periodic accumulations of sand resulting from strong winds. Due to sand build-up, as well as occasional flooding, the roadway was closed to vehicular access 37 times in 2023 and averaged 27 closures per year from 2017 to 2019.

See **Exhibit A** for a map of the Great Highway on the western edge of San Francisco.

History

The Great Highway is an RPD-owned roadway stretching from Point Lobos Boulevard near the Cliff House to Skyline Boulevard at Lake Merced. The park roadway was dedicated on June 9, 1929, when construction was completed between Point Lobos Boulevard and Sloat Boulevard. Segments south of Sloat Boulevard, commonly known as the “Great Highway Extension”, were added gradually into the 1960s.

In 2012, the Ocean Beach Master Plan described the challenges the City faces along Ocean Beach and presented a series of recommendations that chart an ambitious and proactive course for a more sustainable future. The Plan included an 18-month-long public process in which a wide range of stakeholders and members of the public participated. The goal of the plan was to: “knit the unique assets and experiences of Ocean Beach into a seamless and welcoming public landscape, planning for environmental conservation, sustainable infrastructure and long-term stewardship.”

Building on the Ocean Beach Master Plan, the San Francisco Public Utilities Committee (PUC) and RPD are leading the ambitious Ocean Beach Climate Change Adaptation Project (OBCCAP). The project addresses the Great Highway Extension. The City’s first multi-agency climate change project, the OBCCAP will protect critical City wastewater infrastructure while also adding a new park with multi-use paths, a new restroom building, beach access stairways, and a coastal access parking lot at Skyline

Boulevard. The project will transform the current Great Highway Extension roadway into a multi-use path and promenade for pedestrians and bicycles.

On April 8, 2020, in response to the COVID-19 emergency, the Upper Great Highway, between Lincoln Way to Sloat Boulevard, was closed to vehicles to create a promenade space for people to social distance and have a place to visit when most other activities were closed as a result of the Shelter-In-Place order.

In addition, the San Francisco Municipal Transportation Agency (MTA) constructed traffic calming measures in 2020 and 2021 to reduce traffic volumes and speeds on local streets that encountered changes in traffic after the Upper Great Highway was repurposed as a car-free corridor and public open space. To preserve and protect quieter neighborhood streets, the measures diverted traffic to larger capacity roadways such as Sunset Boulevard, Lincoln Way, 19th Avenue, and Sloat Boulevard. The measures included detour and warning signs, turn restrictions, speed tables, speed cushions, and stop signs.

On June 10, 2021, the San Francisco Recreation and Park Commission (RPC) and MTA Board (MTAB) held a joint hearing to update and inform the RPC and MTAB on development of a proposed pilot project for the Great Highway from Lincoln Way to Sloat Boulevard. After considering staff presentations and public comment, each body recommended that staff pursue a pilot closure of the Upper Great Highway.

On August 16, 2021, with Shelter-In-Place restrictions diminishing and people returning to work and schools, vehicle access was restored on the Upper Great Highway from Mondays to Fridays at noon. The promenade¹ was maintained on weekends, holidays and Friday afternoons, similar to the JFK Drive’s pre-pandemic weekend closures.

On November 8, 2022, San Francisco voters overwhelmingly opposed Proposition I, a ballot measure that would have permanently restored vehicular access to the Great Highway 24 hour/7-days per week, (and repealed the ordinance to restrict private vehicles from JFK Drive in Golden Gate Park). The proposition would have also prevented the City to remove the Great Highway Extension between Sloat and Skyline boulevards as planned in the OBCCAP. The ballot initiative showed strong support for car-free roadways and was soundly defeated with 65.11% “NO” votes.

On December 6, 2022, the San Francisco Board of Supervisors (BOS) passed an ordinance to maintain the Upper Great Highway between Lincoln Way and Sloat Boulevard as a temporary car-free weekend promenade for a 3-year pilot period ending on December 31, 2025. The ordinance allowed for the creation of the Great Highway Pilot² that preserved the then-existing schedule of vehicular access during the week and a pedestrian and bicycle promenade on holidays and weekends starting at noon on Fridays through 2025, to allow the City to collect data and study the promenade

¹ *The Great Highway Weekday Reopening received a CEQA clearance, August 15, 2021, Case No. 2021-008237ENV*

² *The Great Highway Pilot Project received a CEQA clearance through a Statutory Exemption, September 28, 2022, Case No. 2022-007356ENV*

configuration. This ordinance directs RPD and MTA to collaborate in collecting pedestrian and cyclist usage and vehicular traffic data and report on the Pilot to the Board of Supervisors. RPD staff have been in communication with Coastal Commission staff before and after the Pilot's approval at the BOS, and RPD has applied for a Coastal Zone Permit shortly after receiving BOS authorization to move forward with the pilot, in January 2023.

See **Exhibit B** for the CEQA report on the Great Highway Pilot.

See **Exhibit C** for the Board of Supervisors Ordinance on the Great Highway Pilot.

Since the approval of the Coastal Permit by the Planning Commission in November 2023, RPD has received over 700 letters of support for the Great Highway Pilot Project that call for denying the three appeals of the Coastal Permit reviewed in this Respondent's Brief.

See **Exhibit D** for the letter of support for the Great Highway Pilot and request to reject the appeal from Friends of Great Highway Park, Walk San Francisco, San Francisco Bicycle Coalition and Kid Safe SF.

Pilot

The Great Highway Pilot directs RPD and the MTA to collect robust data on the Great Highway's use as both a roadway and a promenade, as well as gather additional public feedback. Ultimately, this study will be used to make a recommendation to the Board of Supervisors regarding the Great Highway's long-term future.

Traffic Data

The Pilot is designed to collect usage data by motorists, cyclists, and pedestrians along the Upper Great Highway during the pilot period. Pedestrian, bike and other non-motorized usage counts will be used to determine the level of use by these users in the roadway's promenade configuration, and also during its vehicular roadway configuration.

MTA is leading the transportation analysis of motorist usage, which is measured not only along the Great Highway itself, but also along parallel streets in the neighborhood and at approaching streets from the north and south to determine larger transportation impacts. By collecting this data, the City can better understand current vehicle traffic patterns and usage during both configurations of the Great Highway, and their impacts.

RPD and MTA are working collaboratively to also conduct an intercept survey in Spring of 2024 to better understand users of the Great Highway as a promenade, identifying usage patterns, routes and public opinions.

Visitation

Since the weekend promenade was implemented in August 2021, there have been, on average, nearly half a million annual visits along the Great Highway on weekends and holidays. This makes the Great Highway promenade one of the City's most visited parks, along with Marina Green with 600,000 average annual weekend visits, and JFK Promenade with over 800,000 average annual weekend visits.

Events

The Great Highway Promenade is not only a place for walking, running, dog walking, biking and rolling on a wheelchair, but has also become a place for people to gather with friends and community. The Great Highway Pilot is also allowing for expanded use of the park space for events large and small. Major events include the Hot Chocolate Run, Kaiser Permanente Half Marathon, and the Great Hauntway, which each received an average of nearly 10,000 visits per event. In addition, smaller events have made the Great Highway space more active. Events such as yoga, music performances, tai chi, the Mid-Autumn Twilight Festival, Stokefest, and more have been hosted by various community organizations including the Friends of the Great Highway Park, Bay to Breakers, and Kid Safe SF, among others.

Dune Study

In 2023, The San Francisco Estuary Institute (SFEI) conducted a study of the Ocean Beach dunes and beach habitat and sand management. The scientific study examined existing conditions and challenges to the beach and dunes, building off the Ocean Beach Master Plan. The study made recommendations to better manage the sand, habitat, reduce erosion, and suggested ways to implement improvements, including expanded growth of native beach grass to improve habitat and reduce sand movement onto the roadway.

The National Park Service (NPS) and RPD are working together to improve the dune habitats and sand management in light of the study's recommendations and potential climate change impacts to the dunes.

Coastal Access

The Pilot facilitates greater access to outdoor recreation space along the coast. The two-mile stretch of flat asphalt allows for people with disabilities to move along the Upper Great Highway in its promenade format, whether rolling in a wheelchair, moving with a walker, or other mobility device. Compared to the visit experienced by a private vehicle on the Upper Great Highway, which lasts approximately five minutes, the visit experienced by a walker or cyclist would last 15 to 45 minutes. The increase in time spent along the coast by promenade visitors results in increased access to a coastal recreation area for pedestrians and cyclists, while maintaining drivers' access to the scenic views during the weekdays.

The Upper Great Highway has no vehicular parking along its 2-mile length. Visitors can park their vehicles in the vicinity, including the Ocean Beach O'Shaughnessy Parking lot just north of Lincoln Way. In addition, being in an urban coastal area, the pilot area is accessible via six transit lines including two Muni Metro light rail lines and four bus lines. People continue to access the beach and coast using the crosswalks that cross Upper Great Highway, both on weekdays when vehicles are present, and on weekends when the roadway is a promenade.

Coordination and Collaboration

Throughout the process of applying for the Coastal Permit, and coordinating impacts and opportunities at the Great Highway, RPD has been in ongoing communication with the California Coastal Commission, Planning Department, National Park Service, SFMTA, PUC, Public Works and the Supervisors' offices.

RPD, in preparation for the Great Highway Pilot legislation, coordinated with both the San Francisco Fire Department and MTA to review emergency vehicle access and installation of new gates on the Great Highway to ensure access for emergency and operational vehicles is maintained, while also providing a safe space for pedestrians and cyclists during the weekend promenade configuration.

For the Coastal Permit, RPD has voluntarily engaged in conversations with Coastal Commission staff regarding the Pilot study and the coastal permit application.

Partners:

SFMTA

Public Works

San Francisco Fire Department

San Francisco Public Utilities Commission (SFPUC)

National Park Service (Golden Gate National Recreation Area)

Achieving our Citywide Goals

Use of the Upper Great Highway as a partial promenade aligns with many City goals and adopted policies, including:

- The Transit-First Policy, which prioritizes public transit and promotes access and safety for transit, bicycling, walking, and other alternatives to individual vehicles, and is built upon in SFMTA's Strategic Plan and the Vision Zero Action Plan.
- Ongoing work to update the Climate Action Plan, which charts a pathway to achieve net zero greenhouse gas (GHG) emissions by 2050 by shifting trips from vehicles to walking, biking, and other active transportation modes.
- Builds on the Western Shoreline Area Plan and supports numerous policy goals outlined in the General Plan, particularly the Recreation and Open Space Element and strategies in RPD's Strategic Plan to increase access to open space.
- Recreation and Parks Strategic Plan calls for developing more open space and improving access to existing facilities to address population growth in high-need and emerging neighborhoods as well as strengthening the quality of existing parks and facilities including reimagining public rights-of-way as recreation-focused public open space.

The department has reviewed consistency of these roadway changes with the applicable sections of the Western Shoreline Area Plan and the Coastal Act.

Approval History

June 2021 Recreation and Park Commission & SFMTA Joint Hearing –
Information Item

August 2021: CEQA for Weekend Promenade issued

September 2022: CEQA for Great Highway Pilot issued

December 2022: Board of Supervisors authorizes the Great Highway Pilot Project

January 2023: SF Rec Park applies for a Coastal Permit for Great Highway Pilot

November 2023: Planning Commission authorizes Coastal Permit

February 2024: Board of Appeals Hearing on Great Highway Pilot Coastal Permit

Attachments:

Exhibit A: Great Highway Pilot Project Map

Exhibit B: CEQA approval of Pilot

Exhibit C: BOS ordinance for Pilot

Exhibit D: Joint letter of support from Friends of Great Highway Park, Walk SF, Bike Coalition, Kid Safe SF

Exhibit A: Great Highway Pilot Location





San Francisco Planning

49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103
628.652.7600
www.sfplanning.org

2023-0000004 F I L E D

SAN FRANCISCO County Clerk

January 12, 2023

by: Lily Duong
Deputy County Clerk

NOTICE OF EXEMPTION

POSTED
JAN 12 2023
TO

Final Approval Date: December 22, 2022
Case No.: 2022-007356ENV (Board of Supervisors File No. 220875)
Project Title: The Great Highway Project
Zoning: P - Public
OS Height and Bulk District
Block/Lot: n/a
Lot Size: n/a
Lead Agency: San Francisco Planning Department
Project Sponsor: Jordan Harrison, San Francisco Recreation and Parks Department
(415) 831-2700, jordan.harrison@sfgov.org
Staff Contact: Ryan Shum
(628) 652-7542, ryan.shum@sfgov.org

To: County Clerk, City and County of San Francisco
City Hall Room 168
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Pursuant to the California Environmental Quality Act (CEQA), the Guidelines of the Secretary for Resources, and San Francisco requirements, this Notice of Exemption is transmitted to you for filing. At the end of the posting period, please return this Notice to the Staff Contact with a notation of the period it was posted.

Attached fee: \$75 filing fee

Project Description

The Great Highway Project will implement a pilot program to create a car-free bicycle and pedestrian promenade on weekends, holidays, and a portion of Fridays by restricting private vehicle access to the Upper Great Highway between Lincoln Way and Sloat Boulevard (2.0 miles). When closed to private vehicles, the roadway will become a separated right-of-way promenade for the exclusive use of pedestrians, bicyclists, emergency vehicles, and other permitted vehicles. The roadway will continue to operate as a four-lane vehicular roadway on weekdays from Monday to the Friday closure time.



NOTICE OF EXEMPTION

<i>Final Approval Date:</i>	December 22, 2022
<i>Case No.:</i>	2022-007356ENV (Board of Supervisors File No. 220875)
<i>Project Title:</i>	The Great Highway Project
<i>Zoning:</i>	P - Public OS Height and Bulk District
<i>Block/Lot:</i>	n/a
<i>Lot Size:</i>	n/a
<i>Lead Agency:</i>	San Francisco Planning Department
<i>Project Sponsor:</i>	Jordan Harrison, San Francisco Recreation and Parks Department (415) 831-2700, jordan.harrison@sfgov.org
<i>Staff Contact:</i>	Ryan Shum (628) 652-7542, ryan.shum@sfgov.org

To: County Clerk, City and County of San Francisco
City Hall Room 168
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Pursuant to the California Environmental Quality Act (CEQA), the Guidelines of the Secretary for Resources, and San Francisco requirements, this Notice of Exemption is transmitted to you for filing. At the end of the posting period, please return this Notice to the Staff Contact with a notation of the period it was posted.

Attached fee: \$75 filing fee

Project Description

The Great Highway Project will implement a pilot program to create a car-free bicycle and pedestrian promenade on weekends, holidays, and a portion of Fridays by restricting private vehicle access to the Upper Great Highway between Lincoln Way and Sloat Boulevard (2.0 miles). When closed to private vehicles, the roadway will become a separated right-of-way promenade for the exclusive use of pedestrians, bicyclists, emergency vehicles, and other permitted vehicles. The roadway will continue to operate as a four-lane vehicular roadway on weekdays from Monday to the Friday closure time.

POSTED
JAN 12 2023
TO

Determination

The City and County of San Francisco decided to carry out or approve the project on December 22, 2022. The Board of Supervisors approved the legislation for the project (Board file no. 220875) on December 13, 2022 and the Mayor signed the legislation on December 22, 2022. The San Francisco Recreation and Parks Department in coordination with the San Francisco Municipal Transportation Agency will implement the project. A copy of the documents may be examined at the Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco, CA, 94103 in file no. 2022-007356ENV.

1. An Exemption from Environmental Review has been prepared pursuant to the provisions of CEQA under:
 - Ministerial (Sec. 21080(b)(1); 15268)
 - Declared Emergency (Sec. 21080(b)(3); 15269(a))
 - Emergency Project (Sec. 21080(b)(4); 15269(b)(c))
 - Categorical Exemption. State type and section number: _____
 - Statutory Exemption. State code number: Public Resources Code Section 21080.25
 - Community Plan Exemption (Sec. 21083.3; 15183)

2. This project in its approved form has been determined to be exempt from environmental review because it is a pedestrian and bicycle facility project that is eligible for a Statutory Exemption per Public Resources Code section 21080.25.

Rich Hillis
Planning Director

Wade Wiestgreffe

for

January 5, 2023

By Lisa Gibson
Environmental Review Officer

Date

cc: Jordan Harrison, San Francisco Recreation and Parks Department
Supervisor Joel Engardio, District 4

1 [Park Code - Upper Great Highway - Pilot Weekend and Holiday Vehicle Restrictions]

2
3 **Ordinance amending the Park Code to restrict private vehicles on the Upper Great**
4 **Highway between Lincoln Way and Sloat Boulevard, on a pilot basis, on weekends and**
5 **holidays until December 31, 2025; making associated findings under the California**
6 **Vehicle Code; affirming the Planning Department's determination under the California**
7 **Environmental Quality Act; and making findings of consistency with the General Plan,**
8 **and the eight priority policies of Planning Code, Section 101.1.**

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

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

17 Section 1. Background and Findings.

18 (a) In April 2020, the City temporarily closed the four-lane limited access Upper
19 Great Highway between Lincoln Way and Sloat Boulevard (hereafter, "the Upper Great
20 Highway") to private motor vehicles, in response to the unprecedented COVID-19 pandemic,
21 to ensure the safety and protection of persons using the Upper Great Highway to safely
22 recreate. On August 15, 2021, with reduced pandemic restrictions and people resuming in-
23 person work and school, the City modified the vehicular restrictions to apply only between
24 Fridays at noon and Mondays at 6 a.m., and on holidays.

25 (b) The restrictions on private motor vehicles have enabled people of all ages and
all walks of life to safely use the Upper Great Highway as a recreational promenade for

1 walking, jogging, biking, scooting, and rolling. From April 2020 until May 2022, there were an
2 estimated two million visits or more to the Upper Great Highway, with a total of 3,700 average
3 daily visits during the period when the Upper Great Highway was closed to private vehicles
4 and the recreational promenade was open at all times. There have been an estimated 3,300
5 average daily weekend visits since August 2021 when the weekend and Friday afternoon
6 promenade was instituted. The New York Times listed the promenade as one of 52 places to
7 go in the world in 2022, writing that a “Great Highway has become a unique destination – in a
8 city full of them – to take in San Francisco’s wild Pacific Ocean coastline by foot, bike, skates
9 or scooter, sample food trucks and explore local cafes, restaurants, record stores, bookstores
10 and more.”

11 (c) In 2012, the Ocean Beach Master Plan was released, calling for six key
12 infrastructure improvements for the City to implement for a sustainable “managed retreat” on
13 the length of Ocean Beach needed as a result of the anticipated impacts of climate change to
14 the western waterfront. As a result, the San Francisco Public Utilities Commission is planning
15 the Ocean Beach Climate Change Adaptation Project (“OBCCAP”), to improve the City’s
16 stormwater infrastructure near Ocean Beach and make it resilient to climate change and
17 erosion. This project includes converting the Great Highway Extension roadway between
18 Sloat Boulevard and Skyline Boulevard to a multi-use pathway. The project will protect key
19 stormwater infrastructure with a buried seawall, and will enhance recreational access to the
20 corridor with a multi-use path bridging a link in the Coastal Trail between Fort Funston and
21 Ocean Beach, new beach access points, and a new parking lot.

22 (d) Under this ordinance, the weekend and holiday vehicle restrictions on the Upper
23 Great Highway that were instituted on August 15, 2021 would be extended for a pilot period
24 expiring December 31, 2025. These proposed restrictions are consistent with the following
25 policies:

1 (1) Section 4.113 of the Charter, which states that park land, which includes the
2 Upper Great Highway, shall be used for recreational purposes.

3 (2) The Recreation and Park Department Strategic Plan, which calls for
4 developing more open space and improving access to existing facilities to address population
5 growth in high-need and emerging neighborhoods; and strengthening the City's climate
6 resiliency by protecting and enhancing San Francisco's precious natural resources through
7 conservation, education, and sustainable land and facility management practices.

8 (3) The Transit First Policy, codified at Section 8A.115 of the Charter, which
9 encourages the use of public right-of-way by pedestrians, bicyclists, and public transit, and
10 strives to reduce traffic and improve public health and safety; calls for enhanced pedestrian
11 areas, to improve the safety and comfort of pedestrians and to encourage travel by foot; and
12 promotes bicycling by encouraging safe streets for riding, convenient access to transit, bicycle
13 lanes, and secure bicycle parking.

14 (4) San Francisco's General Plan Transportation Element, which classifies the
15 Great Highway as a recreational street under Objective 18 with the major function to provide
16 for slow pleasure drives and cyclist and pedestrian use; more highly valued for recreational
17 use than for traffic movement. According to Objective 18, the order of priority for these streets
18 should be to accommodate: 1) pedestrians, hiking trails, or wilderness routes, as appropriate;
19 2) cyclists; 3) equestrians; 4) automobile scenic driving. The General Plan specifies that the
20 design capacity of the Great Highway should be reduced substantially to correspond with its
21 recreational function; emphasis to be on slow pleasure traffic, bicycles, and safe pedestrian
22 crossings.

23 (5) The 2021 Climate Action Plan, which calls for creating a complete and
24 connected active transportation network that shifts trips from automobiles to walking and
25 biking; and restoring and enhancing parks, natural lands, and large open spaces.

1 (e) On June 10, 2021, the Recreation and Park Commission and the San Francisco
2 Municipal Transportation Agency Board of Directors held a joint meeting regarding the
3 weekend and holiday restrictions on private vehicles using the Upper Great Highway. After
4 considering staff presentations and public comment, each body recommended that staff
5 pursue a pilot closure of the Upper Great Highway. Based on the foregoing and on the further
6 information presented to the Board of Supervisors, the Board finds that the closures set forth
7 herein are consistent with California Vehicle Code Section 21101, and that:

8 (1) The pilot project leaves a sufficient portion of the streets in the surrounding
9 area for other public uses, including vehicular, pedestrian, and bicycle traffic.

10 (2) The pilot project is necessary for the safety and protection of persons who
11 are to use those parts of the streets during the closure or traffic restriction.

12 (3) Staff have done outreach and engagement for abutting residents and
13 property owners, including facilities located along the Upper Great Highway and surrounding
14 neighbors of the project.

15 (4) The City maintains a publicly available website with information about the
16 pilot program that identifies the streets being considered for closure and provides instructions
17 for participating in the public engagement process.

18 (5) Prior to implementing the pilot project, the Recreation and Park Department
19 shall provide advance notice of the pilot project to residents and owners of property abutting
20 those streets and shall clearly designate the closures and restrictions with appropriate
21 signage consistent with the California Manual on Uniform Traffic Control Devices.

22 (f) The Planning Department has determined that the actions contemplated in this
23 ordinance comply with the California Environmental Quality Act (California Public Resources
24 Code Sections 21000 et seq.). Said determination is on file with the Clerk of the Board of
25

1 Supervisors in File No. 220875 and is incorporated herein by reference. The Board affirms
2 this determination.

3 (g) On September 28, 2022, the Planning Department determined that the actions
4 contemplated in this ordinance are consistent, on balance, with the City's General Plan and
5 eight priority policies of Planning Code Section 101.1. The Board adopts this determination
6 as its own. A copy of said determination is on file with the Clerk of the Board of Supervisors in
7 File No. 220875, and is incorporated herein by reference.

8 (h) Upon enactment of this ordinance, the Recreation and Park Department intends
9 to apply to the Planning Department for a permit to ensure compliance with any applicable
10 coastal development requirements. The Planning Commission will review the application at a
11 public hearing to determine whether the permit will be issued, as required by law.

12 (i) In conjunction with the restrictions on private vehicular traffic imposed by this
13 ordinance, the Recreation and Park Department and the Municipal Transportation Agency
14 shall study transportation and recreational impacts of weekend and holiday vehicle
15 restrictions, including multi-modal transportation usage, open-space usage, and traffic impacts
16 to adjacent intersections. City staff shall engage in public outreach and collect data, to inform
17 a final decision by the Board of Supervisors at or near the end of the pilot program established
18 by this ordinance.

19
20 Section 2. Article 6 of the Park Code is hereby amended by adding Section 6.13, to
21 read as follows:

22
23 **SEC. 6.13. RESTRICTING MOTOR VEHICLES ON THE UPPER GREAT HIGHWAY.**

24 **(a) Findings and Purpose.** *In 2022, following the temporary closure of the Great Highway*
25 *between Lincoln Way and Sloat Boulevard (hereafter, the "Upper Great Highway") due to the COVID-*

1 19 pandemic, and on recommendation of the Recreation and Park Commission and San Francisco
2 Municipal Transportation Agency ("SFMTA") Board of Directors, the Board of Supervisors found that
3 it would be appropriate to restrict private vehicles from the four-lane limited-access Upper Great
4 Highway at certain times, as described herein, due to the need to ensure the safety and protection of
5 persons who are to use those streets; and because the restrictions would leave a sufficient portion of
6 the streets in the surrounding area for other public uses including vehicular, pedestrian, and bicycle
7 traffic.

8 (b) **Restrictions on Private Vehicles.** The Recreation and Park Department shall restrict
9 private vehicles from the Upper Great Highway from Fridays at 12:00 p.m. ~~afternoons~~ until Monday
10 mornings at 6:00 a.m., and on holidays, as set forth herein. These closures shall remain in effect until
11 December 31, 2025, unless extended by ordinance. The temporary closure of the Upper Great
12 Highway due to the COVID-19 pandemic from April 2020 until the commencement of the pilot project
13 is hereby ratified.

14 (c) **Public Notice and Engagement.**

15 (1) The Recreation and Park Department shall include on its website a map depicting
16 the street segments subject to the street closures and traffic restrictions authorized in subsection (b),
17 and such other information as it may deem appropriate to assist the public; and shall provide advance
18 notice of any changes to these street closures or traffic restrictions to residents and owners of property
19 abutting those streets.

20 (2) The Recreation and Park Department and SFMTA shall collect and publicly report
21 data on pedestrian and cyclist usage and vehicular traffic on the Upper Great Highway and
22 surrounding streets at regular intervals throughout the duration of the pilot program established in this
23 Section 6.13.

24 (3) SFMTA shall develop and release draft recommendations for traffic management no
25 later than July 31, 2023. The draft recommendations shall build upon past traffic management

1 measures and past traffic studies, and shall be updated during the pilot program based on data
2 monitoring, traffic conditions, and community outreach. SFMTA shall also develop final
3 recommendations which may propose traffic management measures for after the pilot period, with a
4 description of potential improvements to the surrounding circulation system, cost estimates, and an
5 implementation schedule for accommodating any future vehicular traffic restrictions that may be in the
6 public interest.

7 (4) The Recreation and Park Department, in coordination with SFMTA, shall engage in
8 community outreach during the pilot period to gain public input on the effectiveness of the pilot
9 program and inform the development of the Westside Traffic Management Plan.

10 (5) Public Works or its successor agency shall develop an Upper Great Highway Sand
11 Management Plan by no later than ~~January~~ March 1, 2023. This plan shall detail how Public Works
12 will manage and maintain an Upper Great Highway free of sand incursions, along with any resource
13 or policy changes needed to accomplish this.

14 (d) **Exempt Motor Vehicles.** The following motor vehicles are exempt from the restrictions
15 in subsection (b):

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

17 (2) Official City, State, or federal vehicles, or any other authorized vehicle, being used
18 to perform official City, State, or federal business pertaining to the Upper Great Highway or any
19 property or facility therein, including but not limited to public transit vehicles, vehicles of the
20 Recreation and Park Department, and construction vehicles authorized by the Recreation and Park
21 Department.

22 (3) Authorized intra-park transit shuttle buses, paratransit vans, or similar authorized
23 vehicles used to transport persons along the Upper Great Highway.

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

1 (e) **Emergency Authority.** The General Manager of the Recreation and Park Department
2 shall have the authority to allow vehicular traffic on segments of the Upper Great Highway that would
3 otherwise be closed to vehicles in accordance with this Section 6.13 in circumstances which in the
4 General Manager's judgment constitute an emergency such that the benefit to the public from the
5 vehicular street closure is outweighed by the traffic burden or public safety hazard created by the
6 emergency circumstances.

7 (f) **Promotion of the General Welfare.** In enacting and implementing this Section 6.13, the
8 City is assuming an undertaking only to promote the general welfare. It is not assuming, nor is it
9 imposing on its officers and employees, an obligation for breach of which it is liable in money damages
10 to any person who claims that such breach proximately caused injury.

11 (g) **Severability.** If any subsection, sentence, clause, phrase, or word of this Section 6.13 or
12 any application thereof to any person or circumstance, is held to be invalid or unconstitutional by a
13 decision of a court of competent jurisdiction, such decision shall not affect the validity of the remaining
14 portions or applications of Section 6.13. The Board of Supervisors hereby declares it would have
15 passed this Section and each and every subsection, sentence, clause, phrase, and word not declared
16 invalid or unconstitutional without regard to whether any other portions of Section 6.13 or application
17 thereof would be subsequently declared invalid or unconstitutional.

18 (h) **Sunset Clause.** This Section 6.13, and the temporary closures of the Upper Great
19 Highway authorized herein, shall expire by operation of law on December 31, 2025, unless extended by
20 ordinance. If not extended by ordinance, upon expiration the City Attorney is authorized to remove this
21 Section 6.13 from the Code.

22
23 Section 3. Effective Date. This ordinance shall become effective 30 days after
24 enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the
25

1 ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board
2 of Supervisors overrides the Mayor's veto of the ordinance.

3
4 APPROVED AS TO FORM:
5 DAVID CHIU, City Attorney

6 By: /s/
7 MANU PRADHAN
8 Deputy City Attorney
9 n:\egana\as2022\2200412\01617615.docx
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25



City and County of San Francisco
Tails
Ordinance

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

File Number: 220875

Date Passed: December 13, 2022

Ordinance amending the Park Code to restrict private vehicles on the Upper Great Highway between Lincoln Way and Sloat Boulevard, on a pilot basis, on weekends and holidays until December 31, 2025; making associated findings under the California Vehicle Code; affirming the Planning Department's determination 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.

November 28, 2022 Land Use and Transportation Committee - AMENDED, AN AMENDMENT OF THE WHOLE BEARING SAME TITLE

November 28, 2022 Land Use and Transportation Committee - DUPLICATED AS AMENDED

November 28, 2022 Land Use and Transportation Committee - REFERRED WITHOUT RECOMMENDATION AS AMENDED

December 06, 2022 Board of Supervisors - NOT AMENDED, AN AMENDMENT OF THE WHOLE BEARING SAME TITLE

Ayes: 3 - Chan, Melgar and Walton

Noes: 8 - Dorsey, Mandelman, Mar, Peskin, Preston, Ronen, Safai and Stefani

December 06, 2022 Board of Supervisors - PASSED ON FIRST READING

Ayes: 9 - Dorsey, Mandelman, Mar, Peskin, Preston, Ronen, Safai, Stefani and Walton

Noes: 2 - Chan and Melgar

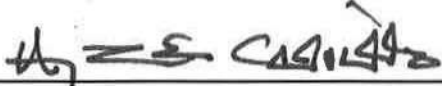
December 13, 2022 Board of Supervisors - FINALLY PASSED

Ayes: 9 - Dorsey, Mandelman, Mar, Peskin, Preston, Ronen, Safai, Stefani and Walton

Noes: 2 - Chan and Melgar

File No. 220875

I hereby certify that the foregoing Ordinance was FINALLY PASSED on 12/13/2022 by the Board of Supervisors of the City and County of San Francisco.



Angela Calvillo
Clerk of the Board



London N. Breed
Mayor

12/22/22

Date Approved

January 29, 2023

Re: Support for Great Highway Pilot Project Coastal Zone Permit

Dear Commissioners,

We write to ask the Board to REJECT these appeals and uphold the Coastal Zone Permit for the Great Highway Pilot Project

This project is in compliance with the Coastal Act's public access policies, and is aligned with the Western Shoreline Area Plan's objective to redesign the Great Highway to enhance its scenic qualities and recreational use. This permit, approved unanimously by the Planning Commission, simply maintains the compromise status quo already approved as a pilot by the Board of Supervisors and the Mayor last year. During this pilot period, the City can continue to conduct outreach, collect data, and construct new transportation improvements to help policymakers make long-term decisions about the Great Highway. This temporary pilot is the only way to collect necessary data about recreational uses, traffic patterns, and public feedback to inform future decisions on how to further the objectives of the Western Shoreline Area Plan.

The passage of Proposition J and the failure of Proposition I in Fall 2022 demonstrate pronounced public support for this permit, with 65% of voters, including majorities in every Supervisorial district, rejecting a measure that would have sought to block the pilot.

The pilot has successfully helped the City move toward one of the Coastal Act's primary goals: maximizing public access and recreational opportunities along the coast. Issuance of this permit is also consistent with Ocean Beach Master Plan and Western Shoreline Plan policies by improving access and opportunities for public recreation (Policy 6.1), as the pilot is enjoyed by thousands of San Franciscans walking, rolling, cycling, and just taking in the quiet enjoyment of the Pacific Ocean every weekend. The pilot experiments with providing additional space for "safe pedestrian access to [the] beach" (Policy 2.1) during the weekend when it is needed most by recreational users, consistent with the Plan's overall Objective 2 goals of emphasizing recreational uses and scenic qualities over high-speed through vehicle traffic for non-coastal uses. Furthermore, a rich calendar of free events during the pilot, ranging from free weekly live music and wellness classes to major holiday events, such as the Autumn Moon Festival and Great Hauntway, have brought many new constituencies out to enjoy the oceanfront.

The pilot's traffic calming elements, requested by neighborhood residents and included in the District 4 Mobility Study, have been a resounding success, bringing vitally needed pedestrian safety improvements to local residential streets. This traffic calming is one piece of a coordinated system of transportation projects in the area—including the Lincoln Way Quick-Build Project, the 29 Sunset Improvement Project, and the installation of traffic signals at the intersection of Sloat and Skyline—that aims to facilitate both vehicle movement and traffic safety through the Sunset and better achieve the Transportation Element's directive for residential streets that "Excessive traffic speeds and volumes should be restricted and discouraged by every means possible per Policy 18.4." Issuance of this permit will ensure these traffic calming features can remain in place and continue to protect all who visit the Sunset and the Coastal Zone. Additionally, the portion of the Great Highway under the pilot program has no vehicle parking, so coastal access by vehicle is unaffected by the pilot.

Finally, the new swing gates authorized by this permit will help ensure the safety of Great Highway visitors during the pilot by ensuring that pedestrians aren't put at risk by vehicles illegally entering the space while facilitating immediate access for emergency vehicles.

We look forward to continuing to work with the Department in our mission to create an accessible and joyous oceanfront for all.

Thank you.

Lucas Lux, President of the Board of Directors, Friends of Great Highway Park



Robin Pam, Executive Director, Kid Safe SF



Jodie Medeiros, Executive Director, Walk SF



Christopher White, Interim Executive Director, San Francisco Bicycle Coalition



BRIEF SUBMITTED BY PLANNING DEPARTMENT



BOARD OF APPEALS BRIEF

HEARING DATE: February 7, 2024

February 1, 2024

Appeal Nos.: 23-062, 23-064, & 23-065
Project Address: Various (Great Highway b/w Lincoln Blvd and Sloat Blvd, plus surrounding area)
Subject: Great Highway Pilot Project
Coastal Zone Permit – Case No. 2022-007356CTZ (PC Motion No. 21437)
Staff Contact: Corey Teague, Zoning Administrator – (628) 652-7328
corey.teague@sfgov.org

Introduction

This brief is intended to provide a concise response to the appeals filed against the Coastal Zone Permit (CTZ) approved by the Planning Commission on November 9, 2023, for the Great Highway Pilot Project and associated traffic calming measures. The brief submitted by the Recreation and Parks Department will provide more background for the project itself, and this brief will focus on how the CTZ was appropriately approved.

Background

The requirement for the CTZ is a function of the California Coastal Act (CCA) of 1976 and the creation of the California Coastal Commission (CCC). The CCA allows the CCC to delegate implementation of the state law to local jurisdictions upon adoption and certification of a Local Coastal Program (LCP). The LCP consists of two components: (1) the Land Use Plan (the Western Shoreline Area Plan, or WSAP) and (2) the Implementation Program, which includes all the applicable Planning Code and Zoning Map provisions within the Coastal Zone. LCP amendments must be certified by the Coastal Commission. To certify an LCP amendment, the Coastal

Commission must find that the amendments “conform with . . . the provisions of the certified land use plan.” (Cal. Pub. Res. Code § 30513.).

San Francisco’s LCP was certified by the CCC in 1986 , and then amended in 2018 to certify amendments made to the WSAP. Planning Code Section 330 et seq. establishes the rules and procedures by which a Coastal Zone Permit may be required, decided upon, and appealed.

The Coastal Zone within San Francisco is divided into three separate subzones found on Section Maps CZ4, CZ5, and CZ13 of the Zoning Map: 1) an area where the CCC retains full permitting jurisdiction (e.g., tidelands, submerged lands below the mean high tide, etc.), 2) an area where San Francisco retains full permitting authority, but where Coastal Zone Permits may ultimately be appealed to the CCC, and 3) an area where San Francisco retains full permitting authority, with no appeal option to the CCC unless an appeal is otherwise permitted by Public Resource Code Section 30603. The Great Highway Pilot Project falls within the second area. As such, an issued CTZ is appealable to the Board of Appeals, and then the Board’s determination may be appealable to the CCC.

Key Points

The Appellants raise various points as to why they believe the CTZ should not be approved. Responses to the primary points are provided below.

1. **APPELLANT:** The CTZ is not consistent with the City’s LCP because it has not been updated and certified by the CCC for amendments other than those in 1986 (NC Controls) and 2018 (WSAP). **RESPONSE:** The City is currently coordinating an effort to update its LCP more comprehensively, although those updates are not necessary to approve this CTZ. The project area is fully within publicly owned property and the public right-of-way. The public property is within the P (Public) Zoning District, which has been amended several times since the City’s Implementation LCP was certified in 1986, but none of those amendments are relate to or

would otherwise impact the permissibility of this project within the P Zoning District. The public right-of-way where the traffic calming measures are located are within various other districts that have been amended in the Planning Code since 1984 and 1986, but not in any way that is relevant to traffic calming measures in the street, which are not regulated by the Planning Code. As such, the Great Highway Pilot Program and associated traffic calming measures are fully consistent with the Planning Code provisions included in the City’s certified LCP.

2. **APPELLANT:** The project is not consistent with the WSAP, specifically Policy 2.1, which states: “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.”

RESPONSE: The project is consistent with the WSAP. The approved CTZ will maintain the Great Highway as a four-lane vehicular street for more than half of each week, the CTZ is for a time-limited pilot program that will end in less than 2 years, any continuation of the program would require a new CTZ, and the program will increase and improve safe pedestrian access to the beach. Section 6 of the approval motion (beginning on Page 4) provides a thorough accounting of how the project is consistent with numerous General Plan goals, policies, and objectives, including those of the WSAP. For these and other reasons, the Planning Commission determined the project to be, on balance, consistent with the WSAP (including Policy 2.1) and General Plan.

3. **APPELLANT:** The project is not consistent with various State law provisions, including coastal access policies.

RESPONSE: The CCA is currently implemented in San Francisco through our locally adopted LCP, including the WSAP and the Planning Code. As stated in Planning Commission Motion No. 21437 (Exhibit A), the project is consistent with both the Planning Code and the WSAP, including policies on public access. The public access policies in the WSAP implement the public access policies in the Coastal Act for San Francisco.

Given the limited scope and time frame of the Project, as well as the many benefits created by the Project, it is the City's position that the Project is consistent with the Coastal Act's policies on public access. The Project will not limit access to the coast, but instead shift the type of access available in a way that continues to provide access for motor vehicles while also improving access for pedestrians and bicyclists. Finally, it's important to note that the project will not remove or otherwise change any vehicular parking spaces along the coastline.

4. **APPELLANT: The LCP does not allow retroactive approvals.** RESPONSE: The Planning Code is silent regarding the concept of "retroactive" approvals in any context, whether it be Coastal Zone Permits, building permits, Planning Commission entitlements, or variances. However, it is clear that any work or project started without full approvals must obtain such approvals in order to continue into the future. This scenario is actually common in the city, with projects receiving required approvals after the fact (often times a property owner was unaware of the need for the approvals). More specifically, there are many examples of the CCC informing local jurisdictions and property owners that a CTZ is required after a project has already begun. As such, it is illogical and unfounded that an early start to a Coastal Zone project without full authorization would prevent such a project from then obtaining the required approvals.

The Great Highway Pilot Project is particularly unique in this sense, as the closure to vehicles began under an emergency order during the COVID-19 shelter-in-place, and then became the subject of a ballot initiative, which ultimately required Board of Supervisors action to amend the Parks Code in order to set the final parameters of the pilot Project and authorize the Recreation and Parks Department to move forward with the CTZ application.

5. **APPELLANT: Planning Commission Motion No. 21437 inaccurately states that the LCP is only the WSAP and**

the findings fail to state that the project is also consistent with the Planning Code (i.e., the implementation component of the LCP). RESPONSE: The Executive Summary of the case report provided to the Planning Commission correctly stated that the project was consistent with both the Planning Code and the WSAP. While the language within the approval motion was less specific regarding the Planning Code requirements, Section No. 5 within the motion specifically states “The Commission finds that the Project is consistent with the relevant provisions of the Planning Code...”

6. **APPELLANT: The project does not meet various environmental standards.** RESPONSE: The temporary partial road closure component of the project is statutorily exempt from environmental review under CEQA pursuant to Public Resources Code section 21080.25 (EXHIBIT B). The traffic calming measures component of the project was issued a Categorical Exemption from CEQA as a Class 1 categorical exemption (EXHIBIT C), and no appeal of this CEQA determination was filed within the time required by the City’s local CEQA implementing procedures. Any future proposal to extend the partial road closure would require a new CTZ that will be subject to the applicable environmental review requirements at that time.
7. **APPELLANT: The project will prevent access for emergency vehicles:** RESPONSE: Ordinance No. 258-22 was adopted by the Board of Supervisors to amend the Parks Code such that the pilot Project parameters were fully defined. That ordinance specifically requires the subject section of the Great Highway to continue to allow access to emergency vehicles, including fire and police vehicles. Additionally, the proposed gates at either end of the Great Highway were reviewed by the Fire Department to ensure adequate emergency access.
8. **APPELLANT: The City did not provide the CCC with notice of the CTZ application within the required 10-day timeline.** RESPONSE: The City provided email notice of the CTZ application on the same day it was filed, and

such notice was acknowledged by the CCC (Exhibit D).

Conclusion

To conclude, it is the Department’s position that the Planning Commission’s action to approve the CTZ per Motion No. 21437 met the requirements of Planning Code Section 330 et seq. and that the Great Highway Pilot Project and associated traffic calming measures are consistent with the City’s Local Coastal Project. Two of the three appellants provide written and/or oral feedback to the Planning Commission containing many of the same issues raised in their briefs, and the Planning Commission heard substantial additional feedback from other interested parties before making their final decision. Overall, this project has been the subject of significant public process and history, and the City had adopted a clear position that the pilot Project should move forward. Therefore, the Department respectfully requests that the Board of Appeals uphold the Planning Commission’s approval of the Coastal Zone Permit.

cc: Eileen Boken - SPEAK (Appellant)
Geoffrey Moore (Appellant)
Charles Perkins (Appellant)
Alex Westhoff (Planning Department)
Brian Stokle (Recreation and Parks Department)

Enclosures: Exhibit A – Planning Commission Motion No. 21437 with Executive Summary and Plans
Exhibit B – Statutory Exemption from CEQA for Great Highway Pilot Project
Exhibit C – Categorical Exemption from CEQA for Traffic Calming Measures
Exhibit D – Emailed Notice to the California Coastal Commission

Board of Appeals Brief
Appeal Nos. 23-062, 23-064, & 23-065
Great Highway Pilot Project – Coastal Zone Permit
Hearing Date: February 7, 2024

EXHIBIT A



EXECUTIVE SUMMARY COASTAL ZONE PERMIT

HEARING DATE: November 9, 2023

Record No.: 2022-007356CTZ
Project Address: Upper Great Highway between Lincoln Way & Sloat Boulevard; plus surrounding streets
Zoning: Various
Cultural District: Sunset Chinese Cultural District
Block/Lot: N/A
Project Sponsor: Brian Stokle
San Francisco Recreation and Parks Department
49 South Van Ness Ave., Suite 1200
San Francisco, CA
Property Owner: City and County of San Francisco
Staff Contact: Alex Westhoff – (628) 652-7314
alex.westhoff@sfgov.org
Environmental Review: Exempt

Recommendation: Approval with Conditions

Project Description

The Great Highway Pilot Project restricts automobile access, on a temporary basis, to the Upper Great Highway between Lincoln Way and Sloat Boulevard (approximately 2.0 miles), for a car-free bicycle and pedestrian promenade on weekends and holidays. This stretch of the Upper Great Highway was originally closed to automobiles full-time in April 2020 to offer an outdoor recreational corridor where users could safely distance during the COVID-19 pandemic. In August 2021, the City modified the closure to apply only between Fridays at noon and Mondays at 6 a.m., and on holidays. In December 2022 the Park Code was amended through an ordinance passed by the Board of Supervisors (File No. 220875) to extend the restrictions instituted in 2021 for a pilot period expiring December 31, 2025. This Coastal Zone Authorization is being sought retroactively for the current pilot closure and also for related traffic calming measures which have been implemented on surrounding streets, including detour and warning signs, turn restrictions, speed tables, speed cushions, and stop signs.

Required Commission Action

Pursuant to Planning Code Section 330, the Commission must grant a Coastal Zone Permit. The Great Highway Pilot Project area lies fully within San Francisco's Coastal Zone Area, as do most of the traffic calming measures.

Issues and Other Considerations

- **Sunset Chinese Cultural District:** The Project is located within the boundaries of the Sunset Chinese Cultural District, which was established in July 2021. The District's mission is to recognize the neighborhood's history, preserve the legacy and traditions uniquely born in the Sunset, recognize and memorialize the Chinese American experience, and preserve and increase the depth and impact of the Chinese American legacy in San Francisco. Currently, this Cultural District does not include any land use regulations that apply to the Project.

Environmental Review

The Great Highway Pilot Project was issued an exemption from the California Environmental Quality Act ("CEQA") as a statutory exemption pursuant to Public Resources Code section 21080.25 (case no. 2022-007356ENV). The Traffic Calming measures occurred through a separate independent action by the San Francisco Municipal Transportation Agency (SFMTA) and were issued an exemption from CEQA as a Class 1 categorical exemption (case no. 2021-001354ENV).

Basis for Recommendation

The Department finds that the Project is, on balance, consistent with applicable zoning and land use controls and the Objectives and Policies of the General Plan, including the Western Shoreline Area Plan. The Project offers increased safe public access to and along Ocean Beach for pedestrians and cyclists, while ultimately maintaining the Upper Great Highway for automobile use due to the temporary nature of the Project.

Attachments:

- Draft Motion – Coastal Zone Permit with Conditions of Approval
- Exhibit B – Plans and Renderings
- Exhibit C – Park Code Amendment Ordinance – Upper Great Highway Pilot (File No. 220875)
- Exhibit D – Maps and Context Photos
- Exhibit E – Statutory Exemption (Great Highway Pilot Project)
- Exhibit F – Categorical Exemption with SFMTA Public Hearing Agenda (Traffic Calming Measures)
- Exhibit G - Project Sponsor Brief



PLANNING COMMISSION MOTION NO. 21437

HEARING DATE: NOVEMBER 9, 2023

Record No.: 2022-007356CTZ
Project Address: Upper Great Highway between Lincoln Way & Sloat Boulevard; plus surrounding streets
Zoning: Various
Cultural District: Sunset Chinese Cultural District
Block/Lot: N/A
Project Sponsor: Brian Stokle
San Francisco Recreation and Parks Department
49 South Van Ness Ave., Suite 1200
San Francisco, CA
Property Owner: City and County of San Francisco
Staff Contact: Alex Westhoff – (628) 652-7314
alex.westhoff@sfgov.org

ADOPTING FINDINGS RELATING TO THE APPROVAL OF A COASTAL ZONE PERMIT PURSUANT TO PLANNING CODE SECTION 330 TO PERMIT TEMPORARY RESTRICTION OF AUTOMOBILE ACCESS TO THE UPPER GREAT HIGHWAY BETWEEN LINCOLN WAY AND SLOAT BOULEVARD (APPROX. 2.0 MILES) FOR A CAR-FREE BICYCLE AND PEDESTRIAN PROMENADE ON WEEKENDS AND HOLIDAYS THROUGH DECEMBER 31, 2025; AS WELL AS THE IMPLEMENTATION OF VARIOUS TRAFFIC CALMING MEASURES ON SURROUNDING STREETS; IN DISTRICTS INCLUDING THE PUBLIC (P), NEIGHBORHOOD COMMERCIAL SMALL-SCALE (NC-2), RESIDENTIAL-MIXED LOW DENSITY (RM-1), RESIDENTIAL-HOUSE, ONE FAMILY (RH-1), RESIDENTIAL-HOUSE, TWO FAMILY (RH-2), AND RESIDENTIAL-HOUSE, THREE FAMILY (RH-3) ZONING DISTRICTS AND OS, 40-X, AND 100-A HEIGHT AND BULK DISTRICTS AND AFFIRMING THE PLANNING DEPARTMENT'S EXEMPT DETERMINATION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On January 18, 2023, the San Francisco Recreation and Parks Department (hereinafter "Project Sponsor") filed Application No. 2022-007356CTZ (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Coastal Zone Permit for the Great Highway Pilot Project to allow for weekend and holiday closure of the Upper Great Highway to automobile traffic on a temporary basis, and for surrounding traffic calming measures.

The Great Highway Pilot Project is statutorily exempt from the California Environmental Quality Act (“CEQA”) pursuant to Public Resources Code section 21080.25. The CEQA determination is attached as Exhibit F.

The traffic calming measures are exempt from the California Environmental Quality Act (“CEQA”) as a Class 1 categorical exemption. The CEQA determination is attached as Exhibit G.

On November 9, 2023, the San Francisco Planning Commission (hereinafter “Commission”) conducted a duly noticed public hearing at a regularly scheduled meeting on Coastal Zone Permit Authorization Application No. 2022-007356CTZ.

The Planning Department Commission Secretary is the Custodian of Records; the File for Record No. 2022-007356CTZ is located at 49 South Van Ness Avenue, Suite 1400, San Francisco, California.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

MOVED, that the Commission hereby authorizes the Coastal Zone Permit as requested in Application No. 2022-007356CTZ, subject to the conditions contained in “EXHIBIT A” of this motion, based on the following findings:

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

- 1. The above recitals are accurate and constitute findings of this Commission.**
- 2. Project Description.** The Coastal Zone Permit is required for the Great Highway Pilot Project including related traffic calming measures. In April 2020, the Recreation and Parks Department (RPD) at the recommendation of Supervisor Gordon Mar and in consultation with Mayor London N. Breed, temporarily closed the four-lane Upper Great Highway between Lincoln Way and Sloat Boulevard to automobiles. The closure was a response to the unprecedented COVID-19 pandemic to allow for safe, distanced outdoor recreation. In August 2021, the City modified vehicular restrictions to apply only during weekends, beginning Fridays at noon and ending Monday at 6 a.m., in addition to holidays.

On December 6, 2022, the San Francisco Board of Supervisors (BOS) passed an ordinance (Board File 220875) amending the Park Code to restrict private vehicles on the Upper Great Highway between Lincoln Way and Sloat Boulevard on weekends and holidays until December 31, 2025. The restriction was proposed as a pilot effort, including studies and analysis of the car-free use of the Upper Great Highway to inform a long-term plan for the future of this space. The ordinance specified:

“Upon enactment of this ordinance, the Recreation and Park Department intends to apply to the Planning Department for a permit to ensure compliance with any coastal development requirements. The Planning Commission will review the application at a public hearing to determine whether the permit will be issued, as required by law.”

Few physical changes related to the Upper Great Highway weekend closures are proposed. Currently there are two existing fixed swing gates, one at the northbound entry and one at the southbound entry. The existing gates are closed when excessive amounts of sand or flood water accumulate on the road and make it unsafe for car travel, as well as when the road functions as a promenade. Traffic cones and moveable gates are currently being placed on the northeast and southwest exits to serve as traffic barriers during the weekends and holidays. RPD is proposing installation of new swing gates installed in a chicane layout (i.e., staggered and on opposite sides of the roadway) to allow emergency vehicles to access the westernmost lanes of the roadway without needing to stop and open the gates. This design supports the continued recreational use of the beach while also enhancing the safe recreational use of the roadway by pedestrians and bicyclists during private vehicular closure times for promenade use, or during sand/water accumulation events.

Related improvements include traffic calming measures constructed by the San Francisco Municipal Transit Agency (SFMTA), for the safety of pedestrian and cyclists. The measures aimed to reduce traffic volumes and speeds on local streets which saw an increase in automobile traffic resulting from the Upper Great Highway closure. In spring 2020, eight detour and warning signs, a road closure barricade, five turn restrictions, and five speed tables were constructed at the intersections of Great Highway along Lincoln Way and Sloat Boulevard and in the adjacent neighborhood to support the Upper Great Highway closure to private vehicles. In April 2021, additional tools were added, including 24 speed cushions, one speed table, and 12 stop signs. In August 2021, when the Upper Great Highway was reopened to weekday vehicular use, some of the tools were no longer necessary and thus removed. In November 2021, additional stop signs were added to the Lower Great Highway at Ortega and Ulloa streets. Exhibit G documents SFMTA approvals of the traffic calming measures.

- 3. Site Description and Present Use.** The Project Site includes a roughly 2-mile stretch of the Upper Great Highway within the Public Zoning District in the Western Shoreline Area plan, bound by Lincoln Way to the North, Sloat Boulevard to the South, Ocean Beach/Pacific Ocean to the West and the Lower Great Highway to the East within the Outer Sunset neighborhood. The Upper Great Highway, developed in 1929, is a four-lane straight highway, divided by a narrow median.
- 4. Surrounding Properties and Neighborhood.** Ocean Beach is a popular recreational hub for surfing and other beach-related activities, and is part of the Golden Gate National Recreation Area, which is administered by the National Park Service. The sloped, vegetated median separating the Upper and Lower Great Highways is managed by the RPD and also includes a 10-foot wide asphalt multi-use recreational pathway.

The traffic calming measures implemented by SFMTA are located throughout the adjacent surrounding neighborhood spanning multiple Zoning Districts including NC-2, RM-1, RH-2, and RH-3. The surrounding neighborhood is predominately residential, characterized by one to two story single- or double- family homes with some larger multi-family apartments.

The Project is also located within the boundaries of the Sunset Chinese Cultural District, which was established in July 2021. The District's mission is to recognize the neighborhood's history, preserve the legacy and traditions uniquely born in the Sunset, recognize and memorialize the Chinese American experience, and preserve and increase the depth and impact of the Chinese American legacy in San

Francisco. Currently, this Cultural District does not include any land use regulations that apply to the Project.

- 5. Planning Code Compliance.** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

The Project falls within the Coastal Zone Permit Area and is subject to Coastal Zone Permit Review pursuant to Planning Code Section 330. Pursuant to Planning Code Section 330.2, the Local Coastal Program shall be the San Francisco Western Shoreline Plan, a part of the City's General Plan. The project is consistent with objectives and policies of the Western Shoreline Plan as outlined in this motion.

- 6. General Plan Compliance.** The Project is, on balance, consistent with the following Objectives and Policies of the General Plan:

ENVIRONMENTAL PROTECTION ELEMENT

Objectives and Policies

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.

OBJECTIVE 7

ASSURE THAT THE LAND RESOURCES IN SAN FRANCISCO ARE USED IN WAYS THAT BOTH RESPECT AND PRESERVE THE NATURAL VALUES OF THE LAND AND SERVE THE BEST INTERESTS OF ALL THE CITY'S CITIZENS.

Policy 7.1

Preserve and add to public open space in accordance with the objectives and policies of the Recreation and Open Space Element.

OBJECTIVE 9

REDUCE TRANSPORTATION-RELATED NOISE.

Policy 9.2

Impose traffic restrictions to reduce transportation noise.

OBJECTIVE 15

INCREASE THE ENERGY EFFICIENCY OF TRANSPORTATION AND ENCOURAGE LAND USE PATTERNS AND METHODS OF TRANSPORTATION WHICH USE LESS ENERGY.

Policy 15.1
Increase the use of transportation alternatives to the automobile.

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 1

ENSURE A WELL-MAINTAINED, HIGHLY UTILIZED, AND INTEGRATED OPEN SPACE SYSTEM.

Policy 1.1

Encourage the dynamic and flexible use of existing open spaces and promote a variety of recreation and open space uses, where appropriate.

Policy 1.4

Prioritize the better utilization of McLaren Park, Ocean Beach, the Southeastern Waterfront and other underutilized significant open spaces.

OBJECTIVE 2

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

Policy 2.2

Provide and promote a balanced recreation system which offers a variety of high quality recreational opportunities for all San Franciscans.

Policy 2.4

Support the development of signature public open spaces along the shoreline.

Policy 2.7

Expand partnerships among open space agencies, transit agencies, private sector and nonprofit institutions to acquire, develop and/or manage existing open spaces.

OBJECTIVE 3

IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE.

Policy 3.1

Creatively develop existing publicly owned right-of-ways and streets into open space.

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 3.4

Encourage non-auto modes of transportation—transit, bicycle and pedestrian access—to and from open spaces while reducing automobile traffic and parking in public open spaces.

Policy 3.5

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

SAFETY AND RESILIENCY ELEMENT

Objectives and Policies

OBJECTIVE 2.1

CLIMATE RESILIENCE. PURSUE SYNERGISTIC EFFORTS THAT BOTH ELIMINATE GREENHOUSE GASES (CLIMATE MITIGATION) AND PROTECT PEOPLE, THE BUILT ENVIRONMENT, AND NATURE FROM THE UNAVOIDABLE IMPACTS OF THE CLIMATE CRISIS (CLIMATE ADAPTATION).

Policy 2.1.2

Direct City actions to reduce local contributions towards the climate crisis by mitigating greenhouse gasses and by increasing carbon sequestration.

Policy 2.1.4

Ensure that City projects and private developments provide multi-benefit solutions that mitigate hazard risk and contribute to a zero-emission future.

TRANSPORTATION ELEMENT

Objectives and Policies

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 1.3

Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.

OBJECTIVE 2

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

Policy 2.2
Reduce pollution, noise and energy consumption.

Policy 2.3
Design and locate facilities to preserve the historic city fabric and the natural landscape, and to protect views.

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.

OBJECTIVE 19

ESTABLISH A STREET HIERARCHY SYSTEM IN WHICH THE FUNCTION AND DESIGN OF EACH STREET ARE CONSISTENT WITH THE CHARACTER AND USE OF ADJACENT LAND.

Policy 19.4
Discourage high-speed through traffic on local streets in residential areas through traffic "calming" measures that are designed not to disrupt transit service or bicycle movement.

Policy 19.5
Mitigate and reduce the impacts of automobile traffic in and around parks and along shoreline recreation areas.

OBJECTIVE 27

EMPLOY A MULTI-DISCIPLINARY APPROACH TO IMPROVING PEDESTRIAN SAFETY

Policy 27.4
Apply best practices in street design and transportation engineering to improve pedestrian safety across the City.

OBJECTIVE 29

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

Policy 29.1
Expand and improve access for bicycles on city streets and develop a well-marked, comprehensive system of bike routes in San Francisco.

Policy 29.8
Encourage biking as a mode of travel through the design of safer streets, education programs and targeted enforcement.

Policy 29.9
Identify and expand recreational bicycling opportunities.

OBJECTIVE 31

CITY GOVERNMENT SHOULD PLAY A LEADERSHIP ROLE IN INCREASING BICYCLE USE.

Policy 31.1
Consider the needs of bicycling and the improvement of bicycle accommodations in all city decisions.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 4

IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY.

Policy 4.1
Protect residential areas from the noise, pollution and physical danger of excessive traffic.

Policy 4.8
Provide convenient access to a variety of recreation opportunities.

Policy 4.9
Maximize the use of recreation areas for recreational purposes.

WESTERN SHORELINE AREA PLAN

Land Use
Objectives and Policies

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.

OBJECTIVE 3

ENHANCE THE RECREATIONAL CONNECTION BETWEEN GOLDEN GATE PARK AND THE BEACH FRONTAGE.

Policy 3.1

Strengthen the visual and physical connection between the park and beach. Emphasize the naturalistic landscape qualities of the western end of the park for visitor use. When possible eliminate the Richmond-Sunset sewer treatment facilities.

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.

OBJECTIVE 11

PRESERVE THE SCALE OF RESIDENTIAL AND COMMERCIAL DEVELOPMENT ALONG THE COASTAL ZONE AREA.

Policy 11.6

Protect the neighborhood environment of the Richmond and Sunset residential areas from the traffic and visitor impacts from the public using adjacent recreation and open space areas.

The Project offers a myriad of public benefits aligned with various policies of the General Plan and Western Shoreline Area Plan. It improves public access to and along Ocean Beach, opening a new paved path as a safe outdoor recreational corridor for persons of all socioeconomic circumstances and varying physical abilities. The Project helps achieve one of the California Coastal Commission's basic goals and associated policies of public coastal access and recreation as mandated by the California Coastal Act of 1976. Moreover, the Upper Great Highway runs adjacent to the Great Highway Dune Trail, a segment of the California Coastal Trail which is an integrated trail network being developed for over 1,230 miles of California's coastline. Ultimately the Great Highway Pilot Project bolsters the capacity of the area for cyclists and pedestrians; enhancing Ocean Beach's existing recreational qualities as a destination that can be appreciated by both local residents and international tourists alike. The Project encourages non-motorized vehicle traffic, which ultimately results in less carbon emissions than private automobiles, helping to reduce San Francisco's contributions to the climate crisis and thus aligning with the City's Climate Action Plan. The City's Transit-First policy prioritizes safe and accessible biking and walking over private automobiles, which this Project also supports. Given the pilot is only temporary, the Upper Great Highway will ultimately remain a four-lane highway, thus consistent with the Western Shoreline Area Plan which states that the Upper Great Highway should be developed as a four-lane highway. Furthermore, even during the pilot period, the Upper Great Highway will remain a four-lane highway during nearly all weekdays. On balance, the Project is consistent with the Objectives and Policies of the General Plan.

7. Planning Code Section 101.1(b) establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the Project complies with said policies in that:

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

The Project site does not possess any neighborhood-serving retail uses. However, increased visitors to Ocean Beach resulting from the Project can bolster patronage to nearby businesses including cafes, restaurants, food trucks, shops, and more.

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

The Project includes few physical improvements, thus having virtually no impact on the neighborhood's built form. Reduced automobile usage can help improve the neighborhood's physical and visual connection to Ocean Beach and the Pacific Ocean.

- C. That the City's supply of affordable housing be preserved and enhanced.

The Project does not affect affordable housing.

- D. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

The Project Site is served by nearby public transportation options including the N-Judah, L-Taraval, and 7, 48, and 23 bus lines. To support the pilot Project, RPD and SFMTA are collecting and analyzing data such as visitor usage and traffic conditions. No new parking is provided by the Project. Currently Ocean Beach visitors can park their vehicles in the vicinity and walk to the beach using Upper Great Highway crosswalks.

- E. 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 does not include commercial office development and does not eliminate any industrial or service uses.

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

The Project does not include any structural or seismic improvements.

- G. That landmarks and historic buildings be preserved.

The Project Site does not contain or impact any City Landmarks or historic buildings.

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

The Project fundamentally enhances the City's open space amenities. It does not propose any development that would inhibit the access to sunlight and vistas for existing parks and open space. Reduced automobile usage on the Upper Great Highway can improve visual access to Ocean Beach.

8. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
9. The Commission hereby finds that approval of the Coastal Zone Permit would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Coastal Zone Permit Application No. 2022-007356CTZ** subject to the following conditions attached hereto as “EXHIBIT A” in general conformance with plans on file, dated December 9, 2022, and stamped “EXHIBIT B”, which is incorporated herein by reference as though fully set forth.

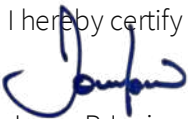
APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Coastal Zone Permit to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at (628) 652-1150, 49 South Van Ness Ave., Suite 1475, San Francisco, CA 94103.

Additionally, any aggrieved person may appeal this Coastal Zone Permit to the California Coastal Commission within ten (10) working days after the California Coastal Commission receives notice of final action from the Planning Department pursuant to the provisions of Section 330.9. Appeals to the California Coastal Commission are subject to the aggrieved party provisions in Section 330.2(a). An applicant is required to exhaust local appeals before appealing to the California Coastal Commission. For further information about appeals to the California Coastal Commission, including current fees, contact the North Central Coast District Office at (415) 904 - 5260.

Protest of Fee or Exaction: You may protest any fee or exaction subject to Government Code Section 66000 that is imposed as a condition of approval by following the procedures set forth in Government Code Section 66020. The protest must satisfy the requirements of Government Code Section 66020(a) and must be filed within 90 days of the date of the first approval or conditional approval of the development referencing the challenged fee or exaction. For purposes of Government Code Section 66020, the date of imposition of the fee shall be the date of the earliest discretionary approval by the City of the subject development.

If the City has not previously given Notice of an earlier discretionary approval of the Project, the Planning Commission’s adoption of this Motion, Resolution, Discretionary Review Action or the Zoning Administrator’s Variance Decision Letter constitutes the approval or conditional approval of the development and the City hereby gives **NOTICE** that the 90-day protest period under Government Code Section 66020 has begun. If the City has already given Notice that the 90-day approval period has begun for the subject development, then this document does not re-commence the 90-day approval period.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on November 9, 2023.



Jonas P. Ionin
Commission Secretary

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

NAYS: None

ABSENT: None

ADOPTED: November 9, 2023

EXHIBIT A

Authorization

This authorization is for a Coastal Zone Permit to allow the temporary restriction of automobile access on weekends and holidays to the Upper Great Highway between Lincoln Way and Sloat Boulevard (approximately 2.0 miles) for a car-free bicycle and pedestrian promenade on weekends and holidays through December 31, 2025 and installation of new swing gates at the north and south ends of the Upper Great Highway; as well as the implementation of various traffic calming measures on surrounding streets subject to conditions of approval reviewed and approved by the Commission on **November 9, 2023** under Motion No. **21437**. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

Recordation of Conditions Of Approval

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the Project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on **November 9, 2023** under Motion No. **21437**.

Printing of Conditions of Approval on Plans

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. **21437** shall be reproduced on the Index Sheet of construction plans submitted with the permit application for the Project. The Index Sheet of the construction plans shall reference the Coastal Zone Permit authorization and any subsequent amendments or modifications.

Severability

The Project shall comply with all applicable City codes and requirements. If any clause, sentence, section or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other remaining clauses, sentences, or sections of these conditions. This decision conveys no right to construct, or to receive a building permit. "Project Sponsor" shall include any subsequent responsible party.

Changes and Modifications

Changes to the approved plans may be approved administratively by the Zoning Administrator. Significant changes and modifications of conditions shall require Planning Commission approval of a new Conditional Use authorization.

CONDITIONS OF APPROVAL, COMPLIANCE, MONITORING, AND REPORTING

Performance

- 1. Expiration and Renewal.** This Coastal Zone Permit shall expire on December 31, 2025. Pursuant to Planning Code Section 330.13(a) a final decision on an application for an appealable Project shall become effective after a 10 working day appeal period to the California Coastal Commission has expired, unless either of the following occur: (1) a valid appeal is filed in accordance with City and State regulations, or (2) local government requirements are not met per Section 330.6(b). When either of the above occur, the California Coastal Commission shall, within five calendar days of receiving notice of that circumstance, notify the local government and the applicant that the local government action has been suspended. The applicant shall cease construction immediately if that occurs.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

- 2. Extension.** The Zoning Administrator may extend a Coastal Zone Permit prior to its expiration for up to 12 months from its original date of expiration. Coastal Zone Permit extensions may be granted upon findings that the Project continues to be in conformance with the Local Coastal program.

All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the Project is delayed by a public agency, an appeal, or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

Monitoring - After Entitlement

- 3. Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

- 4. Revocation due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org



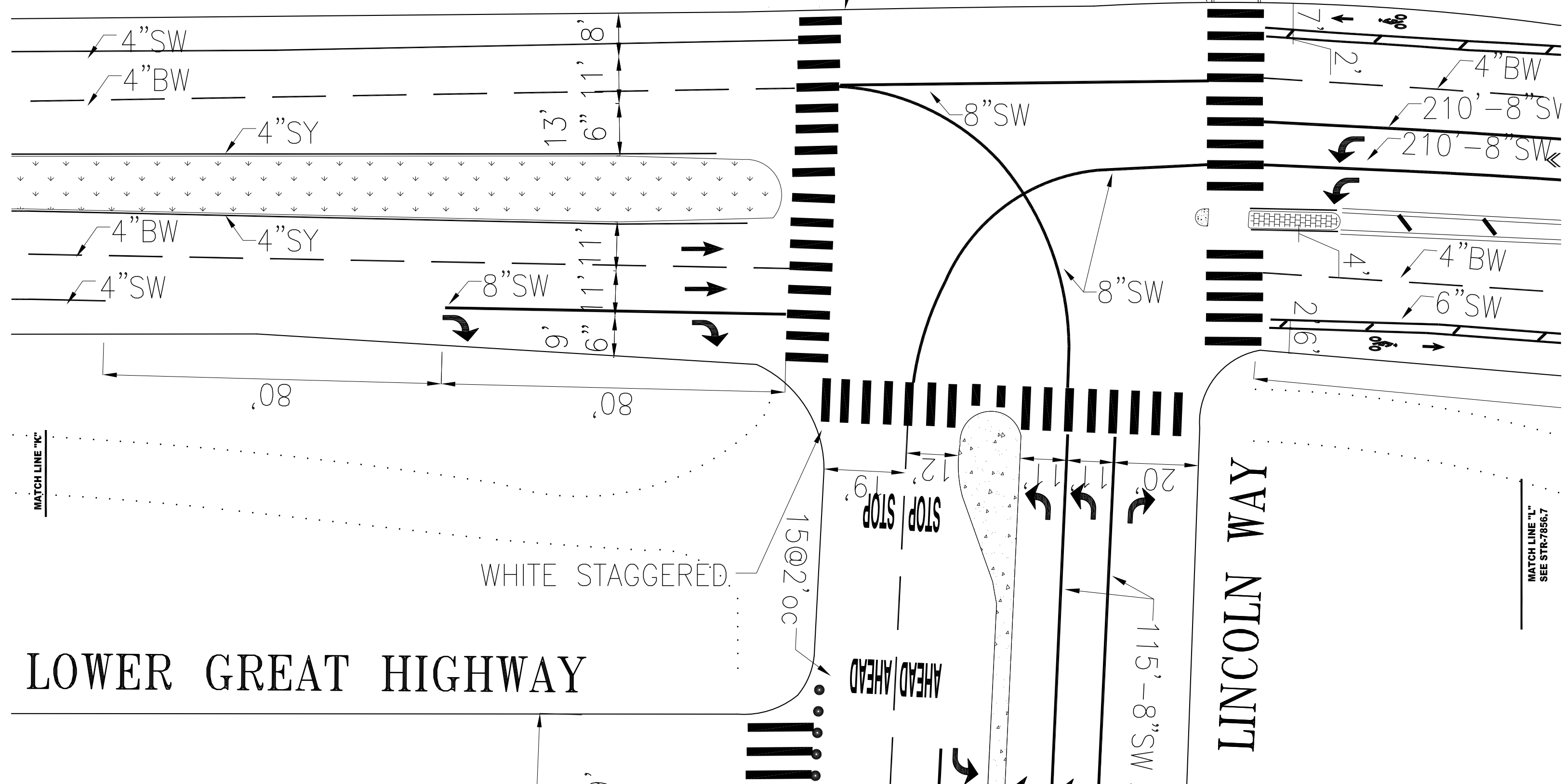
- RPD Parks
- Non-RPD Parks
- Great Highway Pilot
- Turn Restriction
- Stop Sign
- Speed Table
- Speed Hump
- Speed Cushion
- Signage/Detour
- Detour Warning
- Barricade
- Coastal Zone
- One Way
- Bike Lane
- Car Free Street
- Partially Car Free Street
- Additional Car Free Streets (pre 2022)



EXISTING CONDITIONS

GREAT HIGHWAY

WHITE STAGGERED
CONTINENTAL



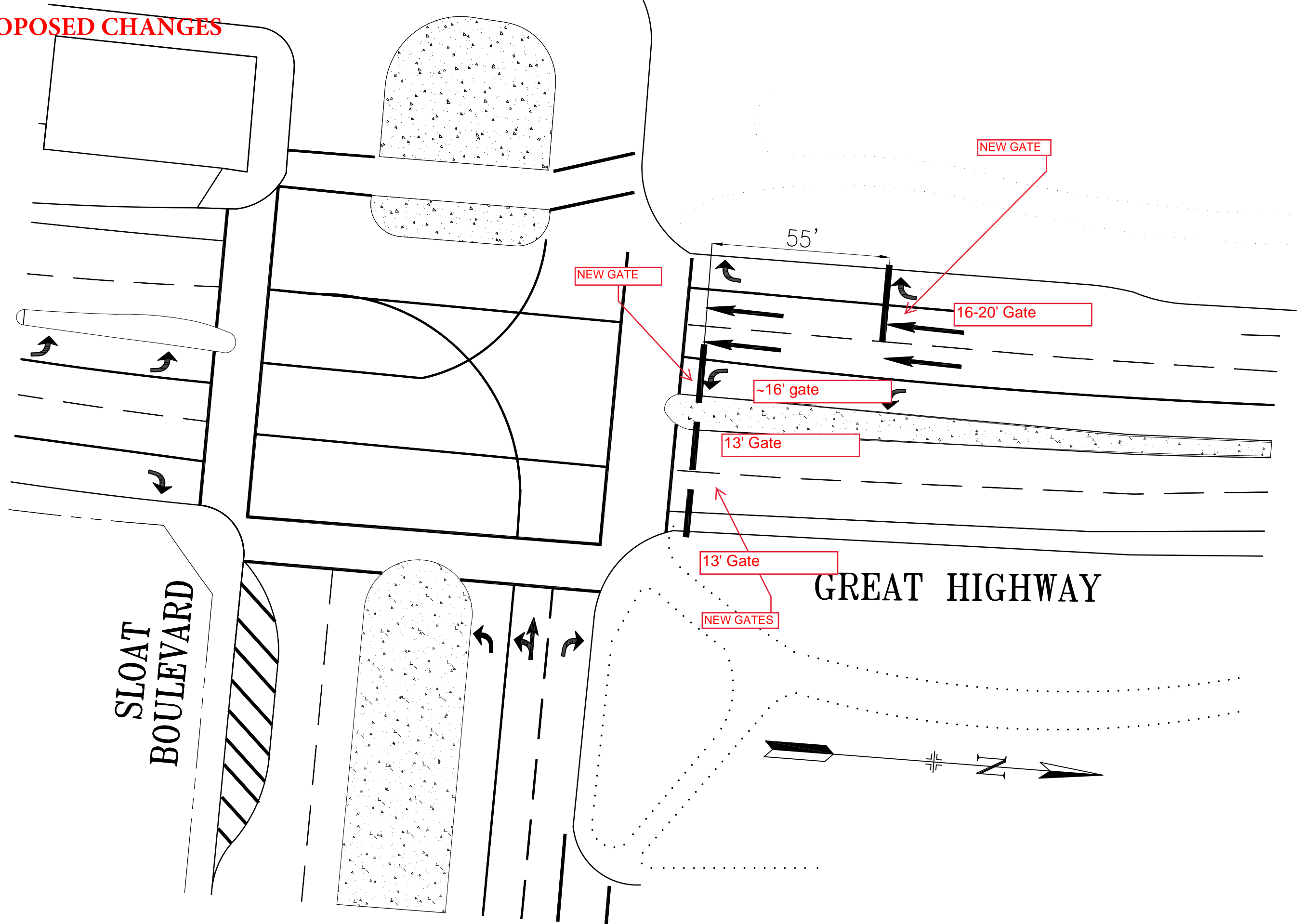
LOWER GREAT HIGHWAY

LINCOLN WAY

MATCH LINE "K"

MATCH LINE "L"
SEE STR-7856.7

PROPOSED CHANGES



PROPOSED CHANGES

GREAT HIGHWAY

NEW GATES
14'-16'

NEW GATE
14'-16'

NEW GATE
16'-18'

55'

RECTANGULAR
PAVEMENT
MARKERS

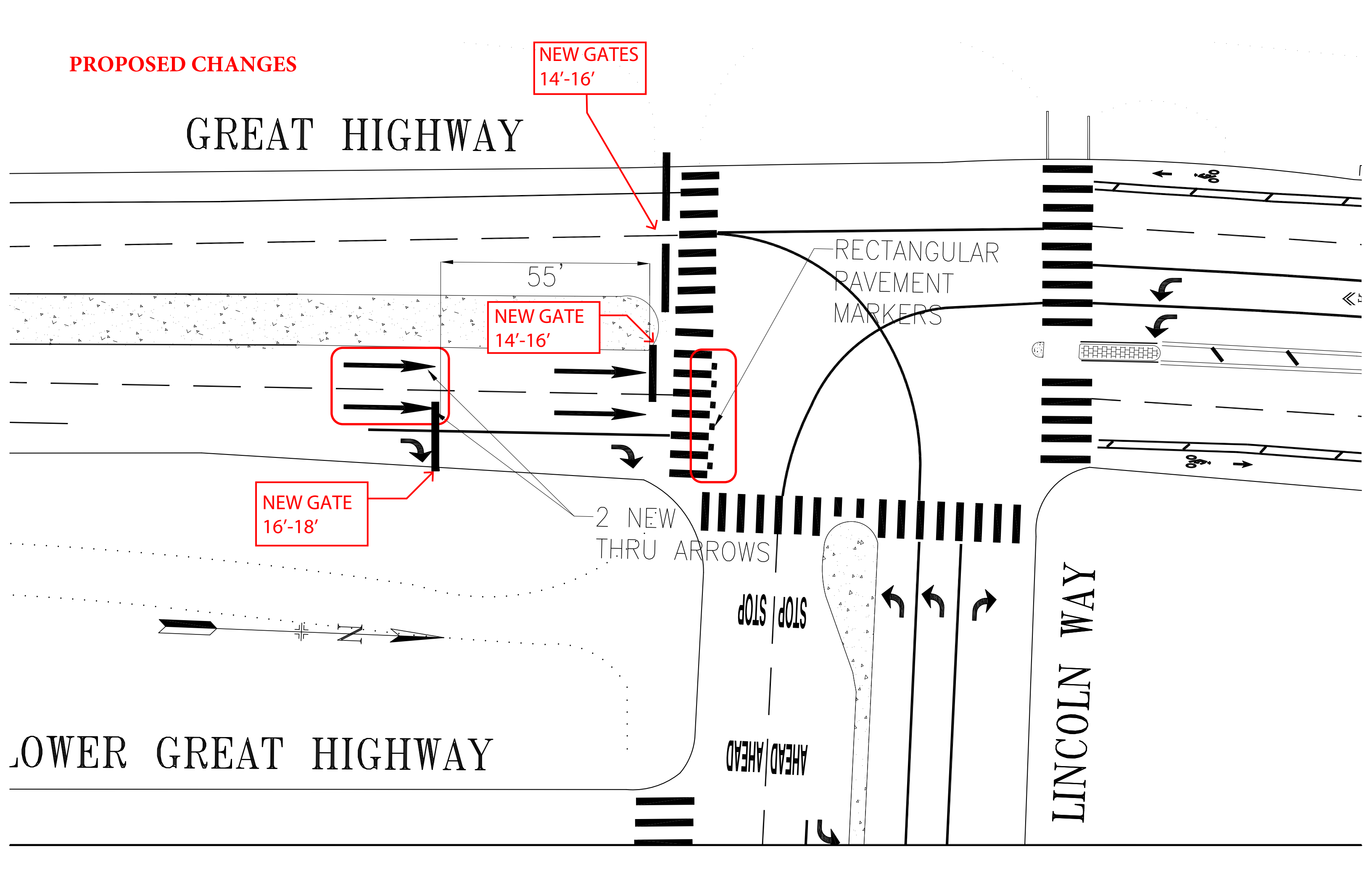
2 NEW
THRU ARROWS

STOP / STOP

AHEAD / AHEAD

LINCOLN WAY

LOWER GREAT HIGHWAY



Board of Appeals Brief
Appeal Nos. 23-062, 23-064, & 23-065
Great Highway Pilot Project – Coastal Zone Permit
Hearing Date: February 7, 2024

EXHIBIT B



CEQA Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
The Great Highway Project		
Case No.		Permit No.
2022-007356ENV		
<input checked="" type="checkbox"/> Addition/Alteration	<input type="checkbox"/> Demolition (requires HRE for Category B Building)	<input type="checkbox"/> New Construction
<p>Project description for Planning Department approval.</p> <p>The San Francisco Recreation and Parks Department (RPD) proposes the Great Highway Project, which would implement a pilot program to create a car-free bicycle and pedestrian promenade on weekends, holidays, and a portion of Fridays by restricting private vehicle access to the Upper Great Highway between Lincoln Way and Sloat Boulevard (2.0 miles). When closed to private vehicles, the roadway would become a separated right-of-way promenade for the exclusive use of pedestrians, bicyclists, emergency vehicles, and other permitted vehicles. The roadway would continue to operate as a four-lane vehicular roadway on weekdays from Monday to the Friday closure time.</p> <p>See attachments for a full project description and project plans.</p>		

STEP 1: EXEMPTION TYPE

The project has been determined to be exempt under the California Environmental Quality Act (CEQA).	
<input type="checkbox"/>	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	Class 3 - New Construction. Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	<p>Class 32 - In-Fill Development. New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p> <p>FOR ENVIRONMENTAL PLANNING USE ONLY</p>
<input checked="" type="checkbox"/>	<p>Other _____</p> <p>Statutory Exemption per Public Resources Code section 21080.25 as demonstrated in the attached Senate Bill 288 Eligibility Checklist</p>
<input type="checkbox"/>	Common Sense Exemption (CEQA Guidelines section 15061(b)(3)). It can be seen with certainty that there is no possibility of a significant effect on the environment. FOR ENVIRONMENTAL PLANNING USE ONLY

STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT

TO BE COMPLETED BY PROJECT PLANNER

<input type="checkbox"/>	<p>Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g. use of diesel construction equipment, backup diesel generators, heavy industry, diesel trucks, etc.)? (refer to <i>The Environmental Information tab on the San Francisco Property Information Map</i>)</p>
<input type="checkbox"/>	<p>Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential?</p> <p>Note that a categorical exemption shall not be issued for a project located on the Cortese List if box is checked, note below whether the applicant has enrolled in or received a waiver from the San Francisco Department of Public Health (DPH) Maher program, or if Environmental Planning staff has determined that hazardous material effects would be less than significant. (refer to <i>The Environmental Information tab on the San Francisco Property Information Map</i>)</p>
<input type="checkbox"/>	<p>Transportation: Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?</p>
<input type="checkbox"/>	<p>Archeological Resources: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? If yes, archeology review is required.</p>
<input type="checkbox"/>	<p>Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (refer to <i>The Environmental Information tab on the San Francisco Property Information Map</i>) If box is checked, Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Average Slope of Parcel = or > 25%, or site is in Edgehill Slope Protection Area or Northwest Mt. Sutro Slope Protection Area: Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, or (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area? (refer to <i>The Environmental Planning tab on the San Francisco Property Information Map</i>) If box is checked, a geotechnical report is likely required and Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Seismic Hazard: <input type="checkbox"/> Landslide or <input type="checkbox"/> Liquefaction Hazard Zone:</p> <p>Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area, or (4) grading performed at a site in the landslide hazard zone? (refer to <i>The Environmental tab on the San Francisco Property Information Map</i>) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</p>
<p>Comments and Planner Signature (optional):</p> 	

**STEP 3: PROPERTY STATUS - HISTORIC RESOURCE
TO BE COMPLETED BY PROJECT PLANNER**

PROPERTY IS ONE OF THE FOLLOWING: <i>(refer to Property Information Map)</i>	
<input type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input checked="" type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4. NOT APPLICABLE
<input type="checkbox"/>	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). GO TO STEP 6.

**STEP 4: PROPOSED WORK CHECKLIST
TO BE COMPLETED BY PROJECT PLANNER**

Check all that apply to the project.	
<input type="checkbox"/>	1. Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. Garage work. A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. Addition(s) that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
Note: Project Planner must check box below before proceeding.	
<input type="checkbox"/>	Project is not listed. GO TO STEP 5.
<input type="checkbox"/>	Project does not conform to the scopes of work. GO TO STEP 5.
<input type="checkbox"/>	Project involves four or more work descriptions. GO TO STEP 5.
<input type="checkbox"/>	Project involves less than four work descriptions. GO TO STEP 6.

**STEP 5: ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PRESERVATION PLANNER**

Check all that apply to the project.	
<input type="checkbox"/>	1. Reclassification of property status. <i>(Attach HRER Part I)</i> <input type="checkbox"/> Reclassify to Category A a. Per HRER b. Other <i>(specify):</i> <input type="checkbox"/> Reclassify to Category C <i>(No further historic review)</i>
<input type="checkbox"/>	2. Project involves a known historical resource (CEQA Category A) as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	3. Interior alterations to publicly accessible spaces that do not remove, alter, or obscure character defining features.
<input type="checkbox"/>	4. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	5. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.

<input type="checkbox"/>	6. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	7. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input type="checkbox"/>	8. Work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties (Analysis required)</i> :
<input type="checkbox"/>	9. Work compatible with a historic district (Analysis required):
<input type="checkbox"/>	10. Work that would not materially impair a historic resource (Attach HRER Part II).
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.	
<input type="checkbox"/>	Project can proceed with exemption review. The project has been reviewed by the Preservation Planner and can proceed with exemption review. GO TO STEP 6.
Comments (optional):	
Preservation Planner Signature:	

**STEP 6: EXEMPTION DETERMINATION
TO BE COMPLETED BY PROJECT PLANNER**

<input checked="" type="checkbox"/>	No further environmental review is required. The project is exempt under CEQA.	
	Project Approval Action: Approval via majority YES Vote of Board of Supervisors	Signature: Ryan Shum 09/28/2022
<p>Once signed or stamped and dated, this document constitutes a n exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code.</p> <p>In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination to the Board of Supervisors can only be filed within 30 days of the project receiving the approval action.</p>		

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional environmental review pursuant to CEQA.

MODIFIED PROJECT DESCRIPTION

Modified Project Description:

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:

<input type="checkbox"/>	Result in expansion of the building envelope, as defined in the Planning Code;
<input type="checkbox"/>	Result in the change of use that would require public notice under Planning Code Sections 311 or 312;
<input type="checkbox"/>	Result in demolition as defined under Planning Code Section 317 or 19005(f)?
<input type="checkbox"/>	Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption?

If at least one of the above boxes is checked, further environmental review is required

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

<input type="checkbox"/>	The proposed modification would not result in any of the above changes.
If this box is checked, the proposed modifications are exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can be filed to the Environmental Review Officer within 10 days of posting of this determination.	
Planner Name:	Date:



Eligibility Checklist: Senate Bill 288 (SB288) and Public Resources Code Section 21080.25

Date of Preparation: September 28, 2022
Record No.: 2022-007356ENV, **The Great Highway Project**
Project Sponsor: Jordan Harrison, San Francisco Recreation and Parks Department
Staff Contact: Ryan Shum, ryan.shum@sfgov.org, (628) 652-7542

PROJECT DESCRIPTION

The Great Highway project would implement a pilot program to create a car-free bicycle and pedestrian promenade on weekends, holidays, and a portion of Fridays by restricting private vehicle access to the Upper Great Highway between Lincoln Way and Sloat Boulevard (2.0 miles). When closed to private vehicles, the roadway would become a separated right-of-way promenade for the exclusive use of pedestrians, bicyclists, emergency vehicles, and other permitted vehicles. The roadway would continue to operate as a four-lane vehicular roadway on weekdays from Monday to the Friday closure time.

The full project description and additional project information is attached to this checklist as Attachment A. Project plans are included as Attachment B.

Constructed by:	Contracted through:
<input type="checkbox"/> Public Works	<input type="checkbox"/> Public Works
<input type="checkbox"/> SFMTA	<input type="checkbox"/> SFMTA
<input checked="" type="checkbox"/> RPD	<input checked="" type="checkbox"/> RPD

SB288 ELIGIBILITY CHECKLIST

This project, as proposed, would be eligible for a Statutory Exemption per Public Resources Code section 21080.25 as demonstrated below.

Table 1: Project Type Checklist – Public Resources Code Section 21080.25(b)	
The project must meet at least one project type to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms.	
<input checked="" type="checkbox"/>	(1) Pedestrian and bicycle facilities, including new facilities. For purposes of this paragraph, “bicycle facilities” include, but are not limited to, bicycle parking, bicycle sharing facilities, and bikeways as defined in Section 890.4 of the Streets and Highways Code.
<input type="checkbox"/>	(2) Projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians.
<input type="checkbox"/>	(3) Transit prioritization projects.
<input type="checkbox"/>	(4) On highways with existing public transit service or that will be implementing public transit service within six months of the conversion, a project for the designation and conversion of general purpose lanes or highway shoulders to bus-only lanes, for use either during peak congestion hours or all day.
<input type="checkbox"/>	(5) A project for the institution or increase of new bus rapid transit, bus, or light rail service, including the construction of stations, on existing public rights-of-way or existing highway rights-of-way, whether or not the right-of-way is in use for public mass transit.
<input type="checkbox"/>	(6) A project to construct or maintain infrastructure to charge or refuel zero-emission transit buses, provided the project is carried out by a public transit agency that is subject to, and in compliance with, the State Air Resources Board’s Innovative Clean Transit regulations (Article 4.3 (commencing with Section 2023) of Chapter 1 of Division 3 of Title 13 of the California Code of Regulations) and the project is located on property owned by the transit agency or within an existing public right-of-way.
<input type="checkbox"/>	(7) The maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with a project identified in items (1) to (6) above, inclusive.
<input type="checkbox"/>	(8) A project that consists exclusively of a combination of any of the components of a project identified in items (1) to (7) above, inclusive.
<input type="checkbox"/>	(9) A project carried out by a city or county to reduce minimum parking requirements.

(continued on the following page)

Table 2: Other Project Eligibility Criteria – Public Resources Code Section 21080.25(c)	
The project must meet all the criteria listed below to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 2 does not apply to a project carried out by a city or county to reduce minimum parking requirements.	
<input checked="" type="checkbox"/>	(1) A public agency is carrying out the project and is the lead agency for the project.
<input checked="" type="checkbox"/>	(2) The project is located in an urbanized area.
<input checked="" type="checkbox"/>	(3) The project is located on or within an existing public right-of-way (or on property owned by the transit agency per Table 1, Item 6 above).
<input checked="" type="checkbox"/>	(4) The project shall not add physical infrastructure that increases new automobile capacity on existing rights-of-way except for minor modifications needed for the efficient and safe movement of transit vehicles, such as extended merging lanes. The project shall not include the addition of any auxiliary lanes.
<input checked="" type="checkbox"/>	(5) The construction of the project shall not require the demolition of affordable housing units.
<input checked="" type="checkbox"/>	(6) The project would not exceed one hundred million dollars (\$100,000,000) in 2020 United States dollars. ¹
¹ If the project exceeds \$100,000,000, then Section 21080.25(c)(6) imposes additional requirements. Please consult with the Planning Department staff.	
Table 3: Project Labor Requirements – Public Resources Code Section 21080.25(d)	
In addition to meeting the criteria in Table 2, the project must meet labor requirements to qualify for a Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 3 does not apply to a project carried out by a city or county to reduce minimum parking requirements.	
<input type="checkbox"/>	(1) Before granting an exemption under this section, the lead agency shall certify that the project will be completed by a skilled and trained workforce. (2) (A) Except as provided in subparagraph (B), for a project that is exempted under this section, the lead agency shall not enter into a construction contract with any entity unless the entity provides to the lead agency an enforceable commitment that the entity and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project or a contract that falls within an apprenticeship occupation in the building and construction trades in accordance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code. (B) Subparagraph (A) does not apply if any of the following requirements are met: (i) The lead agency has entered into a project labor agreement that will bind all contractors and subcontractors performing work on the project or the lead agency has contracted to use a skilled and trained workforce and the entity has agreed to be bound by that project labor agreement. (ii) The project or contract is being performed under the extension or renewal of a project labor agreement that was entered into by the lead agency before January 1, 2021. (iii) The lead agency has entered into a project labor agreement that will bind the lead agency and all its subcontractors at every tier performing the project or the lead agency has contracted to use a skilled and trained workforce.
<input type="checkbox"/>	A portion of the project would be constructed by SFMTA and/or Public Works Shops and this portion would not require the use of contractors for labor.
<input checked="" type="checkbox"/>	Not Applicable. The project would be entirely constructed by RPD, SFMTA and/or Public Works Shops and would not require the use of contractors for labor.

Board of Appeals Brief
Appeal Nos. 23-062, 23-064, & 23-065
Great Highway Pilot Project – Coastal Zone Permit
Hearing Date: February 7, 2024

EXHIBIT C



SAN FRANCISCO PLANNING DEPARTMENT

2021-001354ENV

ENVIRONMENTAL EVALUATION APPLICATION COVER MEMO - PUBLIC PROJECTS ONLY

In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the first approval action.

Please attach this memo along with all necessary materials to the Environmental Evaluation Application.

Project Address and/or Title:	
Project Approval Action:	
Will the approval action be taken at a noticed public hearing? <input type="checkbox"/> YES* <input type="checkbox"/> NO * If YES is checked, please see below.	

IF APPROVAL ACTION IS TAKEN AT A NOTICED PUBLIC HEARING, INCLUDE THE FOLLOWING CALENDAR LANGUAGE:

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

Individual calendar items: This proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31.

THE FOLLOWING MATERIALS ARE INCLUDED:

- 2 sets of plans (11x17)
- Project description
- Photos of proposed work areas/project site
- Necessary background reports (specified in EEA)



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6358
FOR PUBLIC HEARING

The Sustainable Streets Division of the San Francisco Municipal Transportation Agency will hold an on-line public hearing on Friday, February 19, 2021, at 10:00 AM to consider the various matters listed on the agenda below.

The purpose of the public hearing will be to get public feedback on these proposals. **No decisions will be made on these items at the public hearing.** Based upon all public feedback received, the SFMTA will make and post the decision on these items by 5 pm. the following Friday on the SFMTA website.

Public opinion about these proposals can be shared in any of the following ways:

- Online Skype Meeting: [SFMTA.com/ENGhearing](https://sfmta.com/ENGhearing)
- To speak about any items, please follow the phone-in instructions.
- Phoning during the public hearing: please dial **888-398-2342** and enter the code 8647385. When public comment is open key in "1" and then "0" to join the queue of people wishing to comment.
- Sending an email to Sustainable.Streets@SFMTA.com with the subject line "Public Hearing."

Online Participation	1. For the best online experience, join the Skype session and select "Don't join audio". For the audio, use the phone instructions below. This will allow you to listen and participate through the same audio experience.
Phone Participation	1. When prompted, dial "1 - 0" to be added to the speaker line. The auto-prompt will indicate callers are entering "Question and Answer" time; this is the "Public Comment" period. 2. Callers will hear silence when waiting for your turn to speak. 3. When prompted, callers will have the standard two minutes to provide comment.

For clarification about any items before the public hearing, the responsible staff person is listed, along with an email address.

Irving Street, south side, between 8th Avenue and 9th Avenue

- 1. ESTABLISH – RESIDENTIAL PERMIT PARKING ELIGIBILITY, AREA J**
Irving Street, south side, between 8th Avenue and 9th Avenue
(Supervisor District 5) Kathryn Studwell, kathryn.studwell@sfmta.com

Extension of RPP Area J will enable residents to obtain RPP permits for Area J.



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6358
FOR PUBLIC HEARING

Monterey Boulevard, both sides, at Hazelwood Avenue – Red Zones

2. ESTABLISH - RED ZONES

- A. Monterey Boulevard, north side, 26 feet to 30 feet east of Hazelwood Avenue (Engineer)
- B. Monterey Boulevard, north side, from Hazelwood Avenue to 20 feet westerly (removes 1 parking space) (Engineer)
- C. Monterey Boulevard, south side, 15 feet to 35 feet west of Hazelwood Avenue (removes 1 parking space) (Engineer)
- D. Monterey Boulevard, south side, 14 feet to 30 feet east of Hazelwood Avenue (removes 1 parking space) (Engineer)
(Supervisor District 7) David Sindel, david.sindel@sfmta.com

Additional daylighting requested by SFMTA to address pattern of left-turn collisions.

Joice Street, between Clay Street and Sacramento Street – Speed Hump

3. ESTABLISH – SPEED HUMP

Joice Street, between Clay Street and Sacramento Street (1 speed hump)
(Supervisor District 3) Daniel Carr, daniel.carr@sfmta.com

This proposal installs a traffic calming speed hump on the block at the request of the community.

Minnesota Street between 23rd & 25th Streets; 24th Street between Minnesota & Tennessee Streets- One-Way Street, Red Zone & Sidewalk

4. ESTABLISH – ONE WAY STREET

24th Street, eastbound, from Minnesota Street to Tennessee Street
(Supervisor District 10) Shahram Shariati, Shahram.shariati@sfmta.com

This project is designed to improve safety and convert the street from a two way into a one way street.

Cole Street, both sides, between Haight Street and Waller Street – Residential Permit Parking Extension

5(a). ESTABLISH – RESIDENTIAL PERMIT PARKING AREA J

Cole Street, both sides, between Haight Street and Waller Street

5(b). ESTABLISH – 2-HOUR PARKING, 8AM TO 5PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA J PERMITS

Cole Street, east side, from 76 feet south of Haight Street to Waller Street
Cole Street, west side, from 113 feet south of Haight Street to Waller Street
(Supervisor District 5) Kathryn Studwell, kathryn.studwell@sfmta.com

This proposal will extend RPP Area J to the 600 block of Cole Street.



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6358
FOR PUBLIC HEARING

Polk Street/Pacific Ave – Red Zone

**6(a). RESCIND - YELLOW METERED LOADING ZONE
(30 MIN LIMIT 8AM-1PM, MON-FRI)**

Polk Street, west side, from 7 feet to 47 feet north of Pacific Avenue
(meter space #2001 & 2003). (Engineer)

**6(b). RESCIND – YELLOW METERED LOADING ZONE
(30 MIN LIMIT 10AM-1PM, MON-FRI)**

Polk Street, east side, from 104 feet to 148 feet south of Broadway Street
(meter space #2024 & 2020). (Engineer)

6(c). RESCIND - RED ZONE

Polk Street, west side, from 64 feet to 68 feet north of Pacific Avenue. (Engineer)
Polk Street, west side from 86 feet to 89 feet north of Pacific Avenue. (Engineer)

6(d). ESTABLISH - RED ZONE

Polk Street, west side, from 7 feet to 20 feet north of Pacific Avenue.
(Engineer)

**6(e). ESTABLISH - YELLOW METERED LOADING ZONE
(30 MIN LIMIT 8AM-6PM, MON-SAT)**

Polk Street, west side, from 20 feet to 47 feet north of Pacific Avenue
(extends yellow meter space #2003 from 22 feet to 27 feet) (Engineer)
Polk Street, west side, from 64 feet to 89 feet north of Pacific Avenue
(converts general meter space #2011 into a 25-foot yellow metered
space). (Engineer)

**6(f). ESTABLISH – YELLOW METERED LOADING ZONE
(30 MIN LIMIT 10AM-6PM, MON-SAT)**

Polk Street, east side, from 104 feet to 148 feet south of Broadway Street
(meter space #2024 & 2020) (Engineer) (Supervisor District 3) Shahram Shariati,
Shahram.Shariati@sfmta.com

This project is designed to improve pedestrian safety by daylighting the intersection.

Tenderloin – Speed Limit

RESCIND – 25 MPH SPEED LIMIT

7. ESTABLISH – 20 MPH SPEED LIMIT

- A.** Grove Street, between Van Ness Avenue and Market Street
- B.** McAllister Street, between Van Ness Avenue and Market Street
- C.** Golden Gate Avenue, between Van Ness Avenue and Market Street
- D.** Turk Street, between Van Ness Avenue and Market Street
- E.** Eddy Street, between Van Ness Avenue and Mason Street
- F.** Ellis Street, between Van Ness Avenue and Mason Street
- G.** O'Farrell Street, between Van Ness Avenue and Mason Street
- H.** Geary Street, between Van Ness Avenue and Mason Street



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6358
FOR PUBLIC HEARING

- I. Post Street, between Van Ness Avenue and Mason Street
 - J. Sutter Street, between Van Ness Avenue and Mason Street
 - K. Polk Street, between Sutter Street and Grove Street
 - L. Larkin Street, between Sutter Street and Grove Street
 - M. Hyde Street, between Sutter Street and Market Street
 - N. Leavenworth Street, between Sutter Street and Market Street
 - O. Jones Street, between Sutter Street and Market Street
 - P. Taylor Street, between Sutter Street and Market Street
 - Q. Mason Street, between Sutter Street and Market Street
- (Supervisor Districts 3 and 6) Tom Folks, tom.folks@sfmta.com

These streets are all part of the City's High Injury Vision Zero Network, with either the entire street segment or a substantial portion included. The signal timing progression in this area was set at 20 mph in the recent NOMA/SOMA area-wide retiming effort.

Tenderloin – No Turn on Red

8. ESTABLISH – NO TURN ON RED

- A. Sutter Street, westbound, at Larkin Street (Engineer)
- B. Sutter Street, westbound, at Hyde Street (Engineer)
- C. Sutter Street, westbound, at Leavenworth Street (Engineer)
- D. Sutter Street, westbound, at Jones Street (Engineer)
- E. Sutter Street, westbound, at Taylor Street (Engineer)
- F. Sutter Street, westbound, at Mason Street (Engineer)
- G. Post Street, eastbound, at Larkin Street (Engineer)
- H. Post Street, eastbound, at Hyde Street (Engineer)
- I. Post Street, eastbound, at Leavenworth Street (Engineer)
- J. Post Street, eastbound, at Jones Street (Engineer)
- K. Post Street, eastbound, at Taylor Street (Engineer)
- L. Post Street, eastbound, at Mason Street (Engineer)
- M. Geary Street, westbound, at Larkin Street (Engineer)
- N. Geary Street, westbound, at Hyde Street (Engineer)
- O. Geary Street, westbound, at Leavenworth Street (Engineer)
- P. Geary Street, westbound, at Jones Street (Engineer)
- Q. Geary Street, westbound, at Taylor Street (Engineer)
- R. Geary Street, westbound, at Mason Street (Engineer)
- S. O'Farrell Street, eastbound, at Larkin Street (Engineer)
- T. O'Farrell Street, eastbound, at Hyde Street (Engineer)
- U. O'Farrell Street, eastbound, at Leavenworth Street (Engineer)
- V. O'Farrell Street, eastbound, at Jones Street (Engineer)
- W. O'Farrell Street, eastbound, at Taylor Street (Engineer)
- X. O'Farrell Street, eastbound, at Mason Street (Engineer)
- Y. Ellis Street, westbound, at Larkin Street (Engineer)
- Z. Ellis Street, eastbound, at Hyde Street (Engineer)
- AA. Ellis Street, westbound, at Leavenworth Street (Engineer)
- BB. Ellis Street, westbound, at Taylor Street (Engineer)
- CC. Ellis Street, westbound, at Mason Street (Engineer)



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6358
FOR PUBLIC HEARING

- DD.** Eddy Street, westbound, at Larkin Street (Engineer)
- EE.** Eddy Street, eastbound, at Hyde Street (Engineer)
- FF.** Eddy Street, westbound, at Leavenworth Street (Engineer)
- GG.** Eddy Street, eastbound, at Mason Street (Engineer)
- HH.** Turk Street, westbound, at Larkin Street (Engineer)
- II.** Turk Street, westbound, at Taylor Street (Engineer)
- JJ.** Golden Gate Avenue, eastbound, at Larkin Street (Engineer)
- KK.** McAllister Street, eastbound and westbound, at Larkin Street (Engineer)
- LL.** McAllister Street, westbound, at Leavenworth Street (Engineer)
- MM.** McAllister Street, eastbound, at Charles J. Brenham Place (Engineer)
- NN.** Fulton Street, westbound, at Larkin Street (Engineer)
- OO.** Fulton Street, eastbound, at Hyde Street (Engineer)
- PP.** Grove Street, westbound, at Larkin Street (Engineer)
- QQ.** Larkin Street, northbound, at Post Street (Engineer)
- RR.** Larkin Street, northbound, at Geary Street (Engineer)
- SS.** Larkin Street, northbound, at O'Farrell Street (Engineer)
- TT.** Larkin Street, northbound, at Ellis Street (Engineer)
- UU.** Larkin Street, northbound, at Eddy Street (Engineer)
- VV.** Larkin Street, northbound, at Turk Street (Engineer)
- WW.** Larkin Street, northbound, at Golden Gate Avenue (Engineer)
- XX.** Larkin Street, northbound, at McAllister Street (Engineer)
- YY.** Larkin Street, northbound, at Fulton Street (Engineer)
- ZZ.** Larkin Street, northbound and southbound, at Grove Street (Engineer)
- AAA.** Hyde Street, southbound, at Sutter Street (Engineer)
- BBB.** Hyde Street, southbound, at Post Street (Engineer)
- CCC.** Hyde Street, southbound, at Geary Street (Engineer)
- DDD.** Hyde Street, southbound, at O'Farrell Street (Engineer)
- EEE.** Hyde Street, southbound, at Ellis Street (Engineer)
- FFF.** Hyde Street, southbound, at Eddy Street (Engineer)
- GGG.** Hyde Street, southbound, at Fulton Street (Engineer)
- HHH.** Leavenworth Street, northbound, at Sutter Street (Engineer)
- III.** Leavenworth Street, northbound, at Post Street (Engineer)
- JJJ.** Leavenworth Street, northbound, at Geary Street (Engineer)
- KKK.** Leavenworth Street, northbound, at O'Farrell Street (Engineer)
- LLL.** Leavenworth Street, northbound, at Ellis Street (Engineer)
- MMM.** Leavenworth Street, northbound, at Eddy Street (Engineer)
- NNN.** Charles J. Brenham Place, northbound, at McAllister Street (Engineer)
- OOO.** Jones Street, southbound, at Sutter Street (Engineer)
- PPP.** Jones Street, southbound, at Post Street (Engineer)
- QQQ.** Jones Street, southbound, at Geary Street (Engineer)
- RRR.** Jones Street, southbound, at O'Farrell Street (Engineer)
- SSS.** Taylor Street, northbound, at Post Street (Engineer)
- TTT.** Taylor Street, northbound, at Geary Street (Engineer)
- UUU.** Taylor Street, northbound, at O'Farrell Street (Engineer)
- VVV.** Taylor Street, northbound, at Ellis Street (Engineer)
- WWW.** Taylor Street, northbound, at Eddy Street (Engineer)



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6358
FOR PUBLIC HEARING

- XXX.** Mason Street, southbound, at Sutter Street (Engineer)
 - YYY.** Mason Street, southbound, at Post Street (Engineer)
 - ZZZ.** Mason Street, southbound, at Geary Street (Engineer)
 - AAAA.** Mason Street, southbound, at O'Farrell Street (Engineer)
 - BBBB.** Mason Street, southbound, at Ellis Street (Engineer)
 - CCCC.** Mason Street, southbound, at Eddy Street (Engineer)
 - DDDD.** Sutter Street, westbound, at Polk Street (Engineer)
 - EEEE.** Post Street, eastbound, at Polk Street (Engineer)
 - FFFF.** Geary Street, westbound, at Polk Street (Engineer)
 - GGGG.** O'Farrell Street, eastbound, at Polk Street (Engineer)
 - HHHH.** Ellis Street, westbound, at Polk Street (Engineer)
 - IIII.** Eddy Street, eastbound, at Polk Street (Engineer)
 - JJJJ.** Eddy Street, westbound, at Polk Street (Engineer)
 - KKKK.** Turk Street, westbound, at Polk Street (Engineer)
 - LLLL.** Golden Gate Street, eastbound, at Polk Street (Engineer)
 - MMMM.** McAllister Street, eastbound, at Polk Street (Engineer)
 - NNNN.** Grove Street, eastbound, at Polk Street (Engineer)
 - OOOO.** Grove Street, westbound, at Polk Street (Engineer)
 - PPPP.** Polk Street, southbound, at Sutter Street (Engineer)
 - QQQQ.** Polk Street, northbound, at Post Street (Engineer)
 - RRRR.** Polk Street, northbound, at O'Farrell Street (Engineer)
 - SSSS.** Polk Street, northbound, at Ellis Street (Engineer)
 - TTTT.** Polk Street, northbound, at Eddy Street (Engineer)
 - UUUU.** Polk Street, northbound, at Golden Gate Street (Engineer)
 - VVVV.** Polk Street, northbound, at McAllister Street (Engineer)
 - WWWW.** Polk Street, southbound, at McAllister Street (Engineer)
 - XXXX.** Polk Street, southbound, at Grove Street (Engineer)
 - YYYY.** Polk Street, southbound, at Hayes Street (Engineer)
 - ZZZZ.** Cyril Magnin Street, northbound, at Ellis Street (Engineer)
 - AAAAA.** Cyril Magnin Street, southbound, at Ellis Street (Engineer)
 - BBBBB.** Cyril Magnin Street, northbound, at O'Farrell Street (Engineer)
 - CCCCC.** Eddy Street, westbound, at Taylor Street (Engineer)
(Supervisor Districts 3 and 6) (Engineer)
- David Sindel, david.sindel@sfmta.com & Amy Chun, amy.chun@sfmta.com

Adding NO TURN ON RED restrictions in the Tenderloin.

43rd Avenue, between Irving Street and Judah Street – Speed Cushions

9. ESTABLISH – SPEED CUSHIONS

43rd Avenue, between Irving Street and Judah Street (2 3-Lump Speed Cushions)
(Engineer) (Supervisor District 4) Daniel Carr, daniel.carr@sfmta.com

This proposal installs two traffic calming speed cushions on the block at the request of the community. Installation will follow the construction of SFUSD teacher housing at the Francis Scott Key Annex (Playland Community Park) property.



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6358
FOR PUBLIC HEARING

37th Avenue, between Rivera Street and Santiago Street – Speed Humps

10. ESTABLISH – SPEED HUMPS

37th Avenue, between Rivera Street and Santiago Street (2 speed humps) (Engineer)
(Supervisor District 4) Jeff Banks, jeffrey.banks@sfmta.com

This proposal installs traffic calming devices on the block at the request of SFMTA. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

37th Avenue, between Vicente Street and Wawona Street – Speed Humps

11. ESTABLISH – SPEED HUMPS

37th Avenue, between Vicente Street and Wawona Street (2 speed humps) (Engineer)
(Supervisor District 4) Jeff Banks, jeffrey.banks@sfmta.com

This proposal installs traffic calming devices on the block at the request of block residents. SFMTA collected data and confirmed that typical motorist speeds exceed agency thresholds to qualify for traffic calming.

46th Avenue, between Lincoln Way and Irving Street – Speed Cushions

12. ESTABLISH - SPEED CUSHIONS

46th Avenue, between Lincoln Way and Irving Street (Two 5-lump speed cushions)
(Engineer) (Supervisor District 4) Philip Louie, philip.louie@sfmta.com

Supervisor requested speed cushions on this block to address speeding concerns.

Various Outer Sunset Intersections from 46th Avenue to La Playa – STOP Signs

13(a). ESTABLISH - STOP SIGNS (Converting 2-Way to All-Way Controlled)

- A. 46th Avenue northbound and southbound at Pacheco Street (Engineer)
- B. Lawton Street westbound and eastbound at 47th Avenue (Engineer)
- C. Moraga Street westbound and eastbound at 47th Avenue (Engineer)
- D. Santiago Street westbound and eastbound at 47th Avenue (Engineer)
- E. Taraval Street westbound and eastbound at 47th Avenue (Engineer)
- F. Ulloa Street westbound and eastbound at 47th Avenue (Engineer)
- G. Lawton Street at westbound and eastbound 48th Avenue (Engineer)
- H. Moraga Street westbound and eastbound at 48th Avenue (Engineer)
- I. Santiago Street westbound and eastbound at 48th Avenue (Engineer)
- J. Irving Street westbound and eastbound at La Playa (Engineer)
- K. Lower Great Highway, northbound and southbound, at Moraga Street (Engineer)
- L. Lower Great Highway, northbound and southbound, at Quintara Street (Engineer)
(Supervisor District 4) Maurice Growney, maurice.growney@sfmta.com

Various along Lower Great Highway, La Playa and Outer Avenues – Speed Cushions

13(b). ESTABLISH – SPEED CUSHIONS

- A. Lower Great Highway, Lincoln Way to Irving Street (Engineer)
- B. Lower Great Highway, Irving Street to Judah Street (Engineer)



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6358
FOR PUBLIC HEARING

- C. Lower Great Highway, Judah Street to Kirkham Street (Engineer)
- D. Lower Great Highway, Lawton Street to Moraga Street (Engineer)
- E. Lower Great Highway, Moraga Street to Noriega Street (Engineer)
- F. Lower Great Highway, Noriega Street to Ortega Street (Engineer)
- G. Lower Great Highway, Ortega Street to Pacheco Street (Engineer)
- H. Lower Great Highway, Pacheco Street to Quintara Street (Engineer)
- I. Lower Great Highway, Quintara Street to Rivera Street (Engineer)
- J. Lower Great Highway, Rivera Street to Santiago Street (Engineer)
- K. Lower Great Highway, Santiago Street to Taraval Street (Engineer)
- L. Lower Great Highway, Taraval Street to Ulloa Street (Engineer)
- M. Lower Great Highway, Ulloa Street to Vicente Street (Engineer)
- N. Lower Great Highway, Cutler Avenue to Wawona Street (Engineer)
- O. La Playa Street, Lincoln Way to Irving Street (Engineer)
- P. La Playa Street, Irving Street to Judah Street (Engineer)
- Q. La Playa Street, Judah Street to Kirkham Street (Engineer)
- R. Irving Street, 47th Avenue to 48th Avenue (Engineer)
- S. Irving Street, 48th Avenue to La Playa Street (Engineer)
- T. 47th Avenue, Lincoln Way to Irving Street (Engineer)
- U. 47th Avenue, Wawona Street to Sloat Boulevard (Engineer)
- V. 48th Avenue, Lincoln Way to Irving Street (Engineer)
- W. 48th Avenue, Rivera Street to Santiago Street (Engineer)
- X. 48th Avenue, Santiago Street to Taraval Street (Engineer)

13(c). ESTABLISH – SPEED TABLE

Lower Great Highway at Moraga Street (Engineer)
(Supervisor District 4) Maurice Growney, maurice.growney@sfmta.com

Addressing traffic diversion due to the Upper Great Highway vehicular closure and increasing pedestrian safety and comfort along the Lower Great Highway and surrounding neighborhood.

Categorically exempt from Environmental Review:
CEQA Guidelines Section 15301 Class 1(c): Operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities.

Andrea Contreras 2/5/2021
Andrea Contreras, SFMTA Date

The following items have been environmentally cleared by the Planning Department on January 14, 2021 Case No. 2011.1323E:

Avalon Avenue, Lisbon Street, and Mission Street – Tow-Away, No Stopping Anytime, Red Zone



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6358
FOR PUBLIC HEARING

**14(a). ESTABLISH – TOW-AWAY NO STOPPING ANYTIME
ESTABLISH – SIDEWALK WIDENING**

Avalon Avenue – north side, from 123 feet to 246 feet east of Mission Street,
(sidewalk widening for 6-foot-wide bulb, removes 6 parking spaces)
Lisbon Street – west side, from 27 feet to 131 feet south of Silver Street,
(sidewalk widening for 4-foot-wide bulb, removes 4 parking spaces)

TOW AWAY NO STOPPING ANYTIME due to the sidewalk improvements for the 302 Silver Street project

**14(b). ESTABLISH – RED ZONE
ESTABLISH – SIDEWALK WIDENING**

Mission Street – east side, from 10 feet to 49 feet north of Avalon Avenue, (sidewalk widening for 6-foot-wide bulb, removes 2 metered parking spaces #4359 and #4357)
Lisbon Street - west side, from 60 feet to 72 feet north of Avalon Avenue,
(sidewalk widening for 6-foot-wide bulb, removes 1 parking space)

RED ZONE due to sidewalk improvements for the 302 Silver Street project

♦ Items denoted with (Engineer) can be given approval by the City Traffic Engineer after the public hearing. Otherwise, the SFMTA Board will make the final approval at a later date based on the outcome at the public hearing.

California Environmental Quality Act (CEQA) Appeal Rights under Chapter 31 of the San Francisco Administrative Code: For Approval Actions, the Planning Department has issued a CEQA exemption determination or negative declaration, which may be viewed online at <http://www.sf-planning.org/index.aspx?page=3447>. Following approval of the item by the SFMTA City Traffic Engineer, the CEQA determination is subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16, typically within 30 calendar days of the Approval Action. For information on filing a CEQA appeal, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or in written correspondence delivered to the Board of Supervisors or other City board, commission or department at, or prior to, such hearing, or as part of the appeal hearing process on the CEQA decision.

Whether the City Traffic Engineer’s decision is considered a Final SFMTA Decision is determined by Division II, Section 203 of the Transportation Code. If the City Traffic Engineer approves a parking or traffic modification, this decision is considered a Final SFMTA Decision. If a City Traffic Engineer disapproves a parking or traffic modification and a member of the public requests SFMTA review of that decision, the additional review shall be conducted pursuant to Division II, Section 203 of the Transportation Code. City Traffic Engineer decisions will be posted on <https://www.sfmta.com/committees/engineering-public-hearings> by 5 p.m. on the Friday following the public hearing. Final SFMTA Decisions involving certain parking or traffic modifications, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Information about the review process can be found at: https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf.

Approved for Public Hearing by:

Ricardo Olea
Ricardo Olea
City Traffic Engineer



2021-001354ENV

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6358
FOR PUBLIC HEARING

Sustainable Streets Division

cc: James Lee, SFMTA Parking and Enforcement
Matt Lee, SFMTA Service Planning

RO:TF:ND
ISSUE DATE: 2/5/21

Board of Appeals Brief
Appeal Nos. 23-062, 23-064, & 23-065
Great Highway Pilot Project – Coastal Zone Permit
Hearing Date: February 7, 2024

EXHIBIT D

From: Montano, Honora@Coastal
Sent: Thursday, January 26, 2023 10:03 AM
To: Jordan (REC) <jordan.harrison@sfgov.org>
Cc: KoppmanNorton, Julia@Coastal <julia.koppmannorton@coastal.ca.gov>; Rexing, Stephanie@Coastal <Stephanie.Rexing@coastal.ca.gov>
Subject: Re: CTZ Application for Great Highway Pilot

Hi Jordan,

I will be assisting Julia and Stephanie in relation to CCC review of the Great Highway Pilot - could you please include me on future emails? Thanks very much!

Honora Montano

Coastal Planner, North Central Coast District

California Coastal Commission



###

From: Harrison, Jordan (REC)
Sent: Thursday, January 19, 2023 9:38 AM
To: Teague, Corey (CPC) <corey.teague@sfgov.org>; Durandet, Kimberly (CPC) <kimberly.durandet@sfgov.org>; Gunther, Gretel (CPC) <gretel.gunther@sfgov.org>
Cc: Bradley, Stacy (REC) <stacy.bradley@sfgov.org>; Golan, Yael (REC) <yael.golan@sfgov.org>; Stokle, Brian (REC) <brian.stokle@sfgov.org>; Rexing, Stephanie@Coastal <Stephanie.Rexing@coastal.ca.gov>; KoppmanNorton, Julia@Coastal <julia.koppmannorton@coastal.ca.gov>
Subject: CTZ application for Great Highway Pilot

Hi Corey, Kimberly and Gretel,

With this email RPD is submitting the CZT supplemental application for the Great Highway

Pilot. A public agency project application was submitted 9-13-22 and is associated with Case No. 2022-007356ENV and 2022-008878GPR. Let me know if you'd like me to send the PRJ application as well.

Attached please find:

1. CZT supplemental application electronically signed by Stacy Bradley, Director of Capital and Planning
2. Project narrative, exhibits and attachments combined as one PDF

Please let me know if you need additional materials or information. CC'd on this email are staff from the California Coastal Commission to keep them in the loop on our progress. When we last spoke, I think there was some uncertainty about next steps. Can you please confirm what review process is required for this project scope in the coastal zone?

Thank you,

Jordan

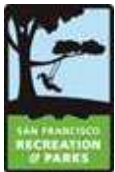
Jordan Harrison, AICP

Planner III, Capital and Planning Division

San Francisco Recreation and Park Department

jordan.harrison@sfgov.org

Note, I work a reduced schedule, ~9:30-3:00 Monday through Thursday.



Visit us at sfrecpark.org

Like us on [Facebook](#)

Follow us on [Twitter](#)

Watch us on [sfRecParkTV](#)

Sign up for our [e-News](#)

PUBLIC COMMENT

HD 2/7/24

FILE

Mejia, Xiomara (BOA)

From: BoardofAppeals (PAB)
Sent: Thursday, January 25, 2024 8:15 AM
To: Gail Brownell
Cc: Rosenberg, Julie (BOA); Mejia, Xiomara (BOA)
Subject: RE: Comment Appeal 23-062 23-064 23-065 Great Highway

BOARD OF APPEALS

JAN 25 2024

APPEAL # 23-062/064/065

Thank you for your email. We will add your letter to the appeal file and give a copy to the commissioners of this Board.

Alec Longaway
Legal Assistant, San Francisco Board of Appeals
49 South Van Ness, Suite 1475
San Francisco, CA 94103
Work PH: 1-628-652-1152
Cell: 1-415-746-0119

The Board's physical office is open to the public by appointment only. Please email boardofappeals@sfgov.org or call 628-652-1150 if you would like to meet with a staff member.

From: Gail Brownell <gailbrownell@gmail.com>
Sent: Wednesday, January 24, 2024 1:50 PM
To: BoardofAppeals (PAB) <boardofappeals@sfgov.org>
Subject: Comment Appeal 23-062 23-064 23-065 Great Highway

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

I am fully supportive of restriction of automobile access to Upper Great Highway for car free bicycle and pedestrian access on weekends and holidays through December 25, 2025. AND I am in support of making it permanent.

I live on Sloat / Wawona and the increase in safety for people going to the beach on weekends/holidays is GREAT. Also the pedestrian bike kids families skateboards and so much fun and community happen on the weekend closures.

Please keep it going!
Thank you,
Gail

FILE AD 2/7/24

Mejia, Xiomara (BOA)

From: BoardofAppeals (PAB)
Sent: Thursday, January 25, 2024 8:17 AM
To: Barbara Lally
Cc: Rosenberg, Julie (BOA); Mejia, Xiomara (BOA)
Subject: RE: Hearing Feb 7, 2024 Upper Great Highway

BOARD OF APPEALS

JAN 25 2024

APPEAL # 23-062/064/065

Thank you for your email. We will add your letter to the appeal file and give a copy to the commissioners of this Board.

Alec Longaway
Legal Assistant, San Francisco Board of Appeals
49 South Van Ness, Suite 1475
San Francisco, CA 94103
Work PH: 1-628-652-1152
Cell: 1-415-746-0119

The Board's physical office is open to the public by appointment only. Please email boardofappeals@sfgov.org or call 628-652-1150 if you would like to meet with a staff member.

From: Barbara Lally <lallystephens@gmail.com>
Sent: Wednesday, January 24, 2024 8:42 PM
To: BoardofAppeals (PAB) <boardofappeals@sfgov.org>
Subject: Hearing Feb 7, 2024 Upper Great Highway

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

I am in full support of the Upper Great Highway pedestrian and bicycle promenade. I live two blocks away and I see every weekend how much this car-free space is used and appreciated.

My family and I live on 47th Ave at Kirkham. My girls are Sunset kids, lucky enough to be able to toddle to nursery school, bike to public elementary and middle school, build sandcastles at the beach, and shoot baskets in our driveway.

We know our neighbors and value the history of our neighborhood.

When Covid hit, we quickly moved my mother who had Alzheimer's into our home. Every day we walked with her safely on the Great Highway. In the evening, I rode my bike, alongside my daughter, as she ran safely along the Great Highway. I had no idea how much having the Great Highway closed to automobiles would open up our neighborhood to connection, healthy habits, and fun.

Our city needs more spaces that are free, diverse, and safe. I love the car-free Great Highway.

Barbara Lally

HD 2/7/24

FILE

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: BoardofAppeals (PAB)
Sent: Thursday, January 25, 2024 1:45 PM
To: Mejia, Xiomara (BOA)
Subject: FW: Appeal 23-062 - 064 - 065 >>>Upper great Highway

JAN 25 2024

APPEAL # 23-062/064/065

Alec Longaway
Legal Assistant, San Francisco Board of Appeals
49 South Van Ness, Suite 1475
San Francisco, CA 94103
Work PH: 1-628-652-1152
Cell: 1-415-746-0119

The Board's physical office is open to the public by appointment only. Please email boardofappeals@sfgov.org or call 628-652-1150 if you would like to meet with a staff member.

From: Henri Borius <henriborius@gmail.com>
Sent: Thursday, January 25, 2024 10:17 AM
To: BoardofAppeals (PAB) <boardofappeals@sfgov.org>
Subject: Appeal 23-062 - 064 - 065 >>>Upper great Highway

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

Hello,

We strongly support the issuance of Nov 23 2023 record no. 2022.007356CTZ to permit the temporary restriction of automobile access to the upper Great highway..

One way to mitigate the traffic issue would be to improve the flow of cars on Sunset boulevard. As far as I know Sunset boulevard doesn't have synchronized lights and is very slow.

Henri Borius
2034 Great Highway
San Francisco, CA 94116
HenriBorius@gmail.com

HO 2/7/24

BOA APPEALS

Mejia, Xiomara (BOA)

JAN 25 2024

From: Jay Parks <jayho1208@gmail.com>
Sent: Thursday, January 25, 2024 4:10 PM
To: BoardofAppeals (PAB)
Subject: APPEAL OF NOV. 9, 2023 PARK AND REC, COASTAL ZONE PERMIT, MOTION NO. 21437

APPEAL 23-062/064/065

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

TO: SAN FRANCISCO APPEALS BOARD

Based on the following points, we strongly oppose the restriction of Great Highway to motorists on weekends, holidays and early closure on Fridays:

- 1. If it's not broken, why fix it?** There **currently exists two paths on either side of Great Highway to accommodate both pedestrians and cyclists**, thus making it unnecessary to close the entire highway during the times outlined in the proposed Coastal Zone permit.
- 2. Impact on Tourism: Tourism is a major source of income for small businesses and for the City of San Francisco.** For years, tourists have enjoyed the views at Ocean Beach, while driving along our city's **only coastal highway**. Furthermore, **the Cliff House, a historical landmark**, will be reopening this year (although possibly under another name). It is one of the most popular restaurants and tourist attractions in the U.S. Restricting access on weekends and holidays can adversely impact not only the success of that restaurant, but also The Beach Chalet and other local businesses nearby. (Small businesses are already suffering due to the actions of the SFMTA as parking continues to be replaced with red zones, plus the reduction of access lanes on Taraval, a major thoroughfare.)
- 3. Traffic Jams:** The closing of Great Highway on weekends forces the **redirection of traffic to adjacent streets, thus causing weekend traffic jams**. This is particularly true as motorists drive through GG Park on Chain of Lakes Drive or down Sunset Blvd. Research shows that stop-and-go traffic adversely affects vehicles as more fuel and oil is burnt (thus more pollution), plus brakes wear out quicker.
- 4. Quality of Life Issues for Local Residents and their Families:** As more cars are directed on adjacent and other streets on weekends, it becomes less safe for children and neighbors, not to mention the increased noise and pollution. Homeowners bought their homes to enjoy the quality of life that the Outer Sunset affords. **How is it fair for tax-paying citizens to have their quality of life negatively impacted at the expense of bicyclists and pedestrians, who already have full access on either side of Great Highway, the only coastal road in our city.**
- 4. Accessibility for Local Commuters:** Speaking of quality of life, the closing of Great Highway restricts access by local residents in both the Richmond and Sunset districts, who use the highway to access Pacifica, Half Moon Bay and other locations on Highway 1 (accessible from Great Highway via Skyline Blvd). Commuters also use the highway, who work on weekends, attend doctors appointments, shop and run other errands in support of their families.

5. Destruction of Landscaping: To a lesser degree, the major increase of pedestrians and cyclists on the highway, who do not utilize the already-existing paths, destroy or damage icycle plants and other foliage while climbing up the hills to access various streets in our neighborhood. In addition, waste cans overflow every weekend, as garbage and debris litter the eastern access path.

In summary, closing down Great Highway on weekends, early on Fridays, and on holidays negatively impacts our community in multiple ways and, frankly, with two paths already existing on either side of the City's only coastal road, we find such an action difficult to justify to the good citizens of our community.

Jay and Judith Parks
1518 47th Avenue
San Francisco, CA 94122
Tel: 415-608-0901

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Colleen Wentworth <colleen.wentworth@gmail.com>
Sent: Saturday, January 27, 2024 12:28 PM
To: BoardofAppeals (PAB)
Subject: Keep Great Hwy open to cars Monday thru Friday. Close it to cars weekends and holidays only

JAN 27 2024

APPEAL # 23-062/064/065

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

To Whom it May Concern, Thank you for the chance to present my opinion on the matter of the Great Hwy. I live on 47th Ave in the Sunset District. I want to say that the closure of the Great Hwy on Friday afternoons has been very inconvenient to commuters like myself. Additionally, the Friday closures promote a lot of unwanted traffic in GGPark. Instead of GGPark being a quiet refuge, it is inundated with impatient drivers who are trying to get home. Thank You, Colleen Wentworth

HO 2/7/24

FILE

Mejia, Xiomara (BOA)

From: Nancy Scolari <nancyscolari101@gmail.com>
Sent: Saturday, January 27, 2024 5:11 PM
To: BoardofAppeals (PAB)
Subject: Appeal No 23-062 23-064 23-065

BOARD OF APPEALS

JAN 27 2024

APPEAL # 23-062/064/065

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

Dear Parks and Rec

I live on the Great Highway between Noriega and Ortega and I love having access to the Highway on the weekends. I love the convenience of riding my bike, walking, rollerblading, and walking my dog.

The highway has strengthened friendships between neighbors. Six households now meet regularly on the highway to celebrate birthdays and holidays. We are a better community because the highway provides a communal space to celebrate life next to the most magical coastline in the world.

Please allow this to continue. Please support us in deepening our community and admiration for San Francisco's beautiful coastline.

Thank You,
Nancy Scolari
1882 Great Highway

HD 2/7/24

FILE

Mejia, Xiomara (BOA)

From: Deidre Diamond <dd@cybersn.com>
Sent: Sunday, January 28, 2024 3:06 PM
To: BoardofAppeals (PAB)
Subject: Great Highway Appeal

BOARD OF APPEALS

JAN 28 2024

APPEAL # 23-062/064/065

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

To whom this may concern,

I own a house directly on the great highway. I can tell you first hand that the bay area community is benefitting from the road being closed on weekends and holidays. There are families, individuals, bikers, walkers of all ages utilizing it!! It's a wonderful sight. People get fresh air next to the ocean as they walk, talk and play with their loved ones. Or individuals getting exercise, listening to a podcast or meditating while they walk! The mental health care that is provided to the community in itself is why we should keep it open.

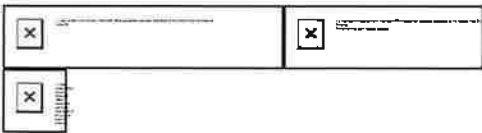
I hope this helps, let's invest in mental health :)

Sincerely,
Deidre

Deidre Diamond

Founder and CEO

P. (857) 415-2650 M. (714) 272-5829



NOTICE: This message and its contents are confidential and may contain proprietary information. If you received this message in error, do not use, copy, or redistribute this message. Instead, please inform the sender and delete this message.

HD 2/7/24

FILE

Mejia, Xiomara (BOA)

From: S. Hadley <cellaco@gmail.com>
Sent: Sunday, January 28, 2024 7:43 PM
To: BoardofAppeals (PAB)
Subject: Great highway appeals

APPEALS

JAN 28 2024

AP: 23-062/064/065

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

Hi there,

Please notify me of any changes to the hearing date for appeals no. 23-062, 23-064, and 23-065 (upper great highway between Lincoln way and Sloan blvd and surrounding streets) with a current hearing date of February 7th at 5 pm.

Thank you!

HD 2/7/24

FILE

Mejia, Xiomara (BOA)

From: John Tierney <johnathan.tierney@gmail.com>
Sent: Monday, January 29, 2024 3:03 PM
To: BoardofAppeals (PAB)
Subject: Free the Great Highway of Cars!

BOARD OF APPEALS

JAN 29 2024

APPEAL # 23-042/064/065

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

Please please please keep the decision to have the Great Highway open as a pedestrian walkway. It's the only thing that keeps me happy on weekends, and it's the only place I feel comfortable skateboarding in the city.

Please. There are enough roads for cars in this city, please keep this one road for walking.

John Tierney
www.videobyjohn.com

HD 2/7/24

FILE

Mejia, Xiomara (BOA)

From: kaylena katz <kaylenakatz@gmail.com>
Sent: Monday, January 29, 2024 3:11 PM
To: BoardofAppeals (PAB)
Subject: KEEP GREAT HIGHWAY CAR FREE

BOARD OF APPEALS

JAN 29 2024

APPEAL # 23-062/064/065

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

Hello, Board of Appeals,

My name is Kaylena and I am in District 1 and within 150 feet of the subject matter. I am writing to OPPOSE the appeal of the closure of the Great Highway to cars. The closure of the Great Highway to cars has enriched my life and my community. I see hundreds of families and persons enjoying the highway to bike, rollerskate, walk, and run and it is great to see people being active and not fearing for their safety because of cars.

In Solidarity,
Kaylena Katz

HD 2/7/24

FILE

Mejia, Xiomara (BOA)

From: Bruce Lehnert <drbrucelehnert@gmail.com>
Sent: Tuesday, January 30, 2024 8:38 AM
To: BoardofAppeals (PAB)
Subject: Gret Highway hearing

BOARD OF APPEALS
JAN 30 2024
APPEAL # 23-062/044/065

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

You cannot exempt this process from it's designed legal course. You are changing the lives of thousands of residents for the benefit of a few.

Here is the MTA data, please read and do the right thing

ACTUAL STATS FROM THE MTA -

14,471 = the average daily traffic volume for two days of Upper Great Highway traffic. All that time since it was "reopened" Monday to Thursday and they have two days of data for their analysis. That's it. Used to be close to 20K average. I'd say they blocked a massive amount with the holdup at Sloat and the Extension and now many just roll through the neighborhood on a daily basis.

5,821 = the average daily traffic volume on the Lower Great Highway on Fridays with 1/2 day Upper Highway closure. That's just two days of data and the one on November 10th was 6,433 vehicles. With a half day of the Upper Highway open.

4,937 = the average daily traffic volume on Saturday and Sunday on the Lower Great Highway. (4 days of data total!) When they measured in 2020, it was similarly 5000 to 6000 a day which at the time was in the 90th percentile of 2700 residential streets in San Francisco.

2,313 = When the Upper Highway is open, this is the average daily traffic volume for the Lower Great Highway (5 days of data) *TBH, another neighbor and I think this is higher than what it actually is. Also, as I said, I think that extension traffic has to force some to just come around Sloat side and into the avenues and mostly on the LGH.

Stop Sign at Moraga / Lower Great Highway - MTA counted volume and how many legal stops there were in four hours on Saturday, October 21st. 12-2 PM and 4-6PM. 2,027 vehicles went through that intersection. 72 total were in compliance. They stopped. 1,955 didn't. 3.6% compliance. Another check at Lawton and the Lower Great Highway apparently had a 13% compliance rate for 1,999 vehicles.

Dr. Bruce Lehnert
SOAR Spine, Sports Medicine and Orthopedics
<http://soarspine.com/>

Call 650 995 1210 for appointments.

Help me correct deformities for poor kids!
Go to: <http://www.extremityproject.com/>

For more info:

Vietnam 2020: <https://youtu.be/VraAl6LTXU> and <https://youtu.be/4bxW2TAbbw>

20 Year Anniversary: <https://youtu.be/EMYm4qMxtVc>

Namibia 2018: <https://youtu.be/pLXLfQqK5W0>

Namibia 2016: https://www.youtube.com/watch?v=gAFI7r_oRkA

Vietnam 2015: <https://youtu.be/CuSAnxTHdxc>

Vietnam 2010: <https://youtu.be/CWOjfSBrtfk>

Vietnam 2009: https://youtu.be/hN5uLjK6_3M

HD 2/7/24

FILE

Mejia, Xiomara (BOA)

From: Lexington Lehnert <lexingtonpolevaults@gmail.com>
Sent: Tuesday, January 30, 2024 8:39 AM
To: BoardofAppeals (PAB)
Subject: Great Highway Closure

BOARD OF APPEALS
JAN 30 2024
APPEAL # 23-062 / 064 / 065

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

Please put this through the legal process. It is dangerous to leave it as it is. Crazy that we have to negotiate Friday rush hour traffic. Think about it. Do the right thing.

Lexington Lehnert
Saint Ignatius College Preparatory - San Francisco
lexingtonlehnerpolevaults@gmail.com
https://sportsrecruits.com/athlete/lex_lehnert
415 902 8953
<https://www.youtube.com/channel/UCXk4hUu3qpsRXU0kP-JICBA>

40 2/7/24

FILE

Mejia, Xiomara (BOA)

From: bayblu2@comcast.net
Sent: Tuesday, January 30, 2024 1:48 PM
To: BoardofAppeals (PAB)
Subject: Board of Appeals - Keep the Great Highway Open

BOARD OF APPEALS

JAN 30 2024

APPEAL # 23-062/064/065

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

Board of Appeals –

I am a long-time resident of the San Francisco Sunset district at 47th and Quintara. Every time the Great Highway has been closed there is significantly more traffic on the streets by my house; not all the drivers are law abiding which makes this area much less safe. I wish the Great Highway could be open to traffic all the time.

Thank you,

Susan S. Wilson
47th and Quintara,
San Francisco

HD 2/7/24

FILE

Mejia, Xiomara (BOA)

From: Ehsilber <ehsilber@aol.com>
Sent: Tuesday, January 30, 2024 5:47 PM
To: BoardofAppeals (PAB)
Subject: Fw: Failure Notice

BOARD OF APPEALS
JAN 30 2024
APPEAL # 23-062-064-065

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

I am a resident that lives on 48th Ave. and is impacted by the additional traffic when the upper Great Highway is closed. The tax Dollars that were used to construct the upper great Highway was to make traffic flow better between Sloat Blvd and Lincoln way/Fulton. It was not designed for recreational purposes, there is an existing walkway designed for recreational use.
There is also Golden Gate Park which goes from the Great Highway to Stanyan St. about 5 miles. I believe that this is sufficient space for recreation.
You also have Lake Merced which has a path for 4.5 miles for biking and pedestrian.
Great Highway was built to eliviate the traffic in the City of San Francisco, instead of building more roads for the additional growth in the Bay Area you want to close a major road for recreation.
The super extended construction by the sewage plant and the disgusting mess acros from there could be fixed up for more recreation.

I DO NOT WANT UPPER GREAT HIGHWAY CLOSED FOR CARS.

Helga Silberberg - long time resident

----- Forwarded Message -----

From: "mailer-daemon@aol.com" <mailer-daemon@aol.com>
To: "ehsilber@aol.com" <ehsilber@aol.com>
Sent: Monday, January 29, 2024 at 05:50:28 PM PST
Subject: Failure Notice

Sorry, we were unable to deliver your message to the following address.

<boardofapeals@sfgov.org>:
550: 5.4.1 Recipient address rejected: Access denied. [SA2PEPF00002253.namprd09.prod.outlook.com 2024-01-30T01:50:27.266Z 08DC1F9A3AEF6245]

----- Forwarded message -----

I am a resident that lives on 48th Ave. and is impacted by the additional traffic when the upper Great Highway is closed. The tax Dollars that were used to construct the upper great Highway was to make traffic flow better between Sloat Blvd and Lincoln way/Fulton. It was not designed for recreational purposes, there is an existing walkway designed for recreational use.
There is also Golden Gate Park which goes from the Great Highway to Stanyan St. about 5 miles. I believe that this is sufficient space for recreation.
You also have Lake Merced which has a path for 4.5 miles for biking and pedestrian.
Great Highway was built to eliviate the traffic in the City of San Francisco, instead of building more roads for the additional growth in the Bay Area you want to close a major road for recreation.

The super extended construction by the sewage plant and the disgusting mess across from there could be fixed up for more recreation.

I DO NOT WANT UPPER GREAT HIGHWAY CLOSED FOR CARS.

Helga Silberberg - long time resident

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Judi Gorski <judigorski@gmail.com>
Sent: Tuesday, January 30, 2024 5:54 PM
To: BoardofAppeals (PAB); Judi - gmail Gorski
Subject: Public Comments In Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets. Hearing Date: February 7, 2024 at 5:00 pm , City Hall, Room 416

JAN 30 2024

APPEAL #

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

To:
 San Francisco Board of Appeals
 49 South Van Ness, Suite 1475
 San Francisco, CA 94103
 BoardofAppeals@sfgov.org

From:
 Judi Gorski, Resident
 2366 48th Avenue
 San Francisco, CA 94116
 judigorski@gmail.com

Date: January 30, 2024

Subject: Public Comments for the permanent record In Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets. Hearing Date: February 7, 2024 at 5:00 pm, City Hall, Room 416

Dear Commissioners,

I am writing in response to a postcard I received from your office inviting me to add my public comments to the above-referenced 3 appeals scheduled to be heard on February 7, 2024, at 5:00 PM, in City Hall, Room 416, because I reside in and own property within 150 feet of the Upper Great Highway between Lincoln Way and Sloat Blvd., hereinafter referred to as "Highway."

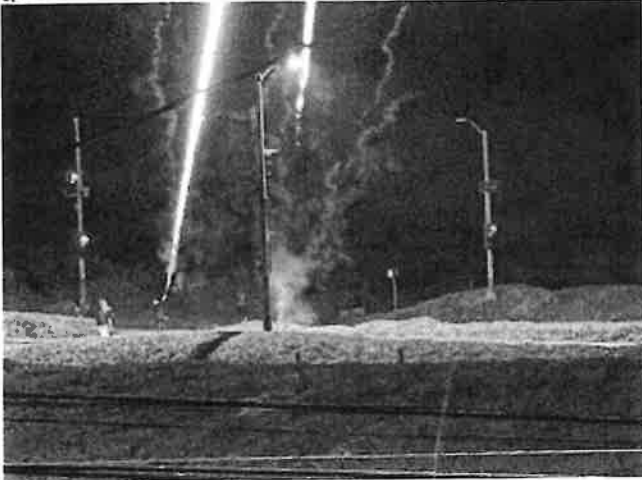
I am in support of the three Appellants for all the reasons they stated in their three briefs and I support the idea of engaging in comprehensive environmental review before a permit is issued for coastal development. Please do not approve the retroactive issuance of a Coastal Zone Permit for this section of the Great Highway.

My own personal reasons with photos I took are as follows:

I have lived in this neighborhood and across the street from the Highway for over 45 years. I ran an art business out of my home/studio/gallery for much of that time where I created and sold my original paintings of surfers and the beach inspired by my love of Ocean Beach, its pristine sand dunes, and our quiet beach community. People from all over the world come here to surf and enjoy the natural coastal beauty that exists on the western edge of San Francisco. My personal reasons for objecting to this retroactive closure are from seeing with my own eyes, and enduring from my own experience, the ongoing damage closing the Highway has done, and is continuing to do to the beautiful, peaceful,

natural environment of the place I call home. Whenever the Highway is closed, thousands of diverted vehicles overwhelm the residential streets with their noise and toxic fumes; they create a dangerous, unhealthy, situation that the City has never been able to mitigate, and the delays this closure causes to emergency responders is frightening. The efforts to commercialize our beach, to put lights on it, fireworks on it, loud music on it, public events calling hundreds to the area without securing the safety of the natural habitat in the dunes or of the people living and visiting here should not be allowed or sanctioned by either our City or the California Coastal Commission.

[photo of fireworks on the closed Highway over the dunes]



There is no reason to close the Great Highway because its current design as a multi-use space provides plenty of room for everyone whether they use it by driving or being transported in a motor vehicle on one of its four lanes, or by safely bicycling in the two four-foot road shoulders on the Highway itself or on the 16-foot wide promenade (10 feet of pavement with hard packed sand on each side of the pavement) that runs the length of the east side of the Highway, or by walking, jogging or running on said promenade. There are trails on the west side of the Highway and beach access over the 7 paved crosswalks.

[photo of bicyclist safely on Highway road shoulder with vehicles]



[photo of a shared Highway]



[photo of children skateboarding on 10' wide promenade alongside the Highway]



Beach access is not enhanced or made greater by preventing vehicles from accessing and sharing the Highway between Lincoln and Sloat. In fact, the closure to vehicles creates escalated environmental destruction of the sand dunes within which is a National Wildlife Refuge that is the protected nesting grounds of the endangered Snowy Plovers. Instead of beach-goers using the seven crosswalks within this two-mile area as they must when traffic flows along the Highway's scenic route, they park and double-park everywhere they can as close as possible to the Lower Great Highway, and then walk up and over the City's landscaping (where over 100 new social paths have been forged) over the pavement, over the landscaped median, and over the fragile eroding sand dunes down to the beach. This foot traffic has destroyed native plants and the nesting grounds in the Wildlife Sanctuary, both which should be being protected by the California Coastal Commission.

[photo of social paths being forged through City landscaping from Lower Great Highway to Upper Great Highway between crosswalks]



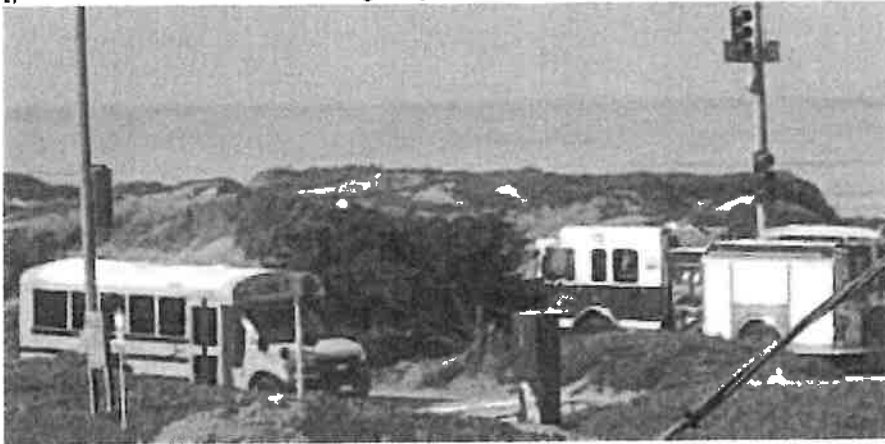
[photo of weekend foot traffic trampling over the sand dunes destroying the Wildlife Sanctuary, instead of via paved crosswalks]



Closing the Highway adds travel time to all the diverted vehicles (consisting of big rigs, vans, delivery and construction trucks, firetrucks, ambulances, school buses, paratransit buses, tour buses, motorcycles in groups of 100+, and cars) and increases the congestion from the stop-and-go of thousands of vehicles adding toxic fumes close to families walking, bicycling, driving and simply living in the nearby once peaceful beach community. Due to the added noise and air pollution many residents along the Lower Great Highway no longer open their windows when the Highway is closed, especially those with respiratory sensitivities. The diverted traffic, 17,600-19,900 vehicles per day, that overwhelms the neighborhood streets as it winds its way through the 15 intersections between Lincoln Way and Sloat Blvd., has increased vehicle crashes within those streets and intersections and on known high-injury networks such as Sunset Boulevard, 19th Avenue, Lincoln and Sloat, where the City attempts to redirect it. This traffic normally safely travels nonstop between Lincoln and Sloat at about 30 mph via timed traffic lights taking approximately 4 minutes end-to-end. *This is not only a breathtaking scenic route, it is also a commuter route to jobs north and south of San Francisco, a route to*

and from hospitals, a route used by emergency responders especially those responding to beach rescues, and it's also an evacuation route in case of a major disaster.

[photo of schoolbus and emergency vehicle using the highway]



I sincerely hope, for all the reasons stated by the three Appellants in their three briefs, and for reasons stated above from my personal knowledge and experience, that you will rule in favor of the Appellants.

Respectfully submitted,

Judi Gorski
San Francisco Ocean Beach
Resident 45+ years

HO 2/7/24

FILE

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: sffred@comcast.net
Sent: Tuesday, January 30, 2024 6:23 PM
To: BoardofAppeals (PAB)
Subject: Appeal - Coastal Zone permit 2022-007356CTZ - needs environmental review

JAN 30 2024
23-062 | 064 | 065

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

Dear Board of Appeals

I urge you to perform an environmental review for coastal Zone permit 2022-007356CTZ, Closure of the Upper Great Highway.

The closure has a negative impact on many factors at the coast, such as the Lower Great Highway traffic, overall neighborhood traffic, public safety at the beach area and lower great highway. Also emergency services access to the beach area and Upper Great Highway, and erosion of the sewer plant outfall pipe.

There are many multijurisdictional issues that need to be addressed and considered.

Public use of the Upper Great Highway has been greatly exaggerated. Additional counting of persons using the UGH, should be re-addressed, noting the minimal usage during cold weather. Additional measuring of traffic patterns and parking should also be performed to note the negative impact on the area.

Thank you for your consideration
Fred McFadden
2486 Great Hwy
San Francisco CA 94116

HD 2/7/24

FILE

Mejia, Xiomara (BOA)

From: Patricia Gerend <gerendpl@gmail.com>
Sent: Tuesday, January 30, 2024 6:31 PM
To: BoardofAppeals (PAB)
Cc: Patricia Gerend
Subject: Appeal Nos. 23-062, 23-064, 23-065 Public Comment

BOARD OF APPEALS

JAN 30 2024

APPEAL: 23-062/064/065

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

Public Comment: Letter of Support for Appeal

Appeal Nos. 23-062, 23-064, 23-065: Upper Great Highway Between Lincoln Way and Sloat Blvd. and surrounding streets

Author of Public Comment: Patricia L. Gerend, Great Highway resident

Date of Public Comment: 30 January 2024

Thank you for the opportunity to comment on the closure of the upper Great Highway between Lincoln Way and Sloat Blvd.

The reasons for this closure, whether it be for just weekends or forever, seem elusive. The Great Highway Extension, which is immediately south of the section of the road proposed for closing, will be closed permanently quite soon. This extension offers the same attributes as the Lincoln-Sloat section proposed for closure: flatness and a beautiful ocean view. In addition, there are numerous other recreational areas very nearby, such as the Great Highway bike path, Ocean Beach, Fort Funston, Golden Gate Park, Lake Merced and its bike path, and the Sunset Blvd green strip. The area of the road proposed for closure services many people who need it to get to jobs, buy groceries, take children places, etc. It also provides the opportunity for magnificent ocean views to people who are not in a position to navigate recreational areas and are instead in cars. Please keep in mind that cars are the safest form of transport for many elderly people who may have balance issues, making bike or scooter riding, and even walking far with reasonable balance, difficult; they may also be wary of crime associated with public transportation since defending oneself becomes harder with age.

Please remember seniors and their needs rather than focusing only on the so-called beautiful people – those who are young and healthy and have no children or elders to nurture. While the pull to create a Hallmark movie-like environment may be strong, where people don't work much and spend a lot of their time outdoors in public settings, the reality is that many people do work and have other responsibilities. Being able to navigate the outer Sunset neighborhood is important and a plethora of existing recreational spaces are already adjacent to the proposed one.

On a technical note, I would recommend that anyone involved in producing data to either support or deny this appeal should engage professional statisticians to determine exactly how to measure foot and vehicle traffic. I previously attended a city meeting on constructing a round-about at the intersection of Sloat and Skyline

B1vds. where the methods of measurement were quite primitive. If data are going to be used to justify a decision, it is important that these data represent reality.

Thank you for your consideration.

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Erika L <erikalegernes@gmail.com>
Sent: Tuesday, January 30, 2024 8:03 PM
To: BoardofAppeals (PAB); Stokle, Brian (REC)
Subject: Support the Upper Great Highway Coastal Zone Permit. Reject appeals 23-062, 23-064, 23-065

JAN 30 2024

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Erika Legernes
 SF, 94114

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Molly Hayden <molly.hayden@me.com>
Sent: Tuesday, January 30, 2024 8:07 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB)
Subject: Support the Upper Great Highway Coastal Zone Permit. Reject appeals 23-062, 23-064, 23-065

JAN 30 2024

APPEAL # 23-062/064/065

Follow Up Flag: Follow up
Flag Status: Completed

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Molly Hayden

Sent from my iPhone

FILE

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Ed Parillon <eparillon@gmail.com>
Sent: Tuesday, January 30, 2024 8:12 PM
To: BoardofAppeals (PAB); Stokle, Brian (REC)
Subject: Support the Upper Great Highway Coastal Zone Permit. Reject appeals 23-062, 23-064, 23-065

JAN 30 2024

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Ed Parillon
D9 resident, parent, and voter

AD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Maureen Persico <sfwom1@gmail.com>
Sent: Tuesday, January 30, 2024 8:12 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB)
Subject: Support the Upper Great Highway Coastal Zone Permit. Reject appeals 23-062, 23-064, 23-065

JAN 30 2024

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

AD 2/7/24

FILE

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Lian Chang <lian.c.chang@gmail.com>
Sent: Tuesday, January 30, 2024 8:15 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB)
Subject: Support the Upper Great Highway Coastal Zone Permit. Reject appeals 23-062, 23-064, 23-065

JAN 30 2024

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Lian Chang
D1

Sent from my iPhone

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: michael howley <howley.michaelj@gmail.com>
Sent: Tuesday, January 30, 2024 8:19 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB)
Subject: Support the Upper Great Highway Coastal Zone Permit. Reject appeals 23-062, 23-064, 23-065

JAN 30 2024

APPEAL # 23-062 | 064 | 065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

I have spent a lot of my time in the last three years on, and advocating for, the Great Highway Park. In that time I have made some of the best friendships of my life, and seen my city transformed for the better. From COVID ward nurses blowing off steam on a run to grandparents discovering the joy of biking with their grandchildren, to blind runners enjoying the safety and freedom most people get anywhere, I have met every kind of person whose lives have been improved by this space.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Michael Howley
District 8 Resident

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Alice Duesdieker <alice.dues@gmail.com>
Sent: Tuesday, January 30, 2024 8:21 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB)
Subject: Support the Upper Great Highway Coastal Zone Permit. Reject appeals 23-062, 23-064, 23-065

JAN 30 2024

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. The Great Highway Park provides a place for me to walk and roll every weekend. Ever weekend, I love to walk my dog on the Great Highway Park (which is also his favorite walk). It brings a beautiful pedestrian focused space where neighbors can come together in a neighborhood sorely lacking car free spaces.

This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Alice Duesdieker
D4 resident

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: BRIAN DONAHOE <bdonahoe4@aol.com>
Sent: Tuesday, January 30, 2024 8:29 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB)
Subject: Support the Upper Great Highway Coastal Zone Permit. Reject appeals 23-062, 23-064, 23-065

JAN 30 2024

APPEAL # 23-062/044/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Brian Donahoe

110 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Cyrus Hall <cyrusphall@gmail.com>
Sent: Tuesday, January 30, 2024 8:45 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB)
Subject: I support the Upper Great Highway Coastal Zone Permit; please reject appeals 23-062, 23-064, 23-065

JAN 30 2024

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

I bike to the Great Highway nearly every weekend, leaving my house, biking all of JFK to the Ocean, and then down to the Zoo. Almost all car free. Safe. The shore is finally accessible by active means without having to worry about cars at every single cross-walk.

And it's not just me. Prop I was resoundingly defeated at the November 2022 ballot, signalling broad support for the existing compromise approved by the Board of Supervisors.

This permit being appealed implements that compromise and, in doing so, furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. At a time when Vision Zero is struggling, and traffic deaths are rising across the US, we should not be repealing the will of the voters who desire a safer city.

Thank you,
Cyrus Hall
D7

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Tony Villa <tvoobsf@gmail.com>
Sent: Tuesday, January 30, 2024 8:45 PM
To: BoardofAppeals (PAB)
Subject: Subject: Public Comments for the permanent record In Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets. Hearing Date: February 7, 2024 at 5:00 pm, City Hall, Room 416

JAN 30 2024

APPEAL #

23-062/064/065

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

Dear Commissioners,

Please do not approve the the retroactive issuance of a coastal zone permit by closing a four lane highway and trying to turn it into a playground without any environmental impact studies. Living at the intersection of Kirkham and the Great Highway for over 40 years my neighbors and I have enjoyed a peaceful environment of over 3 miles of sandy beach to walk, run, and surf along the waters edge of the pacific ocean. From the Highway, you can only see the ocean for 5 out of the 17 blocks of the highway. I have fished and surfed these waters since I was a child. Since closing the highway on weekends you have created a environmental mess. Much of the planted beach grass and ice plant to stop beach erosion have been trampled on and are now dead. Kids riding cardboard boxes on what's left of the remaining beach grass. On a nice weekend there are piles of garbage everywhere. Discarded food attract rodents and coyotes which is unnatural living off human garbage. Cars are circling our neighborhood looking for parking. You have turned a nice neighborhood into a asphalt jungle. You don't have the money or manpower to maintain a safe clean environment. You have only 2 bathrooms in over 2 miles. It's not uncommon to see people squatting in the sand dunes... If you go to the beach, doesn't it make sense to go where the water and sand is? We have several hundred miles of car

free trails and roads in Golden Gate Park alone to play on. We have over 250 parks and playgrounds already. Why destroy what's left of our beaches. This isn't Los Angeles!

For every action there is a reaction. I am in support of having a full environmental review before any action of shutting down the highway takes place. I am in full support of the three appellants in Appeal # 23-062, 23-064, and 23-065. This is San Francisco, we care about our environment. Please do not approve the retroactive issuance of a coastal zone permit of the Great Highway, between Sloat and Lincoln.

Thank you,
Anthony C Villa

HO 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 30 2024

From: Billy Van Der Laar <bvanderlaar@gmail.com>
Sent: Tuesday, January 30, 2024 8:47 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB)
Subject: Support the Upper Great Highway Coastal Zone Permit. Reject appeals 23-062, 23-064, 23-065

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

William Van Der Laar
94110

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Scott Feeney <scott@oceanbase.org>
Sent: Tuesday, January 30, 2024 8:51 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB)
Subject: Support the Upper Great Highway Coastal Zone Permit. Reject appeals 23-062, 23-064, 23-065

JAN 30 2024

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Scott Feeney
San Francisco D9 resident

AD 2/7/24

FILE

Mejia, Xiomara (BOA)

From: Ansley Peduru <ansleypeduru96@gmail.com>
Sent: Tuesday, January 30, 2024 9:00 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Support the Upper Great Highway Coastal Zone Permit. Reject appeals 23-062, 23-064, 23-065

Follow Up Flag: Follow up
Flag Status: Flagged

BOARD OF APPEALS
 JAN 30 2024
 APPEALS 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Ansley P.

HD 2/7/24

FILE

Mejia, Xiomara (BOA)

From: Evelyn Graham <evelynG@mail.com>
Sent: Tuesday, January 30, 2024 9:12 PM
To: BoardofAppeals (PAB)
Subject: SUPPORT Appeal Nos. 23-062, 23-064, and 23-065

BOARD OF APPEALS

JAN 30 2024

APPEAL # 23-062/064/065

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

Members of the Board of Supervisors:

I am among the thousands of residents who regularly use the Upper Great Highway between Lincoln Way and Sloat Blvd.

Closure of that roadway section will:

- Put **people at risk** of injury, death, drowning when emergency responders are delayed - even by seconds.
- Damage the **fragile environment**. Foot traffic over the bare sand dunes will destroy the ecological environment.
- Eventually chase away the **snowy plovers** from their protected habitat due to the excessive activity of dogs and people.
- Severely increase **local street traffic** by commuters just trying to get to work and make a living.

I implore you. **Do not approve the retroactive issuance** of a Coastal Zone Permit.

Respectfully,

Evelyn Graham | SF Resident since 1988 | evelynG@mail.com

1. When the highway is closed emergency responders are delayed responding to beach rescues, must open a locked gate or remove cones, negotiate around bicyclists and pedestrians who are in the middle of the highway, and then drive to medical facilities through the surrounding streets congested with the heavy traffic that is diverted off the highway.

2. Whenever the highway is closed, foot traffic tramples over the fragile sand dunes instead of accessing the beach via the 7 paved crosswalks. This is causing erosion and damage to the dunes and to the protected habitat of an endangered species, the Snowy Plovers.

Evelyn Graham | evelynG@mail.com

San Francisco Resident Since 1988

HD 2/7/24

FILE

Mejia, Xiomara (BOA)

From: Michael Smith <msmithtransit@gmail.com>
Sent: Tuesday, January 30, 2024 9:15 PM
To: BoardofAppeals (PAB); Stokle, Brian (REC); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Support the Upper Great Highway Coastal Zone Permit. Reject appeals 23-062, 23-064, 23-065

BOA: 23-062, 23-064, 23-065
 JAN 30 2024
 APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Michael Smith

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: alec hawley <ahawleyta@gmail.com>
Sent: Tuesday, January 30, 2024 9:33 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Support the Upper Great Highway Coastal Zone Permit. Reject appeals 23-062, 23-064, 23-065

JAN 30 2024

APPEAL #

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Alec Hawley
(415)418-9073

HO 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Aditya Bhumbra <adit.bhumbra@gmail.com>
Sent: Tuesday, January 30, 2024 10:23 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Support the Upper Great Highway Coastal Zone Permit. Reject appeals 23-062, 23-064, 23-065

JAN 30 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Aditya Bhumbra

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 30 2024

APPEAL # 23-062/064/065

From: Elizabeth Creely <creely12@gmail.com>
Sent: Wednesday, January 31, 2024 6:39 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Support the Upper Great Highway Coastal Zone Permit. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Elizabeth Creely
2784 22nd St
San Francisco, CA 94110

FILE

HO 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Josh Eveleth <blurbinfopol2345@fastmail.com>
Sent: Wednesday, January 31, 2024 7:30 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS) info@greathighwaypark.com
Cc: ghappeal@proton.me
Subject: Support the Upper Great Highway Coastal Zone Permit. Reject appeals 23-062, 23-064, 23-065

JAN 30 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Josh Eveleth
Bernal Heights, SF

FILE

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Alonso Salas <alonsosalas312@gmail.com>
Sent: Wednesday, January 31, 2024 8:41 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Support the Upper Great Highway Coastal Zone Permit. Reject appeals 23-062, 23-064, 23-065

JAN 30 2024

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Alonso Salas.

HD 2/7/24

FILE

Mejia, Xiomara (BOA)

From: Stephen Gorski <sjgorskilaw@gmail.com>
Sent: Wednesday, January 31, 2024 9:41 AM
To: BoardofAppeals (PAB)
Subject: Opposition to Retroactive COASTAL ZONE PERMIT

BOARD OF APPEALS

JAN 30 2024

APPEAL: 23-062/064/065

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

To:
San Francisco Board of Appeals
49 South Van Ness, Suite 1475
San Francisco, CA 94103
BoardofAppeals@sfgov.org

From:
Name: Stephen J Gorski, Esq.
Email: sjgorskilaw@gmail.com

Date: January 31, 2024

Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets.

Hearing Date: February 7, 2024 at 5:00 pm
City Hall, Room 416

Dear Commissioners,

I am a concerned resident who received a postcard inviting any comments since the project is near my home. I am writing to voice my opinion on the closures of the Upper Great Highway between Lincoln Way and Sloat Blvd., and the retroactive issuance of a Coastal Zone Permit. Please record my public comments which are in support of the above-referenced 3 appeals filed with your office. I support the Appellants for all the reasons they stated in their three briefs, and I support the idea of engaging in comprehensive environmental review before a permit is issued for coastal development. I ask that you please do not approve the retroactive issuance of a Coastal Zone Permit for this section of the Great Highway.

My own personal reasons are: I live close to the UGH near Taraval and personally observe the increased pollution, safety issues from over 18,000 vehicles being diverted from the UGH to the LGH close to my residence and health issues from noxious fumes, etc. . Also, the increased noise is a nuisance which should be investigated before any permit is issued. The anti-vehicle folks do not want any investigation or Environmental review since they know it would prove the harmful impacts of such a policy was implemented. I personally have observed destruction of the natural habitat which includes a wildlife sanctuary for the Snowy Plovers and the dunes being trampled by the masses of people who traverse anywhere instead of accessing the beach at the marked crosswalks which have traffic lights for vehicles

and pedestrians, I personally see how first responders to beach emergencies have difficulties accessing the areas where they need to be to perform their duties.

Lastly, retroactive orders are frowned on in the courts as Due Process should be afforded an opportunity for the public to weigh in instead of by fiat for the Pro-developer persons to destroy the area with "Miami style highrises" that will not add to the affordable housing supply except for people who can afford 7 figures for their homes. Politicians are using increased housing supply as a red herring.

There is no need to close the UGH because its current design accommodates all forms of travel : cyclists who have a 4'wide shoulders in both directions to utilize: pedestrians have the multi-use path just several feet to the east to run, walk, skateboard or other activities with their children. The ultimate goal of the Bicycle Coalition and their supporters is to close the entire Gratiot Highway permanently so they can commercialize the "highway" with exhibits, food trucks, etc. which will further exacerbate the problems. Also, all of the local merchants are against it because it will decrease their business revenues and adversely impact their survival which afford local residents to walk to their businesses and support them.

I hope that for all of the above stated reasons and the well- reasoned Appellant briefs that you will rule in favor of the Appellants.

Sincerely,

Stephen J. Gorski, Esq.
D4, Resident for over 45 years
Email: sjgorskilaw@gmail.com

HD 2/7/24

FILE

Mejia, Xiomara (BOA)

From: Peter Griffith <peteg415@gmail.com>
Sent: Wednesday, January 31, 2024 10:10 AM
To: BoardofAppeals (PAB)
Subject: Great Highway Closure is Affecting My Health

BOARD OF APPEALS

JAN 30 2024

APPEAL # 23-062/064/065

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

Board of Appeals

I am opposed to the intermittent closure of the Upper Great highway to vehicles. Prior to the closures there was much less vehicular traffic in front of my home on the Lower Great Highway.

Now the traffic is horrible on the Lower Great Highway during closures. Especially on weekend mornings when the loud car event parades start at 6:00 am. The speed bumps exacerbate the problems when the hot rods and rice rockets slow, go over and then rapidly and loudly accelerate away. The increase of exhaust fumes is very noticeable. The stench and noise is obnoxious. This is the reason for an environmental assessment and the need for keeping the highway open to vehicles at all times. People do not need to walk on the Upper Great Highway.

P. Griffith
2550 Great Highway
San Francisco

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

From: Nik Kaestner <igreensf@outlook.com>
Sent: Wednesday, January 31, 2024 12:17 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; northcentralcoast@coastal.ca.gov; ChanStaff (BOS); MelgarStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

APPEALS 23-062 | 064 | 065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

-nik

..... () / ()

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Andrew Seigner <andrew@sig.gy>
Sent: Wednesday, January 31, 2024 12:27 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Parker Day <parkerday@gmail.com>
Sent: Wednesday, January 31, 2024 12:31 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Commissioners,

I'm writing to ask that you reject appeals 23-062, 23-064, 23-065 and uphold the San Francisco Planning Commission's unanimous determination to issue the Coast Zone Permit for the Upper Great Highway Pilot Project.

The weekend park space has been transformative for my connection to the city, the ocean, and the community in general. It is a space that combats loneliness, is safe for families, and improves access to nature. I know I'm not alone in feeling these effects. In fact, the permit doesn't do anything revolutionary. Instead, it maintains the current compromise. This permit is in line with the Coastal Act and San Francisco's Local Coastal Plan, which call for better recreational use of the Ocean Beach shoreline. Rejecting this permit would be a step backward.

In addition to improving coastal access, the permit allows for traffic safety improvements in the Sunset neighborhood. These safety improvements are important and should not be delayed.

Thank you so much. I hope you will uphold the Planning Commission's determination.

Parker Day
415-488-6812

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Peter Belden <pbelden@gmail.com>
Sent: Wednesday, January 31, 2024 12:52 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Peter Belden
Potrero Hill

40 2/7/24

FILE

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Jeff Daniel <jeffdanielhome@gmail.com>
Sent: Wednesday, January 31, 2024 1:10 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

-Jeff Daniel
2586 Great Highway
SF CA 94116
District 4

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

APPEAL # 23-062 / 064 / 065

From: Patricia Arack <parack@ccsf.edu>
Sent: Wednesday, January 31, 2024 2:21 PM
To: BoardofAppeals (PAB)
Subject: Letter in support of Appeals against of retroactive Coastal Permit for the Great Hwy

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

To:
San Francisco Board of Appeals
49 South Van Ness, Suite 1475
San Francisco, CA 94103
BoardofAppeals@sfgov.org

From:
Name: Patricia Arack
1900 Great Hwy
San Francisco, CA 94116
Date: Jan.31, 2024

Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets.

Hearing Date: February 7, 2024 at 5:00 pm, City Hall, Room 416

Dear Commissioners,

I am a concerned resident writing to voice my opinion on the closures of the Upper Great Highway between Lincoln Way and Sloat Blvd., and the retroactive issuance of a Coastal Zone Permit. Please record my public comments which are in support of the above-referenced 3 appeals filed with your office. I support the Appellants for all the reasons they stated in their three briefs, and I support the idea of engaging in comprehensive environmental review before a permit is issued for coastal development. I ask that you please do not approve the retroactive issuance of a Coastal Zone Permit for this section of the Great Highway.

My own personal reasons are that the city is moving forward to full closure of the GH with no EIR. Partial closure has resulted in irrevocable damage to the dunes by clueless pedestrians who have no awareness of the damage they are causing to the environment of the dunes, the vegetation, and the protected animals. Full closure will greatly compromise the safety of residents because of the huge influx of commuter traffic that will bring increased air pollution and physical danger to the residents.

We learned what full closure would be like from April of 2020 to August of 2021. Traffic increased to an alarming level. Traffic laws were ignored. Violent people attacked others on the Lower Great Hwy. Incidences of fecal matter became an issue on the residential streets. Visitors swarmed over the dunes. There was NO ENFORCEMENT of laws by the police. It was the wild west where visitors could behave in lawless ways with impunity. I am living in fear in what may happen when this highway is permanently closed.

Also, we know that Ginsburg will commercialize this serene ocean front location. All laws concerning public ocean front property say that the coast must be protected in as natural a space as possible. Park and Rec under Ginsburg, if you use GGP as an example, wants to create a carnival atmosphere. This is direct violation of the Coastal Comm. statement that the beach areas remain as natural as possible.

It is vital to the preservation of this beautiful area that you reject the retroactive approval of this permit.

Sincerely,
Patricia Arack
Concerned Citizen
1900 Great Hwy
parack@ccsf.edu

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

From: Kevin Utschig <ku1313@gmail.com>
Sent: Wednesday, January 31, 2024 2:43 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

APPEALS 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HO 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Menasche, Steve <steve@realvo.com>
Sent: Wednesday, January 31, 2024 2:43 PM
To: Info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024
 23-062/064/065

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

Dear Commissioners, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses. Thank you,

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

From: rescue8@gmail.com
Sent: Wednesday, January 31, 2024 2:43 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Richard Perry

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

From: Daniel Fuchs <danielbfuchs@gmail.com>
Sent: Wednesday, January 31, 2024 2:43 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

APPEALS: 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Dima Litin <dmitri.litin@gmail.com>
Sent: Wednesday, January 31, 2024 2:43 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

APPEALS

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Dima L. Litin | 617-669-7626 | <http://www.linkedin.com/in/litin>

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Riley Broughten <rileybroughten@gmail.com>
Sent: Wednesday, January 31, 2024 2:43 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL

23-062|064|065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

AD 2/7/24

FILE

BOARD OF APPEALS

JAN 31 2024

APPEAL # 23-062/064/065

Mejia, Xiomara (BOA)

From: Marie <mariemika8@gmail.com>
Sent: Wednesday, January 31, 2024 2:43 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Marie Mika

HD 2/7/24

FILE

CITY OF APPEALS

JAN 31 2024

23-062/064/065

Mejia, Xiomara (BOA)

From: Emily Raganold <eraganold@gmail.com>
Sent: Wednesday, January 31, 2024 2:44 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Emily Raganold

HD 2/7/24

FILE

BOARD OF APPEALS

JAN 31 2024

APPEAL # 23-062/064/065

Mejia, Xiomara (BOA)

From: Adrien Apollon <adrien.apollon@gmail.com>
Sent: Wednesday, January 31, 2024 2:44 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

From: Cora Palmer <corapalmer@gmail.com>
Sent: Wednesday, January 31, 2024 2:44 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HA 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

APPEALS 23-062/064/065

From: Noah Omdal <njomdal@gmail.com>
Sent: Wednesday, January 31, 2024 2:44 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Noah O

HD 2/7/24

FILE

BOARD OF APPEALS

JAN 31 2024

23-062/064/065

Mejia, Xiomara (BOA)

From: Leah Worthington <worthingtonleah@gmail.com>
Sent: Wednesday, January 31, 2024 2:44 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Leah

FILE

AD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

From: Athena Pappas <athenadpappas@icloud.com>
Sent: Wednesday, January 31, 2024 2:44 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

#D 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

APPEAL #23-062|064|065

From: Gene X Hwang <genex@orangephotography.com>
Sent: Wednesday, January 31, 2024 2:44 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

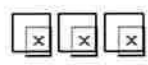
I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Gene X Hwang
 genex@orangephotography.com
<https://orangephotography.com>



HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

APPEAL # 23-062/064/065

From: Bronagh Hanley <bronaghhanley@icloud.com>
Sent: Wednesday, January 31, 2024 2:44 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Bronagh Hanley

AD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

APPEAL # 23-062/064/065

From: Rachel Chalmers <rachel@goop.org>
Sent: Wednesday, January 31, 2024 2:44 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

My partner and I live in Bernal Heights but the Great Highway has been a magnet for us and has made us regulars at outer Sunset cafes and other businesses.

Thank you,

HD 2/7/24

FILE

BOARD OF APPEALS

JAN 31 2024

APPEAL: 23-062/064/065

Mejia, Xiomara (BOA)

From: Rita Evans <rita.evans@berkeley.edu>
Sent: Wednesday, January 31, 2024 2:45 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Rita Evans
San Francisco

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

APPEAL # 23-062/064/065

From: richard ahumada <richardahumada@me.com>
Sent: Wednesday, January 31, 2024 2:45 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

APPEAL # 23-062/064/065

From: Gabor Melli <gabormelli@gmail.com>
Sent: Wednesday, January 31, 2024 2:45 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Gabor Melli
2919 Pacific Ave
San Francisco, CA
94115

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Alex Greene <alexgrn7@gmail.com>
Sent: Wednesday, January 31, 2024 2:45 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL: 23-062/064/065

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

Dear Commissioners,

My name is Alex Greene, and I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Alex Greene
190 27th Ave, San Francisco
Sent from my iPhone

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEALS 23-062/064/065

Mejia, Xiomara (BOA)

From: Jonathan Maguire <j.maguire.sf@gmail.com>
Sent: Wednesday, January 31, 2024 2:45 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Jonathan Maguire

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

From: Jarrod Hsu <jarrodhsu@gmail.com>
Sent: Wednesday, January 31, 2024 2:45 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

APPEAL 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

AD 2/7/24

FILE

BOARD OF APPEALS

JAN 31 2024

APPEALS: 23-062/064/065

Mejia, Xiomara (BOA)

From: Bruce Halperin <bhalperin28@gmail.com>
Sent: Wednesday, January 31, 2024 2:46 PM
To: Info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
 Bruce Halperin

FILE

HO 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

From: Penny Stroud <pstroud@cattaneostroud.com>
Sent: Wednesday, January 31, 2024 2:46 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Brooks Ward <brooks@flypyka.com>
Sent: Wednesday, January 31, 2024 2:46 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL # 23-062 | 064 | 065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HO 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

From: Brent Robinson <brent.alan.robinson@gmail.com>
Sent: Wednesday, January 31, 2024 2:46 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am a regular voter, a civil rights lawyer, and a homeowner in Supervisor Melgar's district. I write to urge you to affirm the Planning Commission's unanimous decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project, and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park regularly to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety and that of my family when we walk and bike to Ocean Beach and nearby businesses.

Thank you,

Brent A. Robinson

AD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

APPEAL # 23-062/064/065

From: Vanessa Gregson <vanessa.gregson@gmail.com>
Sent: Wednesday, January 31, 2024 2:46 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Vanessa Gregson

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

From: José Pablo González-Brenes <josepablog@gmail.com>
Sent: Wednesday, January 31, 2024 2:46 PM
To: Info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

APPEAL: 23-062/064/065

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

Dear Commissioners, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses. Thank you,

--
 José P. González-Brenes
gonzalezbrenes.com

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Elan Levin <elanlevin@gmail.com>
Sent: Wednesday, January 31, 2024 2:47 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL # 23-062/064/065

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

Hey— Keep the Great Highway for the people. the people on bikes, walking, running. I'm a driver in San Francisco and i'm the first to say that we need more spaces safe from the dangers of vehicles. JFK is amazing. The Great Highway is amazing. Please don't make them into just another car thoroughfare in SF. It's special- please help us keep it that way.

Elan (resident of D9)

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL: 23-062/064/065

Mejia, Xiomara (BOA)

From: Melissa Arioli <missmeliss101@gmail.com>
Sent: Wednesday, January 31, 2024 2:47 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Melissa Arioli

AD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL: 23-062/064/065

Mejia, Xiomara (BOA)

From: Frances Elsberry <fcelsberry@gmail.com>
Sent: Wednesday, January 31, 2024 2:47 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Frances Elsberry

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL # 23-062/064/065

Mejia, Xiomara (BOA)

From: Michelle Fliegau <michelle@internationalyoga.com>
Sent: Wednesday, January 31, 2024 2:47 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As a home owner on the Great Highway and one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Michelle Fliegau
1626 Great Highway
#3
SF, CA 94122

AD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL # 23-062/064/065

Mejia, Xiomara (BOA)

From: Anna Cressman <anna.cressman@gmail.com>
Sent: Wednesday, January 31, 2024 2:47 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

From: Tryg <trygmccoy@gmail.com>
Sent: Wednesday, January 31, 2024 2:47 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HD 2/7/24

FILE

BOARD OF APPEALS

JAN 31 2024

APPEALS: 23-062/064/065

Mejia, Xiomara (BOA)

From: Max Hurley <mxhurley01@gmail.com>
Sent: Wednesday, January 31, 2024 2:47 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

APPEALS 23-062|064|065

From: nicholas price <dirtyprice@gmail.com>
Sent: Wednesday, January 31, 2024 2:47 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Nicholas Price

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: William Wolf <wwolf13@jhu.edu>
Sent: Wednesday, January 31, 2024 2:47 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEALS # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
William Wolf

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

From: Dare Cruz <darecruz39@gmail.com>
Sent: Wednesday, January 31, 2024 2:47 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

APPEAL 23-062/064/065

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

Dear Commissioners,

Hello! Im writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

I use the Great Highway regularly on weekends to walk, run, bike, skateboard, etc. I even recently taught a friend to ride a bike on the Great Highway! It's such an incredibly welcoming and beautiful part of life in this city and I honestly can't believe there are folks who oppose it. I see so many people of all types coming out to the Great Highway to recreate — even on some of the gloomiest coldest days. There are various routes people in vehicles can take as options when the great highway is closed to car traffic. It's an incredibly reasonable compromise and I couldn't imagine life in the sunset without it.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Dariel

HO 7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Jörg Fockele <jorg@fockele.com>
Sent: Wednesday, January 31, 2024 2:47 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL # 23-062 | 064 | 065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Jörg Fockele
Producer/Director

jorg@fockele.com
917.371-8890

https://url.avanan.click/v2/___www.electicmedialab.com___.YXAzOnNmZHQyOmE6bzplNmUz
ZTdkOWU3YjhjNjUwNmMxMmFmMzE5YmFjMDVmZDo2OjMzMzMGU6ZTk0NzI0Y2YyYTly
ODUwMThhMDYxZjU0MDFiMDE2YmMxYWZiZmNjNGFiYzdIY2VkMWU5YzVkZDFmYT
M2YjIzOTp0OIQ

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Bobi Adle <muranowine@mac.com>
Sent: Wednesday, January 31, 2024 2:48 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEALS: 23-062 | 064 | 065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

HO 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Ruth Rainero <raineroruth@gmail.com>
Sent: Wednesday, January 31, 2024 2:48 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062 | 064 | 065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

My husband and I are retirees and long-time residents of the Sunset District. We walk or bike along the Great Walkway nearly every weekend and wish that it were closed to vehicles more than two days per week. It's wonderful to see the number of walkers, runners, and bicyclists -- with or without dogs and kids -- enjoying the proximity to the beach and ocean without hundreds of noisy, polluting cars whizzing by. We are SO fed up with car owners attitude that their wishes dominate at the expense of everyone else.

Thank you,

Ruth Rainero & Pieter de Haan

AD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

From: Siddharth Ramakrishnan <siddharthr1995@gmail.com>
Sent: Wednesday, January 31, 2024 2:48 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Laura Stonehill <lstonehill@gmail.com>
Sent: Wednesday, January 31, 2024 2:48 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Great highway needs to stay a car-free park

JAN 31 2024

APPEAL # 23-062/064/065

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

Dear Commissioners,

Great highway is such a joyous place for my 7 year old and 3 year old to ride their bikes without cars. Please keep the weekend compromise and reject appeals 23-062, 23-064, 23-065.

Thank you,
Laura Stonehill

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

APPEAL # 23-062/064/065

From: Sarah Cannon <cannon822@gmail.com>
Sent: Wednesday, January 31, 2024 2:48 PM
To: Info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sarah Cannon
San Francisco

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Dave <dbfvancouver@gmail.com>
Sent: Wednesday, January 31, 2024 2:48 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

David B. Farrell

AD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL # 23-062/064/065

Mejia, Xiomara (BOA)

From: Tracey Harding <tracey.harding02@gmail.com>
Sent: Wednesday, January 31, 2024 2:49 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: PLEASE Keep the Great Highway Park weekend compromise -- it's made my neighbor amazing! Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Tracey Harding
Outer Sunset Resident

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Brian Heung <brian@heung.org>
Sent: Wednesday, January 31, 2024 2:49 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Brian HEung

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Andrea Jadwin <drejadwin@gmail.com>
Sent: Wednesday, January 31, 2024 2:49 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Nicole LaPorte <nlaporte@sff.org>
Sent: Wednesday, January 31, 2024 2:49 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

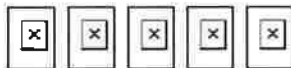
In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Nicole

Nicole LaPorte
Program Associate



One Embarcadero Center, Suite 1400 | San Francisco, CA 94111
T: (415) 733-8529 | F: (415) 477-2783
nlaporte@sff.org
Celebrating 75 years of centering People, Place, and Power
sff.org/anniversary



Pronouns: She, Her, Hers

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL # 23-062/064/065

Mejia, Xiomara (BOA)

From: Amy de Boisblanc <amydejohnson@gmail.com>
Sent: Wednesday, January 31, 2024 2:49 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Amy

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

APPEAL # 23-062/064/065

From: Jenny Chou <j.3h15u@gmail.com>
Sent: Wednesday, January 31, 2024 2:49 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HO 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL # 23-062/064/065

Mejia, Xiomara (BOA)

From: Kate Walsh <k8walsh@mac.com>
Sent: Wednesday, January 31, 2024 2:49 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Kate Walsh

LD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL # 23-062/064/065

Mejia, Xiomara (BOA)

From: AMELIA WALIANY <amelia_waliany@icloud.com>
Sent: Wednesday, January 31, 2024 2:49 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

23-062/064/065

Mejia, Xiomara (BOA)

From: Laura Boss <lauraboss2@gmail.com>
Sent: Wednesday, January 31, 2024 2:50 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

23-062/064/065

Mejia, Xiomara (BOA)

From: William Cline <wwcline@icloud.com>
Sent: Wednesday, January 31, 2024 2:50 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
William Cline
San Francisco

HD 2/7/24

FILE

BOARD OF APPEALS

JAN 31 2024

APPEALS 23-062/064/065

Mejia, Xiomara (BOA)

From: Donna Egan <donna.egan@gmail.com>
Sent: Wednesday, January 31, 2024 2:50 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

We live on Great Hwy and on behalf of our 5 year old twins, dog, and surfer husband, we please ask you to keep the great hwy park weekends, which we use all the time!! We love it!

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

23-062/064/065

Mejia, Xiomara (BOA)

From: Thomas Beutel <beutelevision@gmail.com>
Sent: Wednesday, January 31, 2024 2:51 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Thomas Beutel
San Francisco and Sunset District Resident

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Francesco <tiki23@gmail.com>
Sent: Wednesday, January 31, 2024 2:51 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Francesco

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

APPEALS: 23-062/064/065

From: Rohan Kurse <rohankurse@gmail.com>
Sent: Wednesday, January 31, 2024 2:51 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Thanks,
Rohan Kurse

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEALS 23-062/064/065

Mejia, Xiomara (BOA)

From: Celia Dattels <cdattels@gmail.com>
Sent: Wednesday, January 31, 2024 2:51 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); Great Highway Park; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Please reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Celia Dattels

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL # 23-062/064/065

Mejia, Xiomara (BOA)

From: Elizabeth Holoubek <elizabeth.holoubek@gmail.com>
Sent: Wednesday, January 31, 2024 2:52 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Elizabeth Holoubek
29th Avenue resident

HD 2/7/24

Mejia, Xiomara (BOA)

From: Lori Banks <loribanks44@yahoo.com>
Sent: Wednesday, January 31, 2024 2:51 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024
23-062/04/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Lori

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: David Solomita <imagineitp@gmail.com>
Sent: Wednesday, January 31, 2024 2:52 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: vanessa altman-siegel <altmansiegel@icloud.com>
Sent: Wednesday, January 31, 2024 2:52 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024
23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Jason Wicklund <jwick500@gmail.com>
Sent: Wednesday, January 31, 2024 2:52 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEALS: 23-062|064|065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Jason Wicklund and Agnes Tam
1619 48th Ave

Sent from my iPhone

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Satish Mahalingam <satish.mahalingam@me.com>
Sent: Wednesday, January 31, 2024 2:52 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

HD 2/7/24

Mejia, Xiomara (BOA)

From: Andrew Klimenko <ak@klimenkolaw.com>
Sent: Wednesday, January 31, 2024 2:52 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024
 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

HW 2/7/24

FILE

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Louis Magarshack <louis.magarshack@gmail.com>
Sent: Wednesday, January 31, 2024 2:52 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Lastly, as someone who lives 1 block from the park, I miss having it on weekday. Now every morning and every evening I'm forced to dodge around red light runners to access the beach at Vicente & great highway.

Thank you,
Louis Magarshack

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Andrew Klimenko <ak@klimenkolaw.com>
Sent: Wednesday, January 31, 2024 2:52 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Tim Dufka <timothydufka@gmail.com>
Sent: Wednesday, January 31, 2024 2:52 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

We are 40 year residents of San Francisco, and have been enjoying the Great Highway since its inception. To be able to walk and enjoy this resource without auto traffic is one of our greatest joys.

Thank you,
Tim Duka and Marie-Pierre Carlotti
76 Potomac Street
San Francisco CA
94117

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

From: Nancy Benjamin <burlesquegoddess@gmail.com>
Sent: Wednesday, January 31, 2024 2:52 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

APPEAL 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

If I might make a suggestion. Stop messing with our street and concentrate on repairs and programs to improve living in SF.

Thank you,

Nancy Benjamin
Voter

AD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Radha Tomassetti <radhatomassetti@icloud.com>
Sent: Wednesday, January 31, 2024 2:52 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Lindsay Parres <lindsayparres@gmail.com>
Sent: Wednesday, January 31, 2024 2:53 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEALS: 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Lindsay

Sent from my iPhone

HW 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Scott Love <scott@lovelawsf.com>
Sent: Wednesday, January 31, 2024 2:53 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

AD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Monica Fish <southwestfish@gmail.com>
Sent: Wednesday, January 31, 2024 2:53 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Monica and Roger Fish

Sent from my iPad

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Erika Chan <erikachanchan@gmail.com>
Sent: Wednesday, January 31, 2024 2:53 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Erika Chan

Sent from my iPhone

HA 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Hannah Russell <hannahrussell@gmail.com> JAN 31 2024
Sent: Wednesday, January 31, 2024 2:53 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS) AL 23-062/064/065
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Best,
Russell
(859) 421-7899

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

23-062/064/065

FILE

Mejia, Xiomara (BOA)

From: Richmond Family Transportation Network <richmondtransponetwork@gmail.com>
Sent: Wednesday, January 31, 2024 2:53 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

APPEAL # 23-062/064/065

From: Matt Korman <matt.korman@me.com>
Sent: Wednesday, January 31, 2024 2:53 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

☑ Matt Korman

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Michel Lavoie <lavoimd@gmail.com>
Sent: Wednesday, January 31, 2024 2:54 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Merci / Thank you
Michel D Lavoie

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

From: David Alexander <alexanderdavid415@gmail.com>
Sent: Wednesday, January 31, 2024 2:54 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Thank you,

Dave

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Cristina M <cristina.missoula@gmail.com>
Sent: Wednesday, January 31, 2024 2:54 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. The Great Highway park and the closure to cars of this space is one of the highlights of San Francisco, for the majority of residents and for visitors to our city. It is also safer for pedestrians, and more environmentally friendly.

I drive in the city as well and don't feel that the closure of the great highway hinders me at all.

Please keep the park closed to cars.

Thank you!

Maria Stan

1222 Clayton St,
San Francisco, CA 94114

AD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: vanessa altman-siegel <altmansiegel@icloud.com>
Sent: Wednesday, January 31, 2024 2:54 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEALS # 23-062 | 064 | 065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL # 23-062/064/065

Mejia, Xiomara (BOA)

From: Lola Beast <angie88.social@gmail.com>
Sent: Wednesday, January 31, 2024 2:54 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Angela

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL: 23-062/064/065

Mejia, Xiomara (BOA)

From: Michael Spring <michael_spring@me.com>
Sent: Wednesday, January 31, 2024 2:55 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Sarah McLaughlin <sshiner7@gmail.com>
Sent: Wednesday, January 31, 2024 2:54 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. I am also a home owning resident of the Outer Sunset (I live just 4 blocks from the park) and it has greatly improved our neighborhood. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

AD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Julie Kessler <kesslerssf@comcast.net>
Sent: Wednesday, January 31, 2024 2:55 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL: 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Julie Kessler

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL # 23-062/064/065

Mejia, Xiomara (BOA)

From: Greer Monteverde <greermonteverde@gmail.com>
Sent: Wednesday, January 31, 2024 2:55 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Greer

Greer Monteverde
310 387 0060

#D 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Kristen Daniel <kdaniel@sfriendschool.org>
Sent: Wednesday, January 31, 2024 2:55 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Kristen Daniel

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL # 23-062/064/065

Mejia, Xiomara (BOA)

From: Carly June Haase <carlyjunehaase@gmail.com>
Sent: Wednesday, January 31, 2024 2:56 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Carly

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL: 23-062/064/065

Mejia, Xiomara (BOA)

From: Jennifer Rosdail <jennifer@rosdail.com>
Sent: Wednesday, January 31, 2024 2:57 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Jennifer Rosdail
 Realtor/Owner
 Jennifer Rosdail Real Estate Team
 a KWADVISORS Partner
 415-269-4663 Direct
Living415.com
LivingTheBay.com

I want clients just like you – know anyone?
CalDRE Broker# 01349379

AD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEALS 58-062/064/065

Mejia, Xiomara (BOA)

From: Jo Lo <jose02mdq@hotmail.com>
Sent: Wednesday, January 31, 2024 2:57 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); Great Highway Park; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HO 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Pauline LEGENDRE <lululegendre@icloud.com>
Sent: Wednesday, January 31, 2024 2:57 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Pauline

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Alfonso Embid-Desmet <alfperata@gmail.com>
Sent: Wednesday, January 31, 2024 2:57 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024
 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Emily Hittle <emilyliza@gmail.com>
Sent: Wednesday, January 31, 2024 2:57 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Emily Hittle
Resident of Outer Sunset, SF

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Kate Ursu <katemursu@gmail.com>
Sent: Wednesday, January 31, 2024 2:57 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

The park is now a highlight of my weekends and symbolizes a step in the right direction as we continue to create a better future for our environment and our communities.

Thank you,
Kate Ursu

Sent from my iPhone

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL # 23-062/064/065

Mejia, Xiomara (BOA)

From: Sarah Roquemore <sarah.roquemore@gmail.com>
Sent: Wednesday, January 31, 2024 2:58 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I live on 48th avenue and use the Great Highway Park everyday it's available. My kids and I constantly long for the days when it was a park everyday. Cars regularly run the red lights on great highway and I'm always worried one of my kids will die when they walk to the beach. Please please please keep this invaluable space open to us! We run, we bike, we walk, and we meet new friends and grow our community.

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sarah Roquemore

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL # 23-062/064/065

Mejia, Xiomara (BOA)

From: Michelle Deely <michelledeely@yahoo.com>
Sent: Wednesday, January 31, 2024 2:58 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

The Deely Family, SF residents

Michelle Deely, MFT
 Relief for Burned Out Moms
 Therapy in California
 3896 24th Street
 SF, CA 94114

https://url.avanan.click/v2/___www.michelledeely.com___YXAzOnNmZHQyOmE6bzoXmJlMjYtJiYmJhNTFmYmQwMjhjZjFiNmYwOGIxZGE5ZTo2OjM2MDM6Yzc1ZDVmYTMwNTBIYWRkN2QzMjA2MTdkMjdmZDEwMGEyMmJjMGRjMjNkZDYwYWl3OGE1ODRmYjU0ZWZkMDImNjpwOIQ
 michelle@michelledeely.com
 415-371-9828

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

23-062/264/065

Mejia, Xiomara (BOA)

From: Katrina <kkswanie@gmail.com>
Sent: Wednesday, January 31, 2024 2:58 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Katrina

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

From: Matt Hill <mattdh666@gmail.com>
Sent: Wednesday, January 31, 2024 2:58 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park often to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Matt Hill
D9 Resident
Great Highway Park Lover

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: alec hawley <ahawleyla@gmail.com>
Sent: Wednesday, January 31, 2024 2:59 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Alec Hawley
(415)418-9073

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Kathryn MacDonald <katmacdphoto@yahoo.com>
Sent: Wednesday, January 31, 2024 2:59 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

FEAL: 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Kathryn MacDonald

macdonaldphoto.com

Please excuse my brevity. Sent from my iPhone.

Kathryn MacDonald

Please excuse my brevity. Sent from my iPhone.

HD 2/7/24

FILE

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Michael Gallagher <mjgallag@gmail.com>
Sent: Wednesday, January 31, 2024 2:59 PM
To: ChanStaff (BOS); Info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); EngardioStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062 | 064 | 065

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

Dear Commissioners, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses. Thank you,

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Gabriel Goffman <gfgoffman@gmail.com>
Sent: Wednesday, January 31, 2024 2:59 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Gabriel Goffman CFA
Paragon Energy Capital
202-445-0878

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: edwrdunn@gmail.com
Sent: Wednesday, January 31, 2024 3:00 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

AL 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Chantal Jolagh <cjolagh@gmail.com>
Sent: Wednesday, January 31, 2024 3:00 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HO 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL # 23-062/064/065

Mejia, Xiomara (BOA)

From: Zoe Landis <zoehollylandis@gmail.com>
Sent: Wednesday, January 31, 2024 3:01 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Raphael Mauro <rmauro415@gmail.com>
Sent: Wednesday, January 31, 2024 3:01 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my and all of the City's access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk to Ocean Beach and nearby businesses.

Thank you,

Raphael Mauro
San Francisco Resident of 32 years

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

From: John Bartlett <jpbartlett@gmail.com>
Sent: Wednesday, January 31, 2024 3:01 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

APPEAL # 23-062/044/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

John Bartlett

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

23-062/064/065

Mejia, Xiomara (BOA)

From: Ira Kaplan <iradkaplan@gmail.com>
Sent: Wednesday, January 31, 2024 3:01 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

HO 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Malone, Ruth <Ruth.Malone@ucsf.edu>
Sent: Wednesday, January 31, 2024 3:01 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024
 23-062|064|065

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

Dear Commissioners,

Great Highway Park is one of the very BEST things to come out of the pandemic and has been reaffirmed by voters! As a Richmond District resident whose son lives in the Sunset, I URGE you to uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of this space. It also allows people like me, a senior, to experience safely what it is like to get around the city car-free. We know we have to change. Our climate is dictating that we must. Providing beautiful car-free places for people to enjoy helps them try out alternative modes of transportation. We cannot continue car dominance everywhere.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend, the car-free use is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast.

The permit also authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses. Again, please reject these appeals and support the car-free weekend compromise.

Thank you,

Ruth Malone

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Donna Howe <donna.howe@comcast.net>
Sent: Wednesday, January 31, 2024 3:01 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Donna Keuper Howe

Sent from my iPhone

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Devorah Zehring <dazehring@gmail.com>
Sent: Wednesday, January 31, 2024 3:02 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Devorah Zehring

Sent from my iPad
If you want peace, work for justice

AD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Patrick Linehan <plinehan@gmail.com>
Sent: Wednesday, January 31, 2024 3:02 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Patrick

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Tim Marcus <tim@milkmansound.com>
Sent: Wednesday, January 31, 2024 3:02 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

- Tim

Tim Marcus
Milkman Sound, Inc
San Francisco, CA

https://url.avanan.click/v2/___www.milkmansound.com___YXAzOnNmZHQyOmE6bzozOTdkNzFjNzk5ZDRhYmVhOGEyNjg1NGZmZTIhY2I4Zjo2OmI4MTA6ZTU3ODI5OGFkY2lwZjBmYzNhOGRmZDc2NTRmOGI4ODIiYT15NmY2OWRiYTFjZThjN2MyYTk3YTBMzMyMDJkYjp0OIQ

•sent from mobile

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Christopher Roach <christopher.roach@gmail.com>
Sent: Wednesday, January 31, 2024 3:02 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Christopher Roach

HD 2/7/24

Mejia, Xiomara (BOA)

From: Alex Avery <alavery2@icloud.com>
Sent: Wednesday, January 31, 2024 3:03 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

PLEASE DO NOT CLOSE THE GREAT WALKWAY! Every friend I bring to it, whether from SF or elsewhere, is in awe of this hidden gem. Closing it would go against the values I understand SF to stand for: forward-thinking, environmentally conscious, people-first.

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: James Webb <j.e.c.webb@gmail.com>
Sent: Wednesday, January 31, 2024 3:03 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, run bike along Ocean Beach, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

It is also one of the few car free spaces that we have in the city and is already a compromise that has been put in place until the access along Ocean Beach is removed entirely due to the issues with the erosion at the south end of Ocean Beach,

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

James Webb

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

From: John Elliott <john@thehereafterishere.com>
Sent: Wednesday, January 31, 2024 3:02 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

APPEAL 23-062/064/065

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

Dear Commissioners,

Great Highway Park is my favorite place in the world.

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
John

HD 2/7/24

APPEALS

Mejia, Xiomara (BOA)

From: Kevin <Kevin01sb@gmail.com>
Sent: Wednesday, January 31, 2024 3:03 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Kevin Smithly

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEALS 23-062/064/065

Mejia, Xiomara (BOA)

From: Christina Stephen <christinastephen@me.com>
Sent: Wednesday, January 31, 2024 3:04 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Christina Stephen

HO 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

23-062/064/065

From: Brad Wallace <wallacwb@gmail.com>
Sent: Wednesday, January 31, 2024 3:04 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

This has notably improved family life in the Outer Sunset and I use it regularly with my family.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Brad Wallace
 1481 38th Avenue,
 San Francisco, CA 94122
 415.819.8551

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Stephen Braitsch <stephen.braitsch@gmail.com>
Sent: Wednesday, January 31, 2024 3:04 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Stephen Braitsch

AD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Corey Block <coreyblock@gmail.com>
Sent: Wednesday, January 31, 2024 3:04 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Corey

AD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

From: kristina barriero <kbarriero@gmail.com>
Sent: Wednesday, January 31, 2024 3:04 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

APPEAL # 23-062 | 064 | 065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

From: Alyssa Cheung <cheung.alyssa@gmail.com>
Sent: Wednesday, January 31, 2024 3:04 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

APPEAL 23-062 | 064 | 065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Alyssa Cheung

AD 2/7/24

BOARD OF APPEALS

IAN 31 2024

Mejia, Xiomara (BOA)

From: Henry Turner <henryw.turner@gmail.com>
Sent: Wednesday, January 31, 2024 3:04 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

APPEALS: 23-062/064/065

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

Dear Commissioners, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses. Thank you,

HENRY TURNER

AD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL # 23-062/064/065

Mejia, Xiomara (BOA)

From: Dario Rapisardi <dario@rapisardi.org>
Sent: Wednesday, January 31, 2024 3:04 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Dario Rapisardi

AD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL # 23-062 | 064 | 065

Mejia, Xiomara (BOA)

From: Lucas Lux <lucaslux@gmail.com>
Sent: Wednesday, January 31, 2024 3:05 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); Great Highway Park; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Lucas Lux

sent from my smart phone

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL # 23-062/064/065

Mejia, Xiomara (BOA)

From: Aimée <aimee.m.williams@gmail.com>
Sent: Wednesday, January 31, 2024 3:05 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

The Great Highway Park has been key to helping me feel safe as I walk on the weekend. It has been a huge help to my mental health and has also brought our Outer Sunset community together.

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Aimée Williams, MPH, CHES, CPH

"How lovely to think that no one need wait a moment, we can start now, start slowly changing the world!" - Anne Frank

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Hwaji Shin <hwaji.shin@gmail.com>
Sent: Wednesday, January 31, 2024 3:05 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Hwaji Shin

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Jerry Reiva <lightwriter11@gmail.com>
Sent: Wednesday, January 31, 2024 3:05 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Jerry Palarca-Reiva
Outer Sunset Resident

Sent from my iPhone

HD 2/2/24

BOARD OF APPEALS

JAN 31 2024

APPEALS 23-062/064/065

Mejia, Xiomara (BOA)

From: Elliot Schwartz <elliott.schwartz@gmail.com>
Sent: Wednesday, January 31, 2024 3:06 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Elliot Schwartz

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL # 23-062/064/065

Mejia, Xiomara (BOA)

From: Priscilla Choi <plachoi@yahoo.com>
Sent: Wednesday, January 31, 2024 3:06 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Best,

Priscilla Choi

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Lynn <dduan62@gmail.com>
Sent: Wednesday, January 31, 2024 3:06 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL # 23-062/064/065

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

Dear Commissioners, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses. Thank you,

AD 2/7/24

BOARD OF APPEALS

JAN 31 2024

23-062/064/065

Mejia, Xiomara (BOA)

From: Van Rookhuyzen <vanrookhuyzen@comcast.net>
Sent: Wednesday, January 31, 2024 3:06 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Van Rookhuyzen RN

Sent from my iPhone

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Uzes Charm <uzes.charm@gmail.com>
Sent: Wednesday, January 31, 2024 3:06 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Cora 🐶

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Derek Duan <dduan2008@gmail.com>
Sent: Wednesday, January 31, 2024 3:06 PM
To: ChanStaff (BOS); Info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); EngardioStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL # 23-062/064/065

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

Dear Commissioners, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses. Thank you,

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

APPEAL # 23-062/064/065

From: Lynn <itutor19@gmail.com>
Sent: Wednesday, January 31, 2024 3:06 PM
To: Info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses. Thank you,

--
 Sent from my cell phone. Apologies in advance for typos and bad grammar.

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Lisa Lougee <lisalougee@yahoo.com>
Sent: Wednesday, January 31, 2024 3:07 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Elizabeth Lougee

Sent from my iPhone

AD 2/7/24

BOARD OF APPEALS

JAN 31 2024

23-062 | 064 | 065

Mejia, Xiomara (BOA)

From: Diane Lopez <dianelopezsf@gmail.com>
Sent: Wednesday, January 31, 2024 3:07 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Diane Lopez

Sent from my iPhone

AD 2/7/24

Mejia, Xiomara (BOA)

PLANNING APPEALS

From: Phoebe & Jason Ford <phoebejasonford@gmail.com>
Sent: Wednesday, January 31, 2024 3:07 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

I am one of the thousands of San Franciscans that visit ocean beach and the Great Highway every weekend and only on the weekends. Last weekend my 3 year old and 5 year old rode their own bikes all the way to the beach, on the sidewalks until the Great Highway park, with the little guy ruining a pair of shoes instead of using a break. When we are at the beach, I can let them roam, because we aren't at the edge of high speed traffic. The weekend Great Highway closures enhance access to the shoreline for families like mine and protects the ocean from pollution generated by cars and tire dust.

This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast.

Thank you,

Phoebe Ford

HD 2/7/24

Mejia, Xiomara (BOA)

From: Paul Roscelli <paulroscelli@me.com>
Sent: Wednesday, January 31, 2024 3:07 PM
To: BoardofAppeals (PAB)
Subject: Great highway closure

BOARD OF APPEALS

JAN 31 2024

APPEALS 23-062/064/065

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

I am a concerned resident writing to voice my opinion on the closures of the Upper Great Highway between Lincoln Way and Sloat Blvd., and the retroactive issuance of a Coastal Zone Permit. Please record my public comments which are in support of the above-referenced 3 appeals filed with your office. I support the Appellants for all the reasons they stated in their three briefs, and I support the idea of engaging in comprehensive environmental review before a permit is issued for coastal development. I ask that you please do not approve the retroactive issuance of a Coastal Zone Permit for this section of the Great Highway.

Partial closure has resulted in irrevocable damage to the dunes by clueless pedestrians who have no awareness of the damage they are causing to the environment of the dunes, the vegetation, and the protected animals. Full closure will greatly compromise the safety of residents because of the huge influx of commuter traffic that will bring increased air pollution and physical danger to the residents.

We learned what full closure would be like from April of 2020 to August of 2021. Traffic increased to an alarming level. Traffic laws were ignored. You want more bikes but you enforce NONE of the moving vehicle laws against them? When was ANY biker given a ticket for not signaling on a turn? For not stopping at a light or sign? In addition, the absence of cars along the GHW has invited a fairly problematic crowd, violent people have attacked others on the Lower Great Hwy. Incidences of fecal matter became an issue on the residential streets. Visitors swarmed over the dunes. There was NO ENFORCEMENT of laws by the police. It was the wild west where visitors could behave in lawless ways with impunity. I am living in fear in what happen when this highway is permanently closed.

. All laws concerning public ocean front property say that the coast must be protected in as natural a space as possible. Park and Rec under Ginsburg, if you use GGP as an example, wants to create a carnival atmosphere. This is direct violation of the Coastal Comm. statement that the beach areas remain as natural as possible.

It is vital to the preservation of this beautiful area that you reject the retroactive approval of this permit.

Paul Roscelli
paulroscelli@me.com

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Susan Witka <witkasf@gmail.com>
Sent: Wednesday, January 31, 2024 3:08 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you, Susan Witka 94121

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Sanae Rosen <sanae.rosen@gmail.com>
Sent: Wednesday, January 31, 2024 3:08 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062|064|065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sanae Rosen

HD 2/7/24

Mejia, Xiomara (BOA)

From: Nancy Beam <nancy.beam@gmail.com>
Sent: Wednesday, January 31, 2024 3:08 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024
 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who regularly visit Great Highway Park to walk and enjoy the Pacific Ocean without having to worry about getting hot ta car, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Nancy Beam
Sunset Resident
District 4

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEALS: 23-062/064/065

Mejia, Xiomara (BOA)

From: Judy Tomasso <bikefun123@gmail.com>
Sent: Wednesday, January 31, 2024 3:08 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Judy Tomasso
2330 48 th Avenue

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

23-062 | 064 | 065

Mejia, Xiomara (BOA)

From: Carrie Royer <royer.carrie.n@gmail.com>
Sent: Wednesday, January 31, 2024 3:08 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Carrie Royer
Zip code: 94122

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

23-062|064|065

Mejia, Xiomara (BOA)

From: Bruce Osterweil <bruce.osterweil@gmail.com>
Sent: Wednesday, January 31, 2024 3:09 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Bruce P Osterweil

HD 2/7/24

Mejia, Xiomara (BOA)

BOA APPEALS

From: Madison Norman <madison.norman@sbcglobal.net>
Sent: Wednesday, January 31, 2024 3:09 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

H10 2/7/24

APPEALS

JAN 31 2024

23-062/064/065

Mejia, Xiomara (BOA)

From: Shannon Selerowski <sselerowski@gmail.com>
Sent: Wednesday, January 31, 2024 3:09 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Shannon Selerowski

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Cole Blaney <coleblaney6@gmail.com>
Sent: Wednesday, January 31, 2024 3:09 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

From: Read Vanderbilt <readvanderbilt@gmail.com>
Sent: Wednesday, January 31, 2024 3:09 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: For my family, please Reject appeals 23-062, 23-064, 23-065

APPEALS 23-062/064/065

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

Dear Commissioners,

This is super important for my family and my neighborhood. Closing the upper Great Highway, Friday afternoons and weekends has been a great compromise. I initially was opposed to allowing cars back. And now I think it's a good balance. Let's please uphold that.

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Jonathan Bünemann <jonathanbuenemann@gmail.com>
Sent: Wednesday, January 31, 2024 3:10 PM
To: ChanStaff (BOS); EngardioStaff (BOS); Info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses. Thank you,

HD 2/7/24

Mejia, Xiomara (BOA)

From: Matthew Zlatunich <mbzlat@yahoo.com>
Sent: Wednesday, January 31, 2024 3:10 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024
23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Matthew Zlatunich
749 8th Ave
San Francisco

Sent from my iPhone

HD 2/7/24

Mejia, Xiomara (BOA)

From: Camilla Mahon <camillacaros@icloud.com>
Sent: Wednesday, January 31, 2024 3:10 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Erik Jones <erik9jones@gmail.com>
Sent: Wednesday, January 31, 2024 3:10 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL: 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Erik Jones

HO 2/7/24

CITY OF SAN FRANCISCO APPEALS

JAN 31 2024

23-062/064/065

Mejia, Xiomara (BOA)

From: James Cutler <jamescutler83@gmail.com>
Sent: Wednesday, January 31, 2024 3:10 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

James Cutler
389 Silver Ave, San Francisco, CA 94112

AD 2/7/24

Mejia, Xiomara (BOA)

APPEALS

JAN 31 2024

23-062/064/065

From: Patty Corwin <pcorwinsf@gmail.com>
Sent: Wednesday, January 31, 2024 3:11 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Patty Corwin

Sent from my iPhone

HD 2/7/24

APPEALS

Mejia, Xiomara (BOA)

From: Bowen Tretheway <bowen.tretheway@gmail.com>
Sent: Wednesday, January 31, 2024 3:12 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Best,
Bowen Tretheway
SF Resident

Sent from my pocket computer.

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Chelsea Stoklas <chelsea.stoklas@gmail.com>
Sent: Wednesday, January 31, 2024 3:12 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL: 23-062 | 064 | 065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Chelsea Stoklas

Sent from my iPhone

AD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL 23-062/064/065

Mejia, Xiomara (BOA)

From: Irina Naumova <irina.naumova.f@gmail.com>
Sent: Wednesday, January 31, 2024 3:14 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HD 2/7/24

Mejia, Xiomara (BOA)

From: Sean Rourke <sean.rourke@gmail.com>
Sent: Wednesday, January 31, 2024 3:14 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

31 2024
23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sean Rourke

Sent from my iPhone

HD 2/7/24

Mejia, Xiomara (BOA)

From: Whitney Taylor <whitney.k.taylor@gmail.com>
Sent: Wednesday, January 31, 2024 3:14 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Please keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEALS 23-062/064/065

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

Dear Commissioners,

I moved to the Outer Sunset in 2017 to take advantage of the ocean access and greenspace present in our district. Since the pandemic hit in 2020 and the Great Highway was opened to pedestrians, I have spent hundreds of hours walking, running, and generally enjoying the Great Highway Park. My husband and I believe that this is a world class space that should remain open not simply for us, but for people outside of our District who are looking for valuable greenspace and nature to explore within the confines of San Francisco's city limits. There is no other park quite like the Great Highway and I believe it is incredibly shortsighted to give vehicles priority for a short stretch of highway that is not a main artery for a majority of Bay Area residents from a commuting stand point.

Therefore, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for our access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses. I live on 45th Avenue and consistently witness speeding cars that make crossing intersections increasingly dangerous -- the Great Highway Park is one respite to increasing traffic, reckless driving, and unpredictable drivers. Limiting the park's availability to pedestrians as a car-free zone on weekends limits more than our right to access to healthy living and greenspace -- it puts us in greater danger when forced to take our walks on busy, overused neighborhood streets. The Great Highway is not going to solve traffic issues for the whole of San Francisco. As a park, it does not negatively impact the neighborhood, but does the opposite -- it brings people together to enjoy their shared community.

Thank you,
Whitney Taylor

HD 2/7/24

Mejia, Xiomara (BOA)

APPEALS

From: Ben Porterfield <benporterfield@gmail.com>
Sent: Wednesday, January 31, 2024 3:15 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); Great Highway Park; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

31 2024
 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
 Ben Porterfield
 Outer Sunset Resident and Homeowner

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Laura Davenport <laurakdavenport@gmail.com>
Sent: Wednesday, January 31, 2024 3:15 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Thanks,

Laura Davenport
Sent from my iPhone

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Julie Gengo <juliegengo@icloud.com>
Sent: Wednesday, January 31, 2024 3:16 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEALS 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone so please pardon the Siri errors...

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Nicholas Rademacher <nicholasrademacher@icloud.com>
Sent: Wednesday, January 31, 2024 3:16 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024
 PEAS # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

I am a senior who lives alone. My Outer Parkside neighborhood offers no safe and accessible outdoor space. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Jennifer Urbain <jennurbain@gmail.com>
Sent: Wednesday, January 31, 2024 3:17 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); Jennifer Urbain
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Jennifer Urbain
2141 Kirkham Street
San Francisco, CA 94122

HO 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Patrick Mack <patrickjamesmack@gmail.com>
Sent: Wednesday, January 31, 2024 3:17 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Patrick Mack
479 Waller Street
San Francisco

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Leah Hickey <rivera0822@gmail.com>
Sent: Wednesday, January 31, 2024 3:17 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Harini Madhavan <madhavanh@sfusd.edu> JAN 31 2024
Sent: Wednesday, January 31, 2024 3:17 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS) 23-062|064|065
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL 23-062/064/065

Mejia, Xiomara (BOA)

From: Mieko Yeh <miekoyeh@gmail.com>
Sent: Wednesday, January 31, 2024 3:17 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mieko Yeh
(Nearby resident)

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Matt Paulus <mpaulus@rrmsc.com>
Sent: Wednesday, January 31, 2024 3:17 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As a resident on 47th Ave and one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Matt

Sent from my iPhone

AD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL: 23-062/064/065

Mejia, Xiomara (BOA)

From: Teresa Hammerl <teresa.hammerl@gmail.com>
Sent: Wednesday, January 31, 2024 3:17 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Please keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

I recently walked there with my mom who came to visit from Europe and both of my kids enjoy spending time on the Great Highway.

Thank you,
Teresa and family

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Alissa Hood <arhood11@gmail.com>
Sent: Wednesday, January 31, 2024 3:17 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL 23-062|064|065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Alissa Hood

Sent from my iPhone

AD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Wade P Warrens <wade.warrens@icloud.com>
Sent: Wednesday, January 31, 2024 3:18 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEALS: 23-062 | 064 | 065

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

Dear Commissioners,

Please keep this park open. Like our city, it should be for people, not cars.

Wade Warrens
71 Wawona St

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL # 23-062 | 064 | 065

Mejia, Xiomara (BOA)

From: Louis DeRosa <lderosa6@gmail.com>
Sent: Wednesday, January 31, 2024 3:18 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses. Thank you,
Louis

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL # 23-062/064/065

Mejia, Xiomara (BOA)

From: Bea B <baetzli@gmail.com>
Sent: Wednesday, January 31, 2024 3:18 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend (& on Fridays as I have a variable work schedule) to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is vital for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Bea Batz

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: zrants <zrants@gmail.com>
Sent: Wednesday, January 31, 2024 3:16 PM
To: BoardofAppeals (PAB)
Subject: Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway (Lincoln Way and Sloat Blvd. and surrounding streets)
Attachments: Great Highway Appeal.pdf

JAN 31 2024

APPEALS

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

January 31, 2024

Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets.

Hearing Date: February 7, 2024 at 5:00 pm

Dear Commissioners,

I am a concerned San Francisco citizen writing to voice my opposition to the closures of the Upper Great Highway between Lincoln Way and Sloat Blvd., and the retroactive issuance of a Coastal Zone Permit. Please record my public comments in support of the above-referenced 3 appeals filed with your office. I support the Appellants for all the reasons they stated in their three briefs. I ask that you please do not approve the retroactive issuance of a Coastal Zone Permit for this section of the Great Highway.

San Francisco residents, including members of CSFN and EMIA do not appreciate being ignored by city officials and we will not support politicians who continually abuse their authority and undermine our will.

We miss our dog walking trips on the beach with our blind elderly friends before grabbing a pizza slice on Taraval. The pizza has been off limits since SFMTA destroyed Taraval and now our favorite nursery at Sloat is a shadow of its former self as it prepares to close.

We are forced to leave town if we want respite and for many of our purchases.

Sincerely,
Mari Eliza, Concerned Citizen
499 Alabama St. SF CA 94110
zrants@gmail.com

Coalition for SF Neighborhoods CSFN Land Use and Transportation Chair
East Mission Improvement Association EMIA President

Subject: Public Comment In Support of Appeal Nos. 23-062, 23-064, and 23-065;
Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets.
Hearing Date: 2/7/24, 5 pm City Hall, Room 416

To:
San Francisco Board of Appeals
49 South Van Ness, Suite 1475
San Francisco, CA 94103
BoardofAppeals@sfgov.org

January 31, 2024

Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065;
Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets.

Hearing Date: February 7, 2024 at 5:00 pm

Dear Commissioners,

I am a concerned San Francisco citizen writing to voice my opposition to the closures of the Upper Great Highway between Lincoln Way and Sloat Blvd., and the retroactive issuance of a Coastal Zone Permit. Please record my public comments in support of the above-referenced 3 appeals filed with your office. I support the Appellants for all the reasons they stated in their three briefs. I ask that you please do not approve the retroactive issuance of a Coastal Zone Permit for this section of the Great Highway.

San Francisco residents, including members of CSFN and EMIA do not appreciate being ignored by city officials and we will not support politicians who continually abuse their authority and undermine our will.

We miss our dog walking trips on the beach with our blind elderly friends before grabbing a pizza slice on Taraval. The pizza has been off limits since SFMTA destroyed Taraval and now our favorite nursery at Sloat is a shadow of its former self as it prepares to close.

We are forced to leave town if we want respite and for many of our purchases.

Sincerely,
Mari Eliza, Concerned Citizen
499 Alabama St. SF CA 94110
zrants@gmail.com

Coalition for SF Neighborhoods CSFN Land Use and Transportation Chair
East Mission Improvement Association EMIA President

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

Mejia, Xiomara (BOA)

From: Christopher Plaskett <christopher@anyrandomurl.com>
Sent: Wednesday, January 31, 2024 3:18 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

APPEALS 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Christopher

HD 2/7/24

BOARD OF APPEALS

IAN 31 2024

23-062/064/065

Mejia, Xiomara (BOA)

From: Tag Savage <foodsco@gmail.com> on behalf of Tag Savage <tag@tagsavage.com>
Sent: Wednesday, January 31, 2024 3:19 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEALS 23-062 | 064 | 065

Mejia, Xiomara (BOA)

From: Gustav Lindqvist <gustav.lindqvist@me.com>
Sent: Wednesday, January 31, 2024 3:18 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

AD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Jonathan Gripshover <a.better.son@gmail.com>
Sent: Wednesday, January 31, 2024 3:20 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEALS 23-062|04|065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Andrea Davis <mledavis@gmail.com>
Sent: Wednesday, January 31, 2024 3:19 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

FILE # 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

I live in the Outer Sunset, and traffic calming is essential. I walk and run in the neighborhood multiple times a day, and I don't think there is a day that goes by that I don't witness driving that endangers pedestrians. I've even experienced a driver yelling at me "Wait until I hit you, then you can worry."

The Great Highway offers a safe way for me as a pedestrian or a cyclist to move between the north and south parts of the neighborhood.

Thank you,

Andréa

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Andrew Watson <adwatson2010@gmail.com>
Sent: Wednesday, January 31, 2024 3:19 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062|064|065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Andrew Watson
(443) 668-9972
3945 Lincoln Way
San Francisco, CA 94122

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL # 23-062/064/065

Mejia, Xiomara (BOA)

From: Chris Windbiel <chriswindbiel@gmail.com>
Sent: Wednesday, January 31, 2024 3:20 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Chris Windbiel

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

23-062/064/065

Mejia, Xiomara (BOA)

From: Chris Windbiel <chriswindbiel@gmail.com>
Sent: Wednesday, January 31, 2024 3:20 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Chris Windbiel

AD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEALS: 23-062/064/065

Mejia, Xiomara (BOA)

From: Adelina Aramburo <adearamburo@gmail.com>
Sent: Wednesday, January 31, 2024 3:20 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Adelina Aramburo
 1372 La Playa St.
 San Francisco, CA 94122
 415 682-7758

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEALS 23-062|064|065

Mejia, Xiomara (BOA)

From: Ashlyn Kong <kong.ashlyn@gmail.com>
Sent: Wednesday, January 31, 2024 3:20 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Ashlyn Kong

--
 Ashlyn Kong
kong.ashlyn@gmail.com

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEALS 23-062/064/065

Mejia, Xiomara (BOA)

From: Adam Levin <adamslevin@gmail.com>
Sent: Wednesday, January 31, 2024 3:21 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Adam

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Alison Worthington <aworthington@lyrahealth.com> JAN 31 2024
Sent: Wednesday, January 31, 2024 3:21 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS) 23-062|064|065
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL # 23-062/064/065

Mejia, Xiomara (BOA)

From: Emily Havens <emilyhavens@gmail.com>
Sent: Wednesday, January 31, 2024 3:21 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park!!

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

Dear Commissioners,

I am a resident of the outer sunset and a mother of two young kids who absolutely LOVE the great highway park, and use it every week.

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Emily

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

23-062/064/065

Mejia, Xiomara (BOA)

From: Timothy Humphries <tim@utf8.me>
Sent: Wednesday, January 31, 2024 3:21 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Tim Humphries

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Kimberlee Howley <kimee.howley@gmail.com>
Sent: Wednesday, January 31, 2024 3:21 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Kimee Howley

HD 2/7/24

Mejia, Xiomara (BOA)

From: Lindsay Meisel <lindsay.meisel@gmail.com>
Sent: Wednesday, January 31, 2024 3:23 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent via [Superhuman](#)

HO 2/7/24

BOARD OF APPEALS

JAN 31 2024

83-062/064/065

Mejia, Xiomara (BOA)

From: Cat Sommer <catsommerartist@icloud.com>
Sent: Wednesday, January 31, 2024 3:23 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Cat Sommer
Sunset Resident

Sent from my iPhone

HO 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

23-062/064/065

From: Sarah Boudreau <boudreau.sarah.m@gmail.com>
Sent: Wednesday, January 31, 2024 3:23 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov
Cc: info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Sarah Boudreau

HA 2/7/24

Mejia, Xiomara (BOA)

From: Spencer Warden <spencerwarden@gmail.com>
Sent: Wednesday, January 31, 2024 3:23 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

Great Highway Park is simply the greatest improvement in San Francisco in the last 30 years. I live on La Playa Street in the Outer Sunset. I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Spencer Warden
spencerwarden@gmail.com
831-247-3931

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

23-062/064/065

Mejia, Xiomara (BOA)

From: David Marquardt <dmarquardt@gmail.com>
Sent: Wednesday, January 31, 2024 3:24 PM
To: Info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

As a father that lives on the great highway, the park is truly amazing for my family with a 2 year old daughter. A safe place to walk and play and learn, and build community with neighbors.

Thank you,
David Marquardt

HO 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEALS 23-062/064/065

Mejia, Xiomara (BOA)

From: Tim Courtney <timothy.r.courtney@gmail.com>
Sent: Wednesday, January 31, 2024 3:24 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Tim Courtney
timcourtney.net
+1.860.967.2468

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Mitzi Chavez <mitzichavez12@yahoo.com> JAN 31 2024
Sent: Wednesday, January 31, 2024 3:25 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff.(BOS); 23-062 | 064 | 065
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mitzi C
Resident on Great Highway

HO 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Alison Worthington <alison.m.worthington@gmail.com>
Sent: Wednesday, January 31, 2024 3:25 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024
 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Thanks,
Alison

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEALS 23-062/064/065

Mejia, Xiomara (BOA)

From: Riah Evin <riah.evin@gmail.com>
Sent: Wednesday, January 31, 2024 3:26 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mariah Evin

HD 2/2/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Julie Beck <jularama@gmail.com>
Sent: Wednesday, January 31, 2024 3:25 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Julie Beck

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Alice Hsu <alice.y.hsu@gmail.com>
Sent: Wednesday, January 31, 2024 3:26 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062 | 064 | 065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Thanks
Alice

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Noam Scott <noam.scott615@gmail.com>
Sent: Wednesday, January 31, 2024 3:26 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

APPEALS

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Doug Lohf <dlohf@mac.com>
Sent: Wednesday, January 31, 2024 3:26 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

AD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Dalan McNabola <dalanmcnabola@gmail.com>
Sent: Wednesday, January 31, 2024 3:27 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Dalan McNabola

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL # 23-062 | 064 | 065

Mejia, Xiomara (BOA)

From: Gabriel Shapiro <gabriel.f.shapiro@gmail.com>
Sent: Wednesday, January 31, 2024 3:27 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Gabriel Bernadett-Shapiro

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

23-062/064/065

Mejia, Xiomara (BOA)

From: James Le <james.le2@gmail.com>
Sent: Wednesday, January 31, 2024 3:27 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Ethan Bold <ebold@me.com>
Sent: Wednesday, January 31, 2024 3:27 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HA 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEALS 23-062/064/065

Mejia, Xiomara (BOA)

From: Eric Chen <ericc661@gmail.com>
Sent: Wednesday, January 31, 2024 3:27 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Eric Chen

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: David Apgar <davidapgar@gmail.com>
Sent: Wednesday, January 31, 2024 3:27 PM
To: Info@greathighwaypark.com; NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); MelgarStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024
 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
David Apgar

HD 2/7/24

APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

23-062/064/065

From: sam galison <samface@gmail.com>
Sent: Wednesday, January 31, 2024 3:27 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

Ever since the Upper Great Highway closed to cars during COVID, it has been a much-needed escape for my family. Our one-year-old loves to walk in safety on the street, picking up rocks and pointing out seagulls. We regularly meet up with other families on the Upper Great Highway whenever it's closed to cars, and it's a rare resource in an otherwise car-focused city.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
-Sam

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Penny Stroud <pstroud@mdranger.com>
Sent: Wednesday, January 31, 2024 2:46 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Christopher Schreiber <cschreiberstx@icloud.com>
Sent: Wednesday, January 31, 2024 3:28 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062 | 064 | 065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Christopher Schreiber
CSchreiberSTX@icloud.com
(305)510-0096

Sent from my iPhone

AO 2/3/24

BOARD OF APPEALS

JAN 31 2024

APPEAL: 23-062/064/065

Mejia, Xiomara (BOA)

From: Dorin Ciobanu <dorin@ciobanu.org>
Sent: Wednesday, January 31, 2024 3:29 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); Great Highway Park; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Dorin

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Audrey Liu <kuenaudrey@gmail.com>
Sent: Wednesday, January 31, 2024 3:29 PM
To: ChanStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses. Thank you,

AD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Theresa Carper <theresajcarper@gmail.com>
Sent: Wednesday, January 31, 2024 3:29 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

-Theresa

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

APPEAL: 23-062/064/065

From: Trish <gumtt@yahoo.com>
Sent: Wednesday, January 31, 2024 3:30 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Trish Gump

San Francisco Resident

Sent from my iPhone

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Ezra Trenergy <elizabethtrenergy@gmail.com>
Sent: Wednesday, January 31, 2024 3:30 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

HO 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Géraldyne Masson <gg_kspr@yahoo.fr>
Sent: Wednesday, January 31, 2024 3:30 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062|064|065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Géraldyne Masson

AD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEALS 23-062/064/065

Mejia, Xiomara (BOA)

From: Theresa Von D <theresavond1@gmail.com>
Sent: Wednesday, January 31, 2024 3:31 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Laura Palmer <laurapalmer623@gmail.com>
Sent: Wednesday, January 31, 2024 3:31 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024
 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Laura Palmer

Sent from my iPhone

HD 2/7/24

Mejia, Xiomara (BOA)

From: Christopher Tutino <christopher.tutino@gmail.com>
Sent: Wednesday, January 31, 2024 3:31 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

BOARD OF SUPERVISORS
 JAN 31 2024
 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Christopher Tutino

HS 2/7/24

BOARD OF APPEALS

JAN 31 2024

23-062/064/065

Mejia, Xiomara (BOA)

From: Garrett Spiegel <garrett.j.spiegel@gmail.com>
Sent: Wednesday, January 31, 2024 3:32 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. My kids learned to ride their bikes on the Great Highway and the space is a lifesaver to my family. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset, which has greatly helped me as a resident on 48th avenue between Lincoln and Irving. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Garrett Spiegel
Outer Sunset resident, father of 4

--
Garrett Spiegel

AD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Graham Clarke <gclarke35@mac.com>
Sent: Wednesday, January 31, 2024 3:32 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: nancy fxcrowley.com <nancy@fxcrowley.com>
Sent: Wednesday, January 31, 2024 3:32 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Nancy Hayden Crowley

AD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Drew McDaniel <damcdaniel@gmail.com>
Sent: Wednesday, January 31, 2024 3:33 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Drew McDaniel

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Matt Paulus <mjp831@gmail.com>
Sent: Wednesday, January 31, 2024 3:33 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); Info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062 | 064 | 065

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

Dear Commissioners,

I am writing as a SF resident on 47th Ave in the Outer Parkside district to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Matt Paulus

HD 2/7/24

RECEIVED APPEALS

JAN 31 2024

APPEALS 23-062/064/065

Mejia, Xiomara (BOA)

From: Teo Zanella <m@teoz.us>
Sent: Wednesday, January 31, 2024 3:35 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Teo Zanella | <https://teoz.us>

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL # 23-062/064/065

Mejia, Xiomara (BOA)

From: Scott Sharpe <baytutor@yahoo.com>
Sent: Wednesday, January 31, 2024 3:35 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

I've been biking along that highway for over a decade, but only after it was closed could I actually enjoy it. Though I would prefer it stay closed permanently, the weekends its closed are fantastic. The pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Scott Sharpe

AD 2/7/24

Mejia, Xiomara (BOA)

From: Madison Clell <madisonclell@gmail.com>
Sent: Wednesday, January 31, 2024 3:35 PM
To: BoardofAppeals (PAB)
Subject: I support appeal #20-064

BOARD OF APPEALS

JAN 31 2024

ATTENTION: 23-062/064/065

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

Hello,

I'm writing in support of appeal #20-064, because as resident of the Lower Great Highway, the increased traffic on this street and in the neighborhood when the Upper Great Highway is closed is untenable. Angry drivers cause accidents, it's so dangerous trying to leave my own driveway, and the noise and fumes from vehicles that once used to travel on the highway above are such that I can't even talk to neighbors out front without shouting.

I have to add that I also have an electric bicycle that I greatly enjoy riding for pleasure and for local transportation. It is more dangerous to ride my bike on my own street and the nearby streets when the UGH is closed due to the increased traffic and ironically I find myself using my car more on those days because I feel safer.

Support appeal 20-064 and keep the residential streets residential and not as thoroughfares.

-Madison C

AD 2/7/24

Mejia, Xiomara (BOA)

From: Nan Zerner <nzerner@gmail.com>
Sent: Wednesday, January 31, 2024 3:35 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: OPEN THE GREAT HIGHWAY to CARS again --especially ON FRIDAYS!!!!!!

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you absolutely reconsider OPENING THE GREAT HIGHWAY on Fridays and Saturdays if not 24/7.

As one of the 20,000 plus residents of the Sunset and Richmond who rely on that part of the city to commute to work, see family and travel North and South daily. We are forced DRIVE and the Great HIGHWAY is a respite Monday-Thursday for the incredibly frustrating time I spend trying to get home from work on Friday afternoons from my teaching job in Daly City. When I do want to walk, ride a bike or enjoy time with friends and family I use the many beautiful parks and beach front. We would never want to sit on a cement highway when so many beautiful parks are within walking distance of the Sunset and Richmond districts. Reopening the road again to cars is crucial for our access to and from work, getting to family quickly and avoiding the horrible back up of traffic on 19th ave and Sunset which ends at Lincoln Ave forcing all cars onto Lincoln and then on a long line of traffic to get across the park.

Thank you,
Nancy Zerner
Fernando Rivera Librarian and 32 year resident of the Westside of SF.

HD 2/7/24

Mejia, Xiomara (BOA)

From: Melissa Marfell <mlmarfell@gmail.com>
Sent: Wednesday, January 31, 2024 3:35 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

-Melissa Marfell

BOARD OF APPEALS

JAN 31 2024

APPEALS 83-062/064/065

Mejia, Xiomara (BOA)

From: Steven Cipriano <cipriano.steven@gmail.com>
Sent: Wednesday, January 31, 2024 3:35 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who has visited Great Highway Park to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Steven Cipriano

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Genevieve Levin <genevievelevin@gmail.com>
Sent: Wednesday, January 31, 2024 3:36 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024
23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Doug McKirahan <ratt57@pacbell.net>
Sent: Wednesday, January 31, 2024 3:36 PM
To: BoardofAppeals (PAB)
Subject: Public Comment In Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets. Hearing Date: 2/7/24, 5 pm City Hall, Room 416.

JAN 31 2024
23-062/064/065

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

Dear Commissioners,

I am a concerned resident writing to voice my opinion on the closures of the Upper Great Highway between Lincoln Way and Sloat Blvd., and the retroactive issuance of a Coastal Zone Permit. Please record my public comments which are in support of the above-referenced 3 appeals filed with your office. I support the Appellants for all the reasons they stated in their three briefs. I ask that you please do not approve the retroactive issuance of a Coastal Zone Permit for this section of the Great Highway.

Sincerely,

Doug McKirahan

#0 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Kendra Pinkerton <kendrapink@yahoo.com>
Sent: Wednesday, January 31, 2024 3:36 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Kendra Pinkerton-Smith

Sent from my iPhone

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Nicole Birch <nicoleabirch@gmail.com>
Sent: Wednesday, January 31, 2024 3:37 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Nicole Birch | ACD Art Director

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Caterina Belardetti <cbelardetti@gmail.com>
Sent: Wednesday, January 31, 2024 3:37 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Caterina Belardetti
2118 44th Avenue, SF

HD 2/7/24

Mejia, Xiomara (BOA)

From: MALINDA WALKER <malindawal@aol.com>
Sent: Wednesday, January 31, 2024 3:37 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL 23-062/064/065

Mejia, Xiomara (BOA)

From: Ron Hirsch <sfcallboy@me.com>
Sent: Wednesday, January 31, 2024 3:38 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

Note: I live on 46th Ave near Balboa, just blocks from the Great Highway. I own and use a car daily, and STILL I think a park is more important than a highway.

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

ron hirsch
714 46th Ave
SF, CA 94121

AD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Helen Vander Wende <helenvanderwende@gmail.com>
Sent: Wednesday, January 31, 2024 3:39 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

IAN 31 2024 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Helen Vander Wende

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

23-062 | 064 | 065

Mejia, Xiomara (BOA)

From: Julia Nalven <jpnalven@gmail.com>
Sent: Wednesday, January 31, 2024 3:40 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Julia Nalven
jpnalven@gmail.com

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: KC Ellis <kcellis22@gmail.com>
Sent: Wednesday, January 31, 2024 3:41 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I can't believe I have to write this, but I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Kent Ellis
San Francisco Resident

Sent from my iPhone

AD 2/7/24

BOARD OF APPEALS

JAN 31 2024

23-062 | 064 | 065

Mejia, Xiomara (BOA)

From: Peggy Flannery <peggy.hannon@gmail.com>
Sent: Wednesday, January 31, 2024 3:41 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Peggy Flannery

Outer Sunset resident

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: ashley restauro <ashley.restauro@gmail.com>
Sent: Wednesday, January 31, 2024 3:42 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEALS 23-062/064/065

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

Dear Commissioners,

As a resident who actually lives on Lower Great Highway, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

I personally witness the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, and **I can attest** that the pilot program is crucial for our access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. **Being a resident with an address on Lower Great Highway, there has not been an increase in traffic in front of my residence.** This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Ashley Restauro
Ashley.Restauro@gmail.com

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

23-062/064/065

Mejia, Xiomara (BOA)

From: Lina Leon <linamarialeons@gmail.com>
Sent: Wednesday, January 31, 2024 3:42 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,
I love the great highway park!!

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Lina Leon

Sent from Gmail Mobile

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEALS 23-062/064/065

Mejia, Xiomara (BOA)

From: Will Tachau <wtachau@gmail.com>
Sent: Wednesday, January 31, 2024 3:42 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Will Tachau

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Martin Munoz <martinmunozdz@gmail.com>
Sent: Wednesday, January 31, 2024 3:43 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Martin Munoz
954-756-4292

HD 2/3/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

From: Sarah Kaufman <sarahandcosf@gmail.com>
Sent: Wednesday, January 31, 2024 3:43 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); Great Highway Park; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

APPEAL 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. I live on La Playa and I love seeing all the people enjoying the closed road out my window. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

HO 2/7/24

Mejia, Xiomara (BOA)

From: Penny Mitchell <4penny@gmail.com>
Sent: Wednesday, January 31, 2024 3:43 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024
23-062 | 064 | 065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park on my bike or for a long walk to simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Penny Mitchell
College Ave, San Francisco

HD 2/7/24

Mejia, Xiomara (BOA)

From: Amy Bradac <abradac@gmail.com>
Sent: Wednesday, January 31, 2024 3:44 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024
 23-062 | 064 | 065

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

Dear Commissioners,

I am writing to ask that you **uphold** the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

I live in the Sunset, and as one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Amy Bradac

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: sara.ashley27@yahoo.com
Sent: Wednesday, January 31, 2024 3:45 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

83-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Best,
Sara Herold

HD 2/7/24

Mejia, Xiomara (BOA)

From: Steven Metz <smetz3939@gmail.com>
Sent: Wednesday, January 31, 2024 3:44 PM
To: BoardofAppeals (PAB)
Subject: support for appeal no. 23-064

BOARD OF APPEALS
JAN 31 2024
APPEAL 23-062/064/065

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

Dear concerned board members,

This note is to support the appeal no. 23-064. As a long time homeowner living on the lower Great Highway, in the last few years I have suffered the lack of respect for driving laws, noise, and increased pollution that have been caused by closure of the Great Highway. I would estimate that only 10% of the cars coming through our neighborhood fully stop at stop signs. Especially at night, many drivers don't make an effort to stop at all. This increased belligerence has created a dangerous situation for people (and dogs) walking to and from their homes in the outer avenues.

The added danger and noise of cars and motorcycles speeding through the streets and intersections where people walk day and night is NOT worth opening the Great Highway for strolling. The outer avenues of the Sunset District have not been designed for commuter traffic. Until that re-design occurs, please don't let the streets of our peaceful community continue to be used for commuting.

I hope you will take my experience into account, respectfully,
Steven Metz
2090 great hwy #202
san francisco, ca

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL 23-062/064/065

Mejia, Xiomara (BOA)

From: Justin Elliott <justinelliott5@gmail.com>
Sent: Wednesday, January 31, 2024 3:45 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Justin Elliott
(510) 552-6309

HD 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Edie Schaffer <edie.schaffer@gmail.com>
Sent: Wednesday, January 31, 2024 3:44 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I write to urge you to uphold the Planning Commission's unanimous decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to urge you to reject appeals 23-062, 23-064, 23-065.

As one of many thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and enjoy the Pacific Ocean, the pilot program is critical for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. The pilot also allows City agencies to collect data and conduct community engagement to determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Frankly, I wish this area was permanently open to such access every day — not only on weekends and holidays. Having the ability to recreate in this much larger area has been especially impactful for me in this age of COVID, as I am immunocompromised and there are few safe areas to recreate in public without a mask.

Thank you for your consideration,
Edith Schaffer

Edie Schaffer, JD, CEM, CA-PEM
415-999-2011
edie.schaffer@gmail.com

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Tim Duester <tim.duester@gmail.com>
Sent: Wednesday, January 31, 2024 3:45 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

APPEAL 23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the manu of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline.

This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Tim Duester

HO 2/7/24

Mejia, Xiomara (BOA)

BOARD OF APPEALS

From: Lauren Robertson <lo.jones@yahoo.com>
Sent: Wednesday, January 31, 2024 3:48 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Lauren Robertson

HD 8/7/24

BOARD OF APPEALS

JAN 31 2024

APPEAL: 23-062/064/065

Mejia, Xiomara (BOA)

From: Patricia Castillo <pattyk@gmail.com>
Sent: Wednesday, January 31, 2024 3:49 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

HD 2/7/24

BOARD OF APPEALS

JAN 31 2024

23-062/064/065

Mejia, Xiomara (BOA)

From: Calvin Landrum <calvin.landrum@gmail.com>
Sent: Wednesday, January 31, 2024 3:50 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Calvin Landrum

AD 2/7/24

BOARD OF APPEALS

JAN 31 2024

APPEALS 23-062/064/065

Mejia, Xiomara (BOA)

From: Joanna Levin <jglevin98@icloud.com>
Sent: Wednesday, January 31, 2024 3:50 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

HD 2/2/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

From: Martha Sutherlin <marthasutherlin@gmail.com>
Sent: Wednesday, January 31, 2024 3:50 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

JAN 31 2024

23-062/064/065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPad

HD 2/7/24

BOARD OF APPEALS

Mejia, Xiomara (BOA)

JAN 31 2024

23-062/064/065

From: Christopher Ulrich <ulrichchristopher@gmail.com>
Sent: Wednesday, January 31, 2024 3:50 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
 info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
 ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Christopher Ulrich

Mejia, Xiomara (BOA)

From: andrew harding <ahardwill@gmail.com>
Sent: Wednesday, January 31, 2024 3:50 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065
Attachments: PXL_20240114_234215017.jpg

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: ledamast@gmail.com
Sent: Wednesday, January 31, 2024 3:51 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Leda Bashi

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Chri Fri <chrifri666@gmail.com>
Sent: Wednesday, January 31, 2024 3:52 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Christoph Friess

Mejia, Xiomara (BOA)

From: Thomas Perez <thomas51ca@gmail.com>
Sent: Wednesday, January 31, 2024 3:52 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses. Thank you,

Thank you, Thomas
This message was sent from my mobile phone.

Mejia, Xiomara (BOA)

From: Mark Bober <markbober@me.com>
Sent: Wednesday, January 31, 2024 3:52 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Mark Bober

Mejia, Xiomara (BOA)

From: Claudine RL Co <claudine.co@gmail.com>
Sent: Wednesday, January 31, 2024 3:53 PM
To: NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses. Thank you,

Mejia, Xiomara (BOA)

From: Julia Boesch <boeschjr@gmail.com>
Sent: Wednesday, January 31, 2024 3:53 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Julia Boesch (45th Ave. & Noriega)

Mejia, Xiomara (BOA)

From: paul morrow <morrowsf@yahoo.com>
Sent: Wednesday, January 31, 2024 3:53 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Paul Morrow, RN

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Bob Thawley <bthawley@gmail.com>
Sent: Wednesday, January 31, 2024 3:53 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

We are writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As some of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood, made it a destination for us and the out-of-town visitors we often host. Additionally I feel it is vital to my safety and that of neighbors and friends here, when we walk and bike to Ocean Beach.

Thank you,

Bob Thawley, Marian Doub
15 Mirabel Ave.
SF. CA 94110

Mejia, Xiomara (BOA)

From: Andria Borba <andria_borba@yahoo.com>
Sent: Wednesday, January 31, 2024 3:54 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Tyeler <tyeler@gmail.com>
Sent: Wednesday, January 31, 2024 3:58 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Tyeler Quentmeyer

Mejia, Xiomara (BOA)

From: paper@swclabs.com
Sent: Wednesday, January 31, 2024 3:59 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Erinne Davis <erinnerosedavis@icloud.com>
Sent: Wednesday, January 31, 2024 3:59 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Erinne Davis
1939 47th Ave
San Francisco, CA 94116

Mejia, Xiomara (BOA)

From: GLORIA ROMERO <romerog1222@gmail.com>
Sent: Wednesday, January 31, 2024 3:59 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Gloria Romero Romerog1222@gmail.com
925.597.8993

 G. Romero

Mejia, Xiomara (BOA)

From: stephanie haumueller <shaumueller@gmail.com>
Sent: Wednesday, January 31, 2024 3:59 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Stephanie

Mejia, Xiomara (BOA)

From: Fennel Doyle <fennel.doyle@gmail.com>
Sent: Wednesday, January 31, 2024 4:01 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep SF Coastline & Surf Culture Alive! REJECT appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

Cars on the endemic biodiverse rich coast = hazmat death zone. FULL STOP.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. In fact, I was forced to homeschool my Western Addition kid on our city beach (UNPAID), since SFUSD closed the schools for over 365 days. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to the safety of my entire family when we walk, skateboard, boogie board, surf, roller skate, run & bike to Ocean Beach and nearby businesses.

Irie,
Fennel

D5 Weather Reporters
In the flower there is power & its called PEACE

Mejia, Xiomara (BOA)

From: pierre-marie Martin <martin.pierremarie@gmail.com>
Sent: Wednesday, January 31, 2024 4:02 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Karen Kreider Yoder <karenkreideryoder@gmail.com>
Sent: Wednesday, January 31, 2024 3:55 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

Follow Up Flag: Follow up
Flag Status: Flagged

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Karen Kreider Yoder

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Thomas Hower <thomasjosephbuck@gmail.com>
Sent: Wednesday, January 31, 2024 3:54 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Thomas Hower

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Barbara <blondon2000@gmail.com>
Sent: Wednesday, January 31, 2024 3:54 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Carol Brownson <cdbrownson@gmail.com>
Sent: Wednesday, January 31, 2024 3:54 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As someone who learned to ride their mobility scooter there, and now as one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Lian Chang <lian.c.chang@gmail.com>
Sent: Wednesday, January 31, 2024 3:55 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Lian Chang
D1

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Haley Quentmeyer <h.quentmeyer@gmail.com>
Sent: Wednesday, January 31, 2024 3:55 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset.

This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses!

Thank you,

Haley Quentmeyer
47th Ave and Lawton

Mejia, Xiomara (BOA)

From: Matt Montgomery <mtmont@gmail.com>
Sent: Wednesday, January 31, 2024 3:55 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Matt Montgomery
1472 48th Ave
San Francisco, CA

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Steve Beyatte <stevebeyatte@gmail.com>
Sent: Wednesday, January 31, 2024 4:04 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Nicole Jung-Alexander <njungalexander@gmail.com>
Sent: Wednesday, January 31, 2024 4:05 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Nicole Jung-Alexander

Mejia, Xiomara (BOA)

From: Brian Andersen <bandersen@prescott.edu>
Sent: Wednesday, January 31, 2024 4:05 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Brian Andersen

Mejia, Xiomara (BOA)

From: Matt Lambert <mlamber1@mail.ccsf.edu>
Sent: Wednesday, January 31, 2024 3:55 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Matthew Lambert

Mejia, Xiomara (BOA)

From: roz arbel <snucky0@gmail.com>
Sent: Wednesday, January 31, 2024 3:57 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. And as a person with mobility issues, I see this as a perfect opportunity to practice walking and try to rehabilitate myself. Last summer BORP had adaptive vehicles, and what a wonderful program!

This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Roz Arbel

Mejia, Xiomara (BOA)

From: Carolyn Chang <carolynchang85@gmail.com>
Sent: Wednesday, January 31, 2024 4:05 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Carolyn
Sent from my iPhone

Mejia, Xiomara (BOA)

From: Alessa Moscoso <alessa.moscoso@gmail.com>
Sent: Wednesday, January 31, 2024 4:06 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Alessa

Mejia, Xiomara (BOA)

From: Erin Smith <erinmaureensmith@icloud.com>
Sent: Wednesday, January 31, 2024 3:57 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Terry Sayre <tcsayre@gmail.com>
Sent: Wednesday, January 31, 2024 3:56 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you, Terry Sayre, Richmond District Resident

Mejia, Xiomara (BOA)

From: Jonathon Schmidt <schmdt.jnthn@gmail.com>
Sent: Wednesday, January 31, 2024 4:06 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Jonathon Schmidt

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Alessa Moscoso <lesworksout@gmail.com>
Sent: Wednesday, January 31, 2024 4:06 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Les

Mejia, Xiomara (BOA)

From: Lynn Pearce <lynn.pearce@mac.com>
Sent: Wednesday, January 31, 2024 4:06 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,



Mejia, Xiomara (BOA)

From: Sonic Whenever <whenever@sonic.net>
Sent: Wednesday, January 31, 2024 4:06 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Janet Stillman

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Gaelen Gates <ggates@gmail.com>
Sent: Wednesday, January 31, 2024 3:58 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Gaelen Gates
530 Staples Ave.

Mejia, Xiomara (BOA)

From: Bethellen Levitan <tworose@pacbell.net>
Sent: Wednesday, January 31, 2024 3:58 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Bethellen Levitan

Mejia, Xiomara (BOA)

From: Kathy Crabe <tallyhoagogo@gmail.com>
Sent: Wednesday, January 31, 2024 4:07 PM
To: BoardofAppeals (PAB)
Subject: Support of Appeal Nos 23-062, 23-064 and 23-065

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

Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets.

I am in support of the above. Driving in the neighborhoods are extremely dangerous for any and all.

Kathy Crabe

Mejia, Xiomara (BOA)

From: Samantha Grillo <skendallg2@yahoo.com>
Sent: Wednesday, January 31, 2024 4:08 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Carlton Fleming <carlton.fleming@gmail.com>
Sent: Wednesday, January 31, 2024 4:09 PM
To: Info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Carlton Fleming
Outer Sunset and Great Highway Resident

Mejia, Xiomara (BOA)

From: Jay Manzo <jay.zomanzo@gmail.com>
Sent: Wednesday, January 31, 2024 4:11 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Jay Manzo

Mejia, Xiomara (BOA)

From: Lila Butler <lila.e.butler@gmail.com>
Sent: Wednesday, January 31, 2024 4:13 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. I am appalled that this important compromise is under threat.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

PLEASE HONOR THIS AGREEMENT AND REJECT APPEALS 23-062, 23-064, 23-065!

Thank you,
Lila Butler

Mejia, Xiomara (BOA)

From: Melina Wyatt <melina.a.wyatt@gmail.com>
Sent: Wednesday, January 31, 2024 4:14 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Melina

Mejia, Xiomara (BOA)

From: Lynne Carberry <lmcarberry@aol.com>
Sent: Wednesday, January 31, 2024 4:16 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Lynne Carberry

Mejia, Xiomara (BOA)

From: Wai Yip Tung <wy@tungwaiyip.info>
Sent: Wednesday, January 31, 2024 4:16 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

I have been visiting Great Highway regularly since 2020. It is one of the few bright spot in San Francisco from the pandemic. These low intensity, recreation use it most appropriate in the coastal area vulnerable to climate change. Please keep it this way. In the hindsight, it is not even an appropriate location to build a highway so close to the ocean in the first place. Please reject the appeal.

Thank you,

Mejia, Xiomara (BOA)

From: Wirt Lewis <waterwirt@gmail.com>
Sent: Wednesday, January 31, 2024 4:16 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Molly Burke <molly.burke9@gmail.com>
Sent: Wednesday, January 31, 2024 4:16 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Molly Calcutt

Mejia, Xiomara (BOA)

From: Sue Williard <dancegirl@earthlink.net>
Sent: Wednesday, January 31, 2024 4:16 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sue Williard
1319 48th Avenue
San Francisco, CA, 94122

As you press on for justice, be sure to move with dignity & discipline, using only the weapons of love.

- Martin Luther King Jr.

Mejia, Xiomara (BOA)

From: Donald F Robertson <donaldfr@donaldfrobertson.com>
Sent: Wednesday, January 31, 2024 4:16 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

The idea that a highway walling off the coast from the city improves coastal access is patently absurd.

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. The idea that a highway walling off the coast from the city

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

--
Donald F. Robertson
San Francisco

DonaldFR@DonaldFRobertson.com
(415) 595-0338

The known is finite, the unknown is infinite. Intellectually, we stand on an islet in the midst of an illimitable ocean of inexplicability. Our business in every generation is to reclaim a little more land.

-- Thomas Huxley.

Sent from my iPhone via Spark Mail.

Mejia, Xiomara (BOA)

From: Aggie Zau <aggie.zau@gmail.com>
Sent: Wednesday, January 31, 2024 4:18 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Nick Brown <nbrown@studiovara.com>
Sent: Wednesday, January 31, 2024 4:19 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Nick (resident of the Richmond)

Mejia, Xiomara (BOA)

From: Michele <strachowski@comcast.net>
Sent: Wednesday, January 31, 2024 4:20 PM
To: BoardofAppeals (PAB)
Subject: Support of Appeal

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

Dear Board of Appeals,

As a 20+ years Sunset Resident I support the appeal no.23-064. I commute and the only way I can enjoy the Great Highway is the mornings on my way to work. When the Great Highway is closed the traffic around Lake Merced and Skyline reflects this because we are all in long lines at the traffic lights.

The few people who support the Great Highway to be closed to traffic are loud and selfish. Those of us who use the Great Highway are too busy in needless traffic to continue to share our voices about continuing the Great Highway for automobile use.

For anyone who makes a decision to close the Great Highway to automobiles, it should be mandatory that these people use commute times to drive from the Richmond District to the peninsula and back.

More housing is being built in the avenues and more cars are coming with these new residents. This will bring more fumes, more noise, wreckless driving, and angry, stressed drivers. More, because we have all this now Friday noon to Monday 6 AM (and holidays)

There have yet to be current environmental studies on the impact of closing one of only three options to drive North-South in the Sunset and Richmond districts. Sunset currently has lane closures. I avoid 19th Avenue because of the congestion between the 280 and Sloat. The traffic in the Sunset is abundant.

Sincerely,
Michele Gachowski

Mejia, Xiomara (BOA)

From: Edgar Twigg <edgar.twigg@gmail.com>
Sent: Wednesday, January 31, 2024 4:20 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses. Thank you,

Mejia, Xiomara (BOA)

From: Elena Cáceres <elcaceres@gmail.com>
Sent: Wednesday, January 31, 2024 4:20 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Elena Cáceres

Mejia, Xiomara (BOA)

From: Kendall Silva <kendall.silva1@gmail.com>
Sent: Wednesday, January 31, 2024 4:22 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Kendall

Mejia, Xiomara (BOA)

From: Peter Casey <petercasey.home@gmail.com>
Sent: Wednesday, January 31, 2024 4:22 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Peter Casey

Mejia, Xiomara (BOA)

From: Justin Street <juststreet@gmail.com>
Sent: Wednesday, January 31, 2024 4:24 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Please have the courage to be the leaders we need for a transit first city, that aspires to achieve vision zero, in the middle of a climate crisis.

Thank you,

Justin Street

Mejia, Xiomara (BOA)

From: Patrick Trautfield <weezintrumpeteer@hotmail.com>
Sent: Wednesday, January 31, 2024 4:24 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses. Thank you, Patrick.

Mejia, Xiomara (BOA)

From: Amy Lessler <alessler@gmail.com>
Sent: Wednesday, January 31, 2024 4:24 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Dani Marone <danimarie730@icloud.com>
Sent: Wednesday, January 31, 2024 4:25 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

I live a few blocks away and the having the Great Highway closed to cars on the weekend is one of the biggest joys of our neighborhood. People are more active and elderly people especially enjoy a safe walking environment. Please take into consideration the healthy effects of having less cars on the highway during the weekends.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Danielle Marone
2274 45th Avenue

Mejia, Xiomara (BOA)

From: Davis Leong <davis_leong@hotmail.com>
Sent: Wednesday, January 31, 2024 4:26 PM
To: BoardofAppeals (PAB)
Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets.

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

To:
San Francisco Board of Appeals
49 South Van Ness, Suite 1475
San Francisco, CA 94103

From: Davis Leong
2567 42nd Avenue
San Francisco, CA 94116

January 31, 2024

Hearing Date: February 7, 2024 at 5:00 pm, City Hall, Room 416

Dear Commissioners,

I am writing to support the appeals regarding the retroactive issuance of the Coastal Zone Permit regarding the closures on the Upper Great Highway between Lincoln Way and Sloat Boulevard.

I believe a full EIR is needed to examine the impacts of the closure on the neighborhood near the Great Highway. Additional traffic and congestion is not good for our neighborhood and also may adversely impact visitors to the SF Zoo.

Please allow the full examination of the impacts of a closure before going ahead with changes that will adversely impact all of us for the future.

Sent from Mail for Windows

Mejia, Xiomara (BOA)

From: Pamela Morse <pamelamorse@gmail.com>
Sent: Wednesday, January 31, 2024 4:26 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As a neighbor and one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Pam Campbell

Mejia, Xiomara (BOA)

From: Chris <goyenator@gmail.com>
Sent: Wednesday, January 31, 2024 4:27 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Christopher Goy

Mejia, Xiomara (BOA)

From: Calum Mackay <calumlmackay@icloud.com>
Sent: Wednesday, January 31, 2024 4:27 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Calum Mackay
55 Hancock Street
San Francisco, CA 94114

Mejia, Xiomara (BOA)

From: Chelsea Andreozzi <chelsea.andreozzi@gmail.com>
Sent: Wednesday, January 31, 2024 4:28 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Chelsea A.

Mejia, Xiomara (BOA)

From: Monica Scott <monica.scott@gmail.com>
Sent: Wednesday, January 31, 2024 4:28 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park with my two daughters from the Mission District to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Monica L. Scott
monica.scott@gmail.com

Mejia, Xiomara (BOA)

From: liebekatja@yahoo.com
Sent: Wednesday, January 31, 2024 4:29 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Katie Grote
833 Kirkham Street
650-245-4182

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Sara Schweizer <sara.schweizer@gmail.com>
Sent: Wednesday, January 31, 2024 4:30 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise!! Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend, and one of the many residents of the Outer Sunset neighborhood, the pilot program is crucial for my and my neighbors' access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. Additionally, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of my neighborhood and is vital to my and my neighbors' safety.

I deeply appreciate your keeping the vision of a better and more accessible San Francisco alive.

Kindly,

Sara M. Schweizer

Mejia, Xiomara (BOA)

From: Kelsey <kelseywilkins@gmail.com>
Sent: Wednesday, January 31, 2024 4:30 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Peter O'Neil <carey.pete@gmail.com>
Sent: Wednesday, January 31, 2024 4:29 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As a neighborhood resident and one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Pete O'Neil
3234 Santiago St
SF, CA
94116

Mejia, Xiomara (BOA)

From: Elliot <edrake22@gmail.com>
Sent: Wednesday, January 31, 2024 4:33 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As local Richmond residents/home owners, our family supports the Great Highway park weekend compromise. A coastal park promenade increases coastal access and allows San Francisco more flexibility to protect coastal habitats by removing car pollution from the coast.

Elliot Drake & Kwankao Bhuto

Mejia, Xiomara (BOA)

From: Holly Ruxin <hollylauren@yahoo.com>
Sent: Wednesday, January 31, 2024 4:34 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: lucca1969@yahoo.com
Sent: Wednesday, January 31, 2024 4:34 PM
To: BoardofAppeals (PAB)
Subject: Letter in support of Appeals against of retroactive Coastal Permit for the Great Hwy

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

To:
San Francisco Board of Appeals
49 South Van Ness, Suite 1475
San Francisco, CA 94103
BoardofAppeals@sfgov.org

From:
Loreen Bernardini
San Francisco, CA 94116
Date: Jan.31, 2024

Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets.

Hearing Date: February 7, 2024 at 5:00 pm, City Hall, Room 416

Dear Commissioners,

Hearing of the possible closures of the Upper Great Highway between Lincoln Way and Sloat Blvd., and the retroactive issuance of a Coastal Zone Permit is BEYOND ridiculous. Please record my public comments which are in support of the 3 appeals filed with your office. I support the Appellants for all the reasons they stated in their three briefs, and I support the idea of engaging in comprehensive environmental review before a permit is issued for coastal development. I ask that you please do not approve the retroactive issuance of a Coastal Zone Permit for this section of the Great Highway. South of Sloat is an entirely different ballgame.

My own personal reasons are that "the city" is moving forward to full closure of the GH with no EIR is just not okay. There was so much hate and chaos and destruction of the area during the pandemic because, of all the people hating on the individuals that need to use this thoroughfare to live a normal life. Pick up kids, take elders to doctors, get to work, get home. There was violence, bicycle incidents with innocent commuters, there is more homeless encampments, garbage, furniture left on UGH. I am all about compromise M-F Commuters, Sat-Sun Closed. On that note it should really be open on Fridays, it is the WORST traffic day of the city and just seeing sit empty Friday evenings in the dark while the rest of 19th, the park and other ways to get to our homes in the Sunset and Richmond are polluted with traffic - people coming in from Marin and the Peninsula so unnecessary. This entire conversation about UGH and Coastal Permits is so corrupt, it stinks. And now, silently pushing towards full closure, leaving over 150K residents to be pushed into side streets it's absurd. People making these decisions are mainly for themselves...Ginsburg.

It is vital to the preservation of this beautiful area that you reject the retroactive approval of this permit. Put your focus on getting the homeless off the streets and converting empty downtown office buildings into affordable housing and safe homes for people trying to get off the street.

Mejia, Xiomara (BOA)

From: Seiken Nakama <snakama@akiliinteractive.com>
Sent: Wednesday, January 31, 2024 4:35 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

The information in this message may be confidential, proprietary, or subject to privilege. If you are not the intended recipient, you should not copy, distribute, disclose, or use this message or any information it holds (including attachments). If you have received this message in error, please let me know immediately, and permanently delete it. Thank you.

Mejia, Xiomara (BOA)

From: SUE DRAKE <drakefam@aol.com>
Sent: Wednesday, January 31, 2024 4:36 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Cc: Elliot Drake
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park weekly to walk, or bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Susan Drake

Sent from my iPad

Mejia, Xiomara (BOA)

From: Andrea Romano <andrearoseromano@gmail.com>
Sent: Wednesday, January 31, 2024 4:36 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: PLEASE keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

And I hope that you consider making it a permanent 24/7 park once the pilot is complete!

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Andrea Romano
Outer Parkside Homeowner
andrearoseromano@gmail.com

Mejia, Xiomara (BOA)

From: Caitlin Madrigal <caitlinmadrigal@gmail.com>
Sent: Wednesday, January 31, 2024 4:36 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline.

This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Caitlin Madrigal

Mejia, Xiomara (BOA)

From: Scott Bauer <sbauer810@gmail.com>
Sent: Wednesday, January 31, 2024 4:37 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Scott Bauer

Mejia, Xiomara (BOA)

From: Bauer, Scott <Scott.Bauer@ucsf.edu>
Sent: Wednesday, January 31, 2024 4:37 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Scott Bauer, MD

Scott R. Bauer, MD, ScM

Assistant Professor of Medicine, Urology, Epidemiology & Biostatistics

UCSF and San Francisco VA Medical Center

4150 Clement St, Building 2, Room 135

Office: 415-221-4810x24322

Pager: 415-607-3598

<https://vadgim.ucsf.edu/>

Mejia, Xiomara (BOA)

From: Kim Vinh <kimvinh5@gmail.com>
Sent: Wednesday, January 31, 2024 4:38 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Kim Vinh
Outer Sunset resident, educator, parent

Mejia, Xiomara (BOA)

From: Sabine Angulo <noble.angulo@gmail.com>
Sent: Wednesday, January 31, 2024 4:38 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sabine Angulo

"Kindness is the language which the deaf can hear and the blind can see."

~Mark Twain

Mejia, Xiomara (BOA)

From: Ruth Jewett <ruthcarolinejewett@gmail.com>
Sent: Wednesday, January 31, 2024 4:38 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Lauren Mizock <lauren.mizock@icloud.com>
Sent: Wednesday, January 31, 2024 4:39 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

Follow Up Flag: Follow up
Flag Status: Flagged

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Dibya Mukhopadhyay <dm120490@gmail.com>
Sent: Wednesday, January 31, 2024 4:40 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Julie Newbold <julieanewbold@gmail.com>
Sent: Wednesday, January 31, 2024 4:41 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for all San Franciscan's access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to safety for all who walk and bike to Ocean Beach and nearby businesses.

People are more important than cars.

Thank you,
Julie Newbold

Mejia, Xiomara (BOA)

From: Brett Bertocci <bertocci@gmail.com>
Sent: Wednesday, January 31, 2024 4:42 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Brett Bertocci

Mejia, Xiomara (BOA)

From: Ellery Long <ellerylong@gmail.com>
Sent: Wednesday, January 31, 2024 4:44 PM
To: ChanStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Ellery Long
D4 Outer Parkside resident

Mejia, Xiomara (BOA)

From: Maxwell Gara <maxwell.gara@gmail.com>
Sent: Wednesday, January 31, 2024 4:45 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Sonja Steck <ssteck87@gmail.com>
Sent: Wednesday, January 31, 2024 4:46 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Mandy Twigg <mandy.raymond@gmail.com>
Sent: Wednesday, January 31, 2024 4:49 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Lynn A <lynn.adachi@gmail.com>
Sent: Wednesday, January 31, 2024 4:49 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you

Mejia, Xiomara (BOA)

From: Tony Villa <tvobsf@gmail.com>
Sent: Wednesday, January 31, 2024 4:50 PM
To: Patricia Arack
Cc: BoardofAppeals (PAB)
Subject: Re: Letter in support of Appeals against of retroactive Coastal Permit for the Great Hwy

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

Great letter Patricia!
Tony

On Wed, Jan 31, 2024 at 2:21 PM Patricia Arack <parack@ccsf.edu> wrote:

To:
San Francisco Board of Appeals
49 South Van Ness, Suite 1475
San Francisco, CA 94103
BoardofAppeals@sfgov.org

From:
Name: Patricia Arack
1900 Great Hwy
San Francisco, CA 94116
Date: Jan.31, 2024

Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets.

Hearing Date: February 7, 2024 at 5:00 pm, City Hall, Room 416

Dear Commissioners,

I am a concerned resident writing to voice my opinion on the closures of the Upper Great Highway between Lincoln Way and Sloat Blvd., and the retroactive issuance of a Coastal Zone Permit. Please record my public comments which are in support of the above-referenced 3 appeals filed with your office. I support the Appellants for all the reasons they stated in their three briefs, and I support the idea of engaging in comprehensive environmental review before a permit is issued for coastal development. I ask that you please do not approve the retroactive issuance of a Coastal Zone Permit for this section of the Great Highway.

My own personal reasons are that the city is moving forward to full closure of the GH with no EIR. Partial closure has resulted in irrevocable damage to the dunes by clueless pedestrians who have no awareness of the damage they are causing to the environment of the dunes, the vegetation, and the protected animals. Full closure will greatly compromise the safety of residents because of the huge influx of commuter traffic that will bring increased air pollution and physical danger to the residents.

We learned what full closure would be like from April of 2020 to August of 2021. Traffic increased to an alarming level. Traffic laws were ignored. Violent people attacked others on the Lower Great Hwy. Incidences of fecal matter became an issue on the residential streets. Visitors swarmed over the dunes. There was NO ENFORCEMENT of laws by the police.

It was the wild west where visitors could behave in lawless ways with impunity. I am living in fear in what may happen when this highway is permanently closed.

Also, we know that Ginsburg will commercialize this serene ocean front location. All laws concerning public ocean front property say that the coast must be protected in as natural a space as possible. Park and Rec under Ginsburg, if you use GGP as an example, wants to create a carnival atmosphere. This is direct violation of the Coastal Comm. statement that the beach areas remain as natural as possible.

It is vital to the preservation of this beautiful area that you reject the retroactive approval of this permit.

Sincerely,
Patricia Arack
Concerned Citizen
1900 Great Hwy
parack@ccsf.edu

Mejia, Xiomara (BOA)

From: alan perlmanguitars.com <alan@perlmanguitars.com>
Sent: Wednesday, January 31, 2024 4:52 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I live close to the Great Highway, on 48th Avenue between Irving and Judah. I bicycle and walk on the Great highway whenever it's closed to vehicles. It has been an immense source of healthy and beautiful recreation to thousands of us. As a person who also drives, I can say that it's really not needed as a vehicle roadway and, living on 48th Avenue I am absolutely not impacted by traffic changes when the roadway is closed to vehicles. It would be a brilliant act of the imagination and civic creativity to permanently turn the Great Highway into a beautiful park by the ocean. Our precious seaside is a place for people and wildlife; vehicles can drive elsewhere.

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Alan Perlman

Mejia, Xiomara (BOA)

From: Charles Ma <chuckjma@gmail.com>
Sent: Wednesday, January 31, 2024 4:52 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from Gmail Mobile

Mejia, Xiomara (BOA)

From: John R Manning <johnrmanning@gmail.com>
Sent: Wednesday, January 31, 2024 4:53 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); Great Highway Park; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

John Manning
94121

Mejia, Xiomara (BOA)

From: Doug Heymann <doug.heymann@gmail.com>
Sent: Wednesday, January 31, 2024 4:54 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Doug Heymann

Mejia, Xiomara (BOA)

From: Laura Skelton <lauraeskelton@gmail.com>
Sent: Wednesday, January 31, 2024 4:55 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Laura Yakovenko

Mejia, Xiomara (BOA)

From: Laurie Bauer <Immbauer@gmail.com>
Sent: Wednesday, January 31, 2024 4:55 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Laurie Bauer

Mejia, Xiomara (BOA)

From: Lisa Duhigg <lisaduhigg77@gmail.com>
Sent: Wednesday, January 31, 2024 4:55 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Marian Email <mariansher2@comcast.net>
Sent: Wednesday, January 31, 2024 4:56 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from Marian Sherwood

Mejia, Xiomara (BOA)

From: Robin Pam <noreply@adv.actionnetwork.org>
Sent: Wednesday, January 31, 2024 4:57 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Robin Pam
District 7 resident

Robin Pam
rsvprobin@gmail.com

Mejia, Xiomara (BOA)

From: ERNEST SCHOLZ <scholzernest2@gmail.com>
Sent: Wednesday, January 31, 2024 4:58 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you, ERNEST J. SCHOLZ

Mejia, Xiomara (BOA)

From: Harold Findley <hfindley@hotmail.com>
Sent: Wednesday, January 31, 2024 5:00 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park regularly, the pilot program is crucial for my enjoyment of the shoreline – and the well-being of everyone outside of a car. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Harold

Mejia, Xiomara (BOA)

From: Ian Wallace <iwallace@wavdata.com>
Sent: Wednesday, January 31, 2024 5:01 PM
To: EngardioStaff (BOS); ChanStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); info@greathighwaypark.com;
Stokle, Brian (REC)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Ian Wallace

2590 Great Highway

Mejia, Xiomara (BOA)

From: Ashley Hildred <ahildred@gmail.com>
Sent: Wednesday, January 31, 2024 5:01 PM
To: ChanStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Ashley Hildred

Mejia, Xiomara (BOA)

From: Gino Fortunato <yospike0@yahoo.com>
Sent: Wednesday, January 31, 2024 5:02 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Gino Fortunato
233 26th Ave
San Francisco, CA

Mejia, Xiomara (BOA)

From: Tim Haines <timhaines85@icloud.com>
Sent: Wednesday, January 31, 2024 5:03 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Brett Critchlow <brettcritchlow1@gmail.com>
Sent: Wednesday, January 31, 2024 5:04 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Brett

Mejia, Xiomara (BOA)

From: Jim Garrett <stumpg0729@gmail.com>
Sent: Wednesday, January 31, 2024 5:04 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Jim Garrett

2500 Great Hwy

SF, CA 94116

Mejia, Xiomara (BOA)

From: jeanine long <jeanine.m.long@gmail.com>
Sent: Wednesday, January 31, 2024 5:06 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Jeanine Tuohy
Geriatric Care Manager
650-290-2526

Mejia, Xiomara (BOA)

From: Emily <emilyrpatrick@gmail.com>
Sent: Wednesday, January 31, 2024 5:06 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Emily

Mejia, Xiomara (BOA)

From: Sara <imsarakim@gmail.com>
Sent: Wednesday, January 31, 2024 5:09 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sara Kim

(510) 303-5192
1421 10th Ave
San Francisco, CA 94122

Mejia, Xiomara (BOA)

From: Glen Moy <glenmoy@gmail.com>
Sent: Wednesday, January 31, 2024 5:09 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Chris Diani <cdiani@comcast.net>
Sent: Wednesday, January 31, 2024 5:09 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Chris Diani
145 Crestlake Drive
San Francisco, CA 94132

Mejia, Xiomara (BOA)

From: Elaine Brannigan <elainebrannigan7@gmail.com>
Sent: Wednesday, January 31, 2024 5:10 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Elaine Brannigan

Mejia, Xiomara (BOA)

From: Samantha McIntosh <samantha.ariana@gmail.com>
Sent: Wednesday, January 31, 2024 5:10 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, and simply enjoy the Pacific Ocean, the pilot program is crucial for my family's access to and enjoyment of the shoreline. As you know, this permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

A strong emphasis on child safety mentioned above. Anyone with a stroller and small children attempting to cross the great highway knows the stress associated with the act of attempting to simply enjoy the beach. The agreed upon compromise has been a blessing

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

In gratitude,

Samantha

Mejia, Xiomara (BOA)

From: Jason Roesslein <jasonroesslein@gmail.com> on behalf of Jason Roesslein <jason.roesslein@gmail.com>
Sent: Wednesday, January 31, 2024 5:10 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Jason

Mejia, Xiomara (BOA)

From: Minh Ava Chang <mtran00@gmail.com>
Sent: Wednesday, January 31, 2024 5:10 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Minh Ava Chang

Mejia, Xiomara (BOA)

From: SC Hebert <violchic@gmail.com>
Sent: Wednesday, January 31, 2024 5:11 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

The Great Highway Park is one of my favorite places in SF, and I've been a proud resident for 23 years.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sarah

Mejia, Xiomara (BOA)

From: Jennifer Parker <jennifertparker@gmail.com>
Sent: Wednesday, January 31, 2024 5:12 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Alex <askask13@gmail.com>
Sent: Wednesday, January 31, 2024 5:14 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: CJ Takhar <cjtakhar@gmail.com>
Sent: Wednesday, January 31, 2024 5:14 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Cj Takhar

Sunset resident of 14 years

Mejia, Xiomara (BOA)

From: Alexandria F <aafiorini@gmail.com>
Sent: Wednesday, January 31, 2024 5:15 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to keep safe all visitors to Ocean Beach and nearby businesses.

Thank you,

Alexandria

Mejia, Xiomara (BOA)

From: Katie Parks <katie.n.parks16@gmail.com>
Sent: Wednesday, January 31, 2024 5:17 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Katie Parks

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Christy Smith <christy.smith@oracle.com>
Sent: Wednesday, January 31, 2024 5:18 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Charles Whitfield <whitfield.cw@gmail.com>
Sent: Wednesday, January 31, 2024 5:18 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Charles Whitfield

Mejia, Xiomara (BOA)

From: Christy Smith <christy.smith@oracle.com>
Sent: Wednesday, January 31, 2024 5:18 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Maxim Derbin <maxim@derbin.io>
Sent: Wednesday, January 31, 2024 5:23 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

This is especially close to my heart since I'm residing at 2136 Great Hwy, San Francisco, CA 94116 and this matter will affect mine and my neighbors life significantly!

Thank you,
Maksim Aleksandrovich Derbin

Mejia, Xiomara (BOA)

From: Max Elman <max@elman.net>
Sent: Wednesday, January 31, 2024 5:26 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Max Elman

Mejia, Xiomara (BOA)

From: Michael Lopes <manthonylopes@gmail.com>
Sent: Wednesday, January 31, 2024 5:26 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
MICHAEL LOPES

Mejia, Xiomara (BOA)

From: Patricia <patricia.fonseca.flores@gmail.com>
Sent: Wednesday, January 31, 2024 5:30 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Best,
Patricia Fonseca Flores
San Francisco resident

Mejia, Xiomara (BOA)

From: Annie Armstrong <anniea1338@gmail.com>
Sent: Wednesday, January 31, 2024 5:32 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Annie Armstrong

Mejia, Xiomara (BOA)

From: Nick Lanham <nick.lanham.nexus@gmail.com>
Sent: Wednesday, January 31, 2024 5:27 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: PLEASE: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

I live close to Great Highway Park, and use it every weekend, along with the thousands of others who walk, roll, jog, bike, and simply enjoy the Pacific Ocean. The pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood (although there's a long way to go) and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Nick Lanham

Mejia, Xiomara (BOA)

From: Maci Britt <macibritt@gmail.com>
Sent: Wednesday, January 31, 2024 5:32 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Maci Britt

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Claire jean Uy <clairejean77@icloud.com>
Sent: Wednesday, January 31, 2024 5:35 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Stephen McCallion <swmccallion@comcast.net>
Sent: Wednesday, January 31, 2024 5:38 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); Great Highway Park; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. I'm a man in his late 70's and Great Highway Park has become an important part of my exercise — it's ideal for older people like me. The aforementioned permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach, Golden Gate Park, and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Maxwell D <maxwellwdavis@gmail.com>
Sent: Wednesday, January 31, 2024 5:39 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Max Davis

Mejia, Xiomara (BOA)

From: Michael Zimmerman <mike.zimmerman.us@gmail.com>
Sent: Wednesday, January 31, 2024 5:39 PM
To: EngardioStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Michael Zimmerman
On behalf 47th Avenue community

Mejia, Xiomara (BOA)

From: Patty Esposito <patty.espo@gmail.com>
Sent: Wednesday, January 31, 2024 5:39 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Patty Esposito

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Jesse Wayne <jesse.wayne440@gmail.com>
Sent: Wednesday, January 31, 2024 5:42 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Jesse Wayne

Mejia, Xiomara (BOA)

From: Gina Price <gina_price@att.net>
Sent: Wednesday, January 31, 2024 5:43 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Eric Rapin <ebrapin@gmail.com>
Sent: Wednesday, January 31, 2024 5:43 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Eric Rapin

Mejia, Xiomara (BOA)

From: Kevin Parry <kparry45@gmail.com>
Sent: Wednesday, January 31, 2024 5:44 PM
To: BoardofAppeals (PAB)
Subject: Great Highway

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

I support appeal number 23064.

Keep Great Highway open to vehicle traffic. I've lived in the Parkside 94116 district for 68 years now. Closing the road would impact me and my family in a very negative way. Please keep our Highway a Highway. Sunset Boulevard is bad detour especially since the traffic signals are no longer synchronized properly for traffic flow at 30 mph. Please do the right thing and keep both Great Highway and Great Highway Extension open.

If more recreational space is needed then build it without Closing the Great Highway and Extension.

Kevin Parry 415.713.5439

Mejia, Xiomara (BOA)

From: James Duffy <jamesduffy0@gmail.com>
Sent: Wednesday, January 31, 2024 5:45 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

James Duffy

Mejia, Xiomara (BOA)

From: Jessica Dunne <jesdunne@gmail.com>
Sent: Wednesday, January 31, 2024 5:46 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23

I live on the Great Highway. I go to the beach several times a day. I would prefer to have no cars on the highway but I accept the compromise. Please honor it.

Thank you,

Jessica Dunne
2506 Great Highway
San Francisco, CA 94126

Jessica

https://url.avanan.click/v2/___www.jessicadunne.com___YXAzOnNmZHQyOmE6bzo5MzllNjc0YzhhYzdINDNINTg1ZTgwNjAxZWVINGQ3ZTo2OjRkNmE6MGU2MGRmMGQzMzU1ZGFLOTdjNWRhYjJNDU0MDgyMjdmZDkxNDBjZjExYmQ0Y2JkNmZjYWJkNzY5ZDY0YjMyZjpwOkY

2506 Great Highway
San Francisco, California 94116
415 902-4619

Sent from an Apple gadget that fancies itself an author and creates humiliating typos.

Mejia, Xiomara (BOA)

From: Matt Ciganek <mattc@vanguardsf.com>
Sent: Wednesday, January 31, 2024 5:47 PM
To: BoardofAppeals (PAB)
Subject: Full support for appeal nos. 23-062, 23-064, 23-065

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

I support the appeal nos. 23-062, 23-064, 23-065 because the MTA's own road surveys tell the truth. Received by me as a result of a Sunshine request I have discover they have the information that I already knew and the reason they want an exemption is not because they don't need it. It's because they know they would fail. Traffic increases on the Lower Great Highway are now documented. Traffic increases from an average of 2,313 vehicles to over 5,000 vehicles a day when the Upper Highway is closed. Fridays average almost 6000 vehicles a day with only a half day of closure of the Upper Highway. On November 10th of 2023 they counted 6,433 with just the half day of closure. They documented a 3.6% compliance rate at a stop sign at Moraga Street and the Lower Great Highway when the Upper Highway was closed with 500 cars an hour going through the intersection. These numbers are staggering but not a surprise to residents who live with the fumes, dust and noise attributable to this through traffic. If these surveys don't show the need for a review at the very least, what would? If the road were completely closed the day they measured 6,433 cars, there would be something like 8,000 cars traveling a two lane residential street controlled by stop signs. There might be more but there's no way to push any more cars through. The stop signs are backed up all the time up and down the highway on days like that. It's time to apply the laws required for the public safety standards we residents deserve.

Matt Ciganek
2064 Great Highway
San Francisco CA 94116

Mejia, Xiomara (BOA)

From: Matt Ciganek <mattc@vanguardsf.com>
Sent: Wednesday, January 31, 2024 5:47 PM
To: BoardofAppeals (PAB)
Subject: Full support for appeal nos. 23-062, 23-064, 23-065

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

I support the appeal nos. 23-062, 23-064, 23-065 because the MTA's own road surveys tell the truth. Received by me as a result of a Sunshine request I have discover they have the information that I already knew and the reason they want an exemption is not because they don't need it. It's because they know they would fail. Traffic increases on the Lower Great Highway are now documented. Traffic increases from an average of 2,313 vehicles to over 5,000 vehicles a day when the Upper Highway is closed. Fridays average almost 6000 vehicles a day with only a half day of closure of the Upper Highway. On November 10th of 2023 they counted 6,433 with just the half day of closure. They documented a 3.6% compliance rate at a stop sign at Moraga Street and the Lower Great Highway when the Upper Highway was closed with 500 cars an hour going through the intersection. These numbers are staggering but not a surprise to residents who live with the fumes, dust and noise attributable to this through traffic. If these surveys don't show the need for a review at the very least, what would? If the road were completely closed the day they measured 6,433 cars, there would be something like 8,000 cars traveling a two lane residential street controlled by stop signs. There might be more but there's no way to push any more cars through. The stop signs are backed up all the time up and down the highway on days like that. It's time to apply the laws required for the public safety standards we residents deserve.

Matt Ciganek
2064 Great Highway
San Francisco CA 94116

Mejia, Xiomara (BOA)

From: Jeffbeck674@gmail.com
Sent: Wednesday, January 31, 2024 5:48 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Peter Pirolli <peter.pirolli@gmail.com>
Sent: Wednesday, January 31, 2024 5:46 PM
To: BoardofAppeals (PAB)
Cc: Peter Pirolli
Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets
Attachments: Letter + Attachment to Board of Appeals.pdf

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

(See the attached PDF for my full letter and attachment)

To:
San Francisco Board of Appeals
49 South Van Ness, Suite 1475
San Francisco, CA 94103
BoardofAppeals@sfgov.org

Date: January 31, 2024

Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets.

Hearing Date: February 7, 2024 at 5:00 pm, City Hall, Room 416

Dear Commissioners,

I support the three appeals filed regarding closures of the Upper Great Highway (UGH) between Lincoln Way and Sloat Blvd., and the retroactive issuance of a Coastal Zone Permit. Please record my public comments. I support the Appellants for all the reasons they stated in their three briefs.

I especially support the idea of engaging in comprehensive environmental review before a permit is issued for coastal development. I have voiced this concern at numerous public hearings, in person to my Supervisors (Mar and Engardio) and the Mayor's Office, and the lack of empathy and moral concern for their constituents considering the scientifically plausible environmental and hyperlocal health effects is stunning. This is why we need your commission. Please help the residents who live in, and love, this coastal region.

Without a thorough environmental impact study, we cannot know what the effects of the weekend closures are, what a full-time closure will be, and we have no good logic for how data collected in this pilot study have any bearing on crucial questions about the environment effects of closing a main commuter artery during the work week.

A priori, based on existing research, there are obvious potential risks of the UGH closure that warrant further study. I have attached a set of slides summarizing some of these plausible risks.

During the initial months-long debates about the UGH closure, pro-closure activists and city officials simply asserted that closing a major roadway would be good for the environment (often citing induced demand, which is about the effects adding roadway, not reducing it). However, comprehensive literature reviews have shown huge variability in how road

closures affect overall traffic. In 17% of cases, road closures actually increase traffic. Deeper analysis shows that in cases like the UGH, with large traffic volumes and plenty of adjacent road capacity, the traffic is simply diverted, as verified by SFMTA's Westside Circulation Study.

The SFMTA's Westside Circulation study (conducted in the middle of COVID) shows North-South and South-North UGH traffic is indeed diverted into the Sunset neighborhoods, with 50% increases on the Lower Great Highway and over 200% increased flow down Sunset Blvd. Such diversion quite plausibly has a global environmental effect and a local effect of increased toxic pollution. As the Appellants have noted, diverted traffic travels farther and likely increases Vehicle Miles Travelled (VMT), and VMT is correlated with increased greenhouse gases and highly toxic particulate matter (PM2.5). SB 73 initiated an update to CEQA guidelines that recommended assessment of total VMT generated by projects (i.e., over large geographical regions). Nothing like this has been done. At the hyperlocal level, exposure to higher traffic means exposure to higher levels of PM2.5 (regardless of gas or electric vehicles). The World Health Organization assessments show that living within 100 meters of high traffic volumes is associated with increased risk of cardiovascular death, respiratory mortality, asthma, low birth weights, childhood cancer, lung cancer, and a host of other horrible ailments and ways to die. The American Association for the Advancement of Science shows that racial-ethnic minorities in the U.S. are exposed to disproportionately high levels of ambient PM2.5, because of historically racist land-use policies. I remind you that District 1 and District 4 in San Francisco are majority non-white. Reports by Aclima and the Bay Area Air Quality Management District clearly show how PM2.5 pollution already falls disproportionately on people of color in the Sunset district (see attachment). No study of the effects of UGH closures on street-by-street PM2.5 levels has been undertaken.

All of these plausible risks may turn out to be nothingburgers. But we don't know, and that's why we need proper environmental studies.

I ask that you please do not approve the retroactive issuance of a Coastal Zone Permit for this section of the Great Highway.

Sincerely,
Peter Pirolli, Ph.D.

Fellow of the National Academy of Inventors

Fellow of the American Association for the Advancement of Science
Concerned Citizen, District 4

Email: peter.pirolli@gmail.com

To:
San Francisco Board of Appeals
49 South Van Ness, Suite 1475
San Francisco, CA 94103
BoardofAppeals@sfgov.org

Date: January 31, 2024

Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets.

Hearing Date: February 7, 2024 at 5:00 pm, City Hall, Room 416

Dear Commissioners,

I support the three appeals filed regarding closures of the Upper Great Highway (UGH) between Lincoln Way and Sloat Blvd., and the retroactive issuance of a Coastal Zone Permit. Please record my public comments. I support the Appellants for all the reasons they stated in their three briefs.

I especially support the idea of engaging in comprehensive environmental review before a permit is issued for coastal development. I have voiced this concern at numerous public hearings, in person to my Supervisors (Mar and Engardio) and the Mayor's Office, and the lack of empathy and moral concern for their constituents considering the scientifically plausible environmental and hyperlocal health effects is stunning. This is why we need your commission. Please help the residents who live in, and love, this coastal region.

Without a thorough environmental impact study, we cannot know what the effects of the weekend closures are, what a full-time closure will be, and we have no good logic for how data collected in this pilot study have any bearing on crucial questions about the environment effects of closing a main commuter artery during the work week.

A priori, based on existing research, there are obvious potential risks of the UGH closure that warrant further study. I have attached a set of slides summarizing some of these plausible risks.

During the initial months-long debates about the UGH closure, pro-closure activists and city officials simply asserted that closing a major roadway would be good for the environment (often citing induced demand, which is about the effects adding roadway, not reducing it). However, comprehensive literature reviews have shown huge variability in how road closures affect overall traffic. In 17% of cases, road closures actually increase traffic. Deeper analysis shows that in cases like the UGH, with large traffic volumes and plenty of adjacent road capacity, the traffic is simply diverted, as verified by SFMTA's Westside Circulation Study.

The SFMTA's Westside Circulation study (conducted in the middle of COVID) shows North-South and South-North UGH traffic is indeed diverted into the Sunset neighborhoods, with 50% increases on the Lower Great Highway and over 200% increased flow down Sunset Blvd. Such diversion quite plausibly has a global environmental effect and a local effect of increased toxic pollution. As the Appellants have noted, diverted traffic travels farther and likely increases Vehicle Miles Travelled (VMT), and VMT is correlated with increased greenhouse gases and highly toxic particulate matter (PM2.5). SB 73 initiated an update to CEQA guidelines that recommended assessment of total VMT generated by projects (i.e., over large geographical regions). Nothing like this has been done. At the hyperlocal level, exposure to higher traffic means exposure to higher levels of PM2.5 (regardless of gas or electric vehicles). The World Health Organization assessments show that living within 100 meters of high traffic volumes is

associated with increased risk of cardiovascular death, respiratory mortality, asthma, low birth weights, childhood cancer, lung cancer, and a host of other horrible ailments and ways to die. The American Association for the Advancement of Science shows that racial-ethnic minorities in the U.S. are exposed to disproportionately high levels of ambient PM2.5, because of historically racist land-use policies. I remind you that District 1 and District 4 in San Francisco are majority non-white. Reports by Aclima and the Bay Area Air Quality Management District clearly show how PM2.5 pollution already falls disproportionately on people of color in the Sunset district (see attachment). No study of the effects of UGH closures on street-by-street PM2.5 levels has been undertaken.

All of these plausible risks may turn out to be nothingburgers. But we don't know, and that's why we need proper environmental studies.

I ask that you please do not approve the retroactive issuance of a Coastal Zone Permit for this section of the Great Highway.

Sincerely,
Peter Pirolli, Ph.D.

Fellow of the National Academy of Inventors

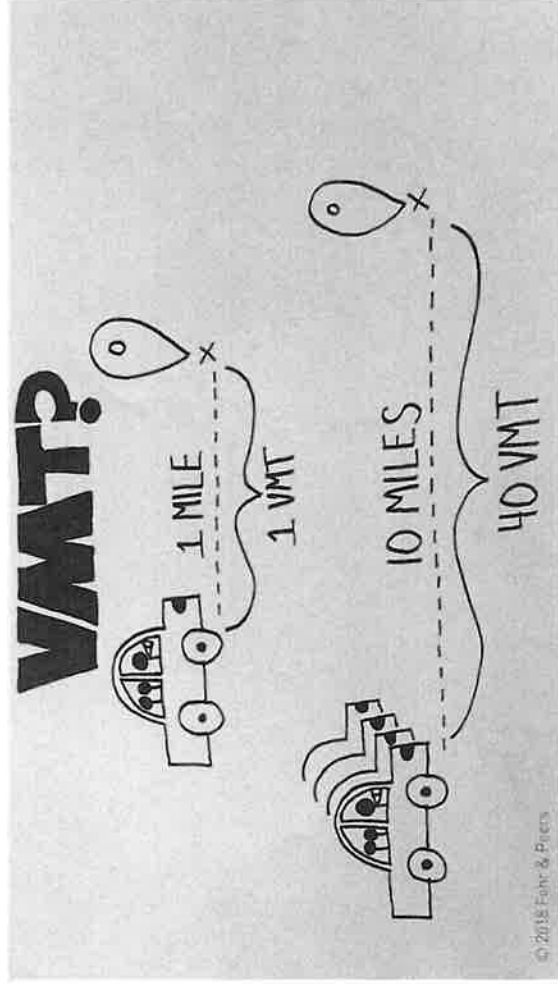
Fellow of the American Association for the Advancement of Science
Concerned Citizen, District 4

Email: peter.pirolli@gmail.com

Overview

- We don't know what the effects of closing the Great Highway will be. Scientifically plausible effects are:
 - Traffic diverts into the Sunset (Westside Circulation Study)
 - Vehicle Miles Traveled (VMT) increases because of lengthier trips
 - VMT increases because a new attraction is being created
 - Toxic pollution shifts to the Sunset residences
 - Disproportionate pollution burden falls on people of color and/or economically disadvantaged

VMT (Vehicle Miles Traveled)



VMT

- ✓ Emissions (Greenhouse Gases)
- ✓ Emissions (Air Pollutants)
- ✓ Fuel Consumption
- ✓ Energy Consumption
- ✗ Driver Delay (Speed)
- ✗ Driver Delay (Intersection Wait Time)
- ✗ Safety (Speed)
- ✓ Safety (Collisions)

Source: Fehr & Peers


VMT & CEQA

- SB 73 (2014) initiated an update to CEQA Guidelines to better measure transportation-environmental impacts of projects



Total VMT 



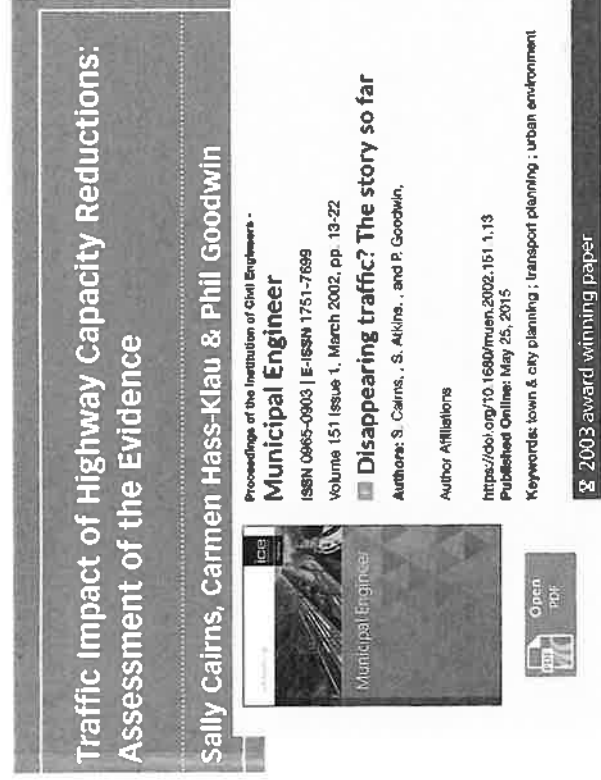
Total VMT Generated
by a Project 

Removing Roads does not necessarily reduce traffic (or VMT)

- Studies of what happens when new roads are created (induced demand) has little or nothing to do with what happens when a road is closed

Removing Roads does not necessarily reduce traffic (or VMT)

- Huge variability in how road closure affect traffic
- **In 17% of the cases closures increase traffic**
- **Average reduction is 10.6%**
- **In cases like the GH (large traffic volume; lots of adjacent road capacity)**
 - **No reduction. Traffic is diverted**



Traffic Impact of Highway Capacity Reductions: Assessment of the Evidence

Sally Cairns, Carmen Hass-Klau & Phil Goodwin

Proceedings of the Institution of Civil Engineers - Municipal Engineer

ISSN 0965-0903 | E-ISSN 1751-7699

Volume 151 Issue 1, March 2002, pp. 13-22

■ **Disappearing traffic? The story so far**

Authors: S. Cairns, S. Atkins, and P. Goodwin

Author Affiliations

<https://doi.org/10.1680/muen.2002.151.1.13>
Published Online: May 25, 2015

Keywords: town & city planning ; transport planning ; urban environment

2003 award winning paper

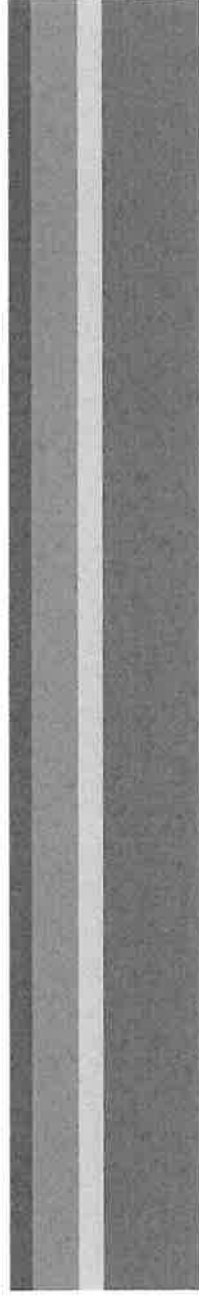
PDF icon

<https://www.cycling-embassy.org.uk/sites/cycling-embassy.org.uk/files/documents/Traffic%20Impact%20of%20Highway%20Capacity%20Reductions-%20Assessment%20of%20the%20Evidence.pdf>

<https://www.icvirtuallibrary.com/doi/10.1680/muen.2002.151.1.13#>

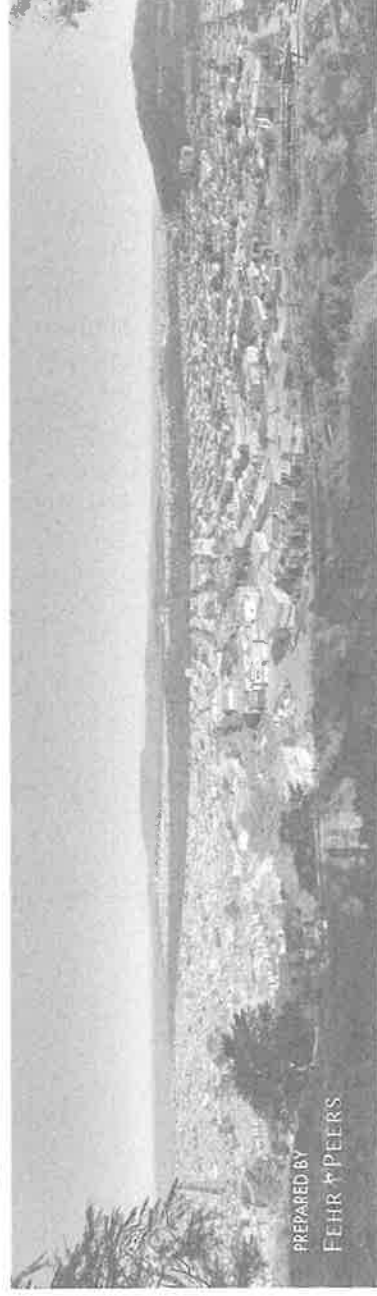
Westside Study has no Evidence that GH Closure Reduced Traffic

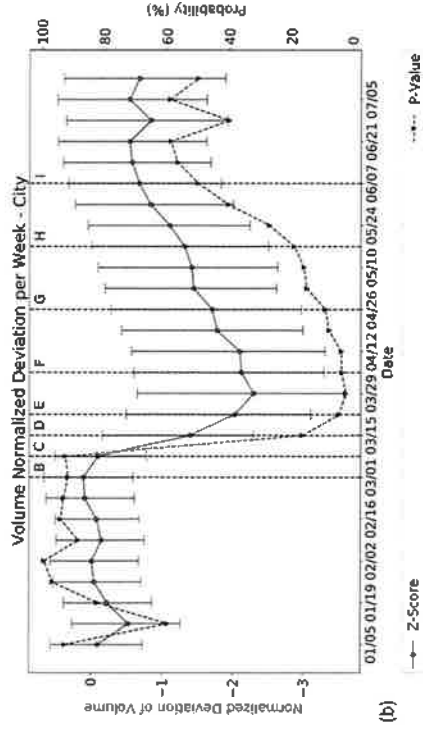
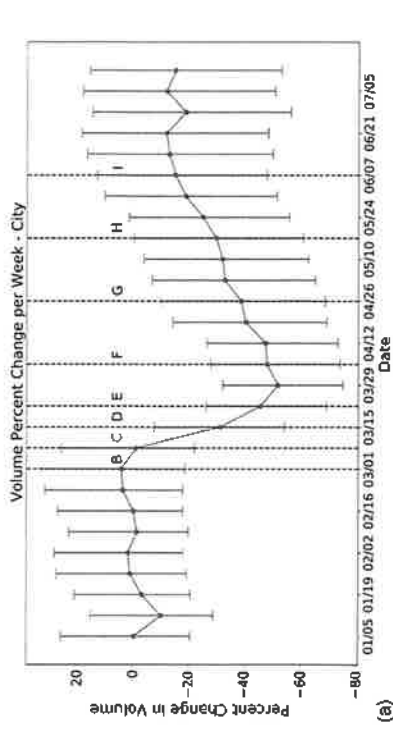
https://www.sfmta.com/sites/default/files/reports-and-documents/2021/08/fp_westside_study_-_summer_2021_deliverables.final_update_0.pdf



Westside Circulation Study

July 23rd, 2021





- Westside Circulation Study was conducted over the 2020-2021 timeframe
- Traffic volumes decreased everywhere by about 40%
- Nothing to do with the GH!

3 Trip Diversions & the Great Highway

Methodology

How have drivers changed their travel routes due to car-free Great Highway? The origin-destination analysis revealed that the Great Highway was most commonly used to drive between the Richmond and areas south of the Sunset. To determine how travel routes have changed between those areas, key roads were identified that provide north-south connections on the westside of San Francisco. These included roads used to access the Great Highway and roads that connect alternative north-south routes through the Outer Sunset.

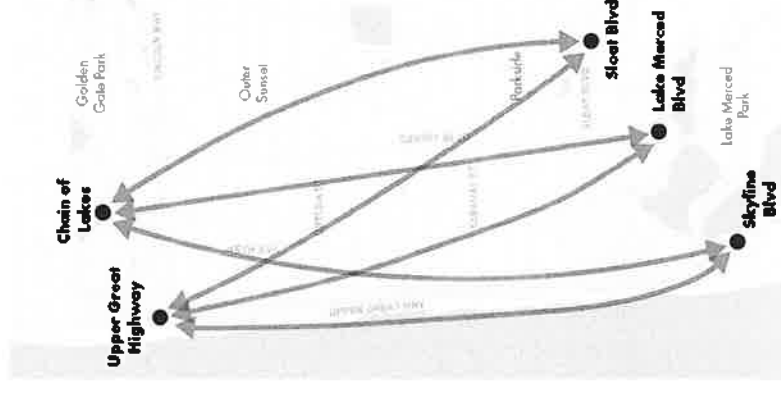
Cellular data from StreetLight was used to determine travel routes between these key roads. The roads depicted in the map on the right served as northern and southern "gates", and travel routes were analyzed for trips that passed through a northern and a southern gate. This analysis was conducted for two time periods: pre-COVID and Winter 2021. Overall, travel between the northern and southern gates represents about 70% of trips on the Great Highway pre-COVID.

Findings

Overall, for both weekday and weekend, the Great Highway closure caused some trips to shift onto Chain of Lakes, Lincoln Way, Sunset Boulevard, and Skyline Boulevard. There were limited or no trip diversions to residential streets in the Outer Sunset. However, with the exception of Chain of Lakes and the western section of Lincoln Way, despite the effect of diversions from the Great Highway closure, total traffic volumes on major roads like Sunset decreased between pre-COVID and Winter 2021.

Westside Circulation Study

Trip Diversion Analysis Gates

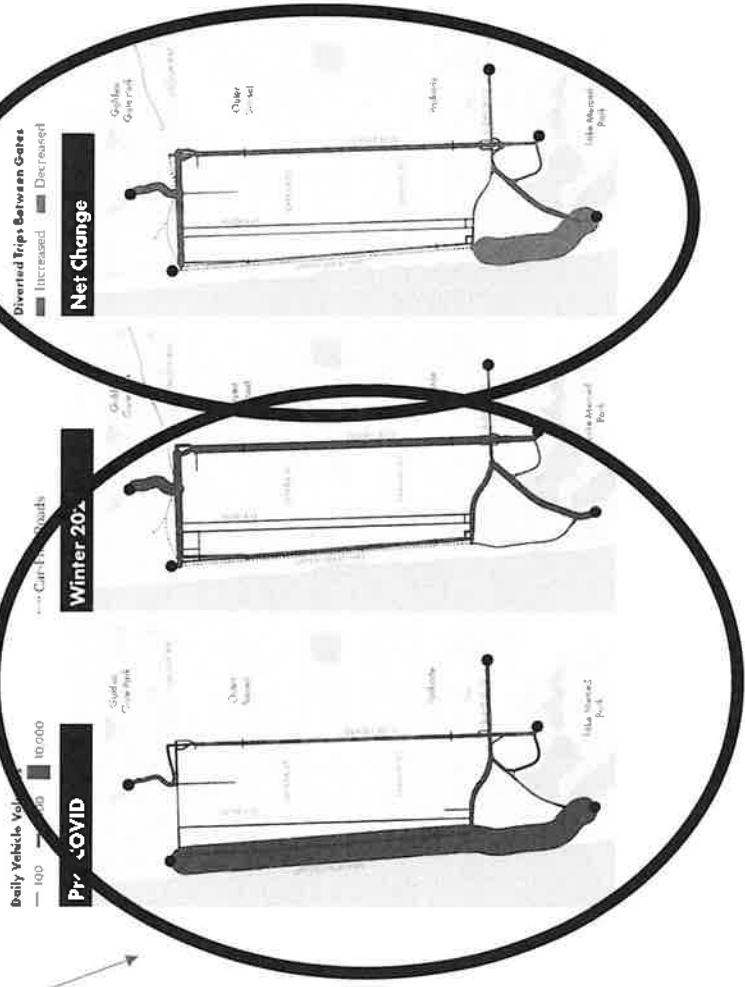


These 2 charts are about volumes. This is what typically got falsely presented as “when the UGH closed it reduced volume”

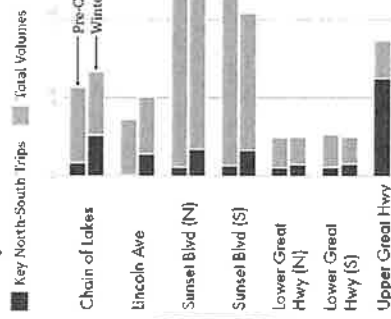
This one is the key: It actually shows that traffic IS being diverted to LGH, 45/46, Sunset EVEN THOUGH volumes decrease

Weekday Trip Diversions & the Great Highway Closure

Vehicle volumes on north-south routes between roads primarily connecting the Great Highway

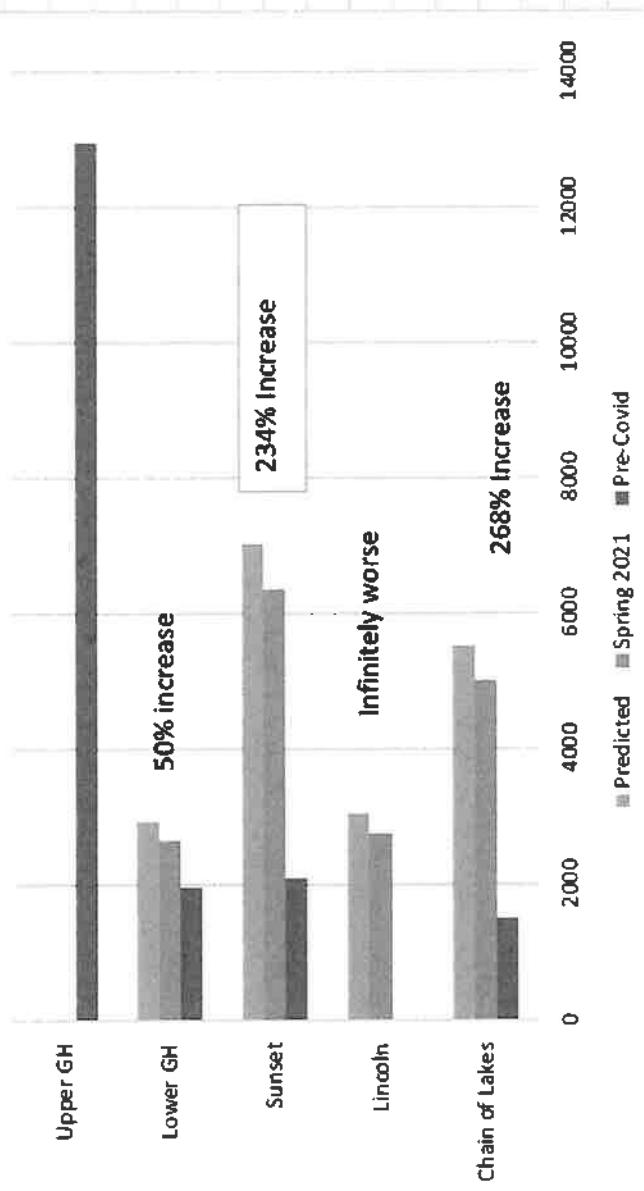


Change in Daily Vehicle Volumes on Key Corridors

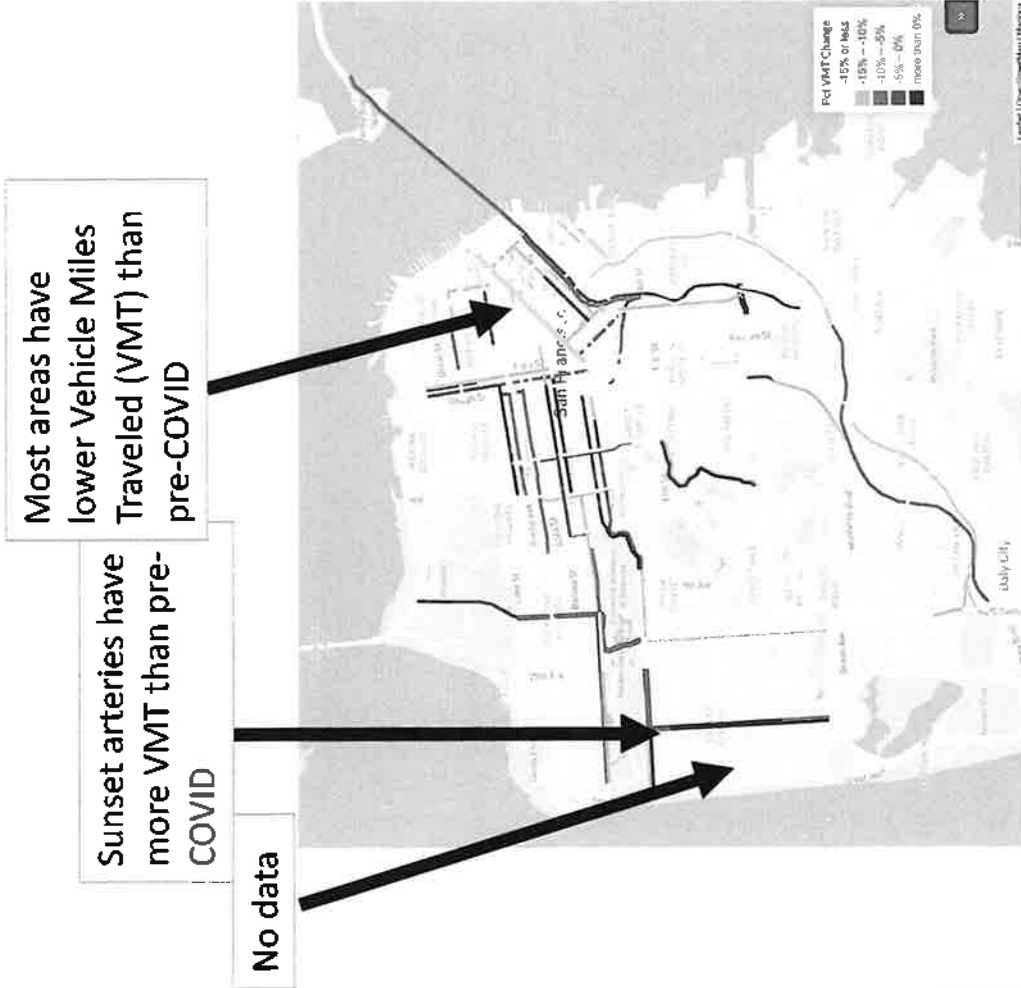


This chart is a mess. The dark blue is the key. It is the volume of N-S trips between those black dots in the charts to the left. These diverted trips go up, even though volumes are down (light blue). When total volumes go up, we will see big volumes of diverted traffic

Volume of Daily Trips between Select "Gates" at N & S end of Great Highway (70% of total trips on UGH)



What did we observe? [June 2021]



Environmental/Health Disparities

- World Health Organization:
 - living within 100 meters of higher traffic is associated with increased risk of cardiovascular death, respiratory mortality, asthma, low birth weights, childhood cancer, lung cancer and many other adverse health risks.
- American Association for the Advancement of Science:
 - Racial-ethnic minorities in the United States are exposed to disproportionately high levels of ambient fine particulate air pollution (PM2.5), the largest environmental cause of human mortality
 - These are the result of a history of racist policy, including racist land-use policies

Air disparities in the Bay Area

Hyperlocal data insights to support climate action



<https://7319524.fs1.hubspotusercontent-na1.net/hubfs/7319524/Air%20disparities%20in%20the%20Bay%20Area%202022.pdf>



Historic Data Initiative

In January of 2020, the **Bay Area Air Quality Management District (BAAQMD)** and Aclima announced a **historic partnership** to map air pollutants and greenhouse gasses block-by-block, in all nine counties of the Bay Area. The goal of this partnership was to bring an unprecedented level of granularity and visibility to air pollution at the neighborhood level across the entire Bay Area region.

Aclima deployed its specialized fleet of sensor-equipped low-emission vehicles to map air quality on every public street in the Bay Area. The first year's results from Aclima's Bay Area mobile network, released in May 2022, reveals environmental and health disparities faced by many in the region. The main insights from the analysis, leveraging the Community Impact and Investment Index, are covered in this data brief.

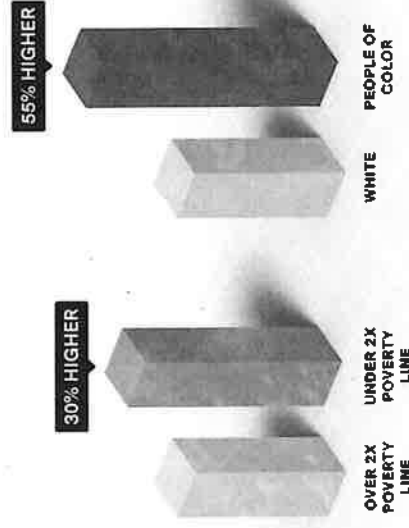


Revealing environmental and health disparities

Through their product partnership, Aclima and UrbanFootprint combined their data science expertise to analyze the billions of data points collected from across the Bay Area. **For the first time, the results prove through data what people on the frontlines of pollution and climate hazards have been saying for years: that poor air quality disproportionately impacts communities of color.**

It is well known that communities living near freeways and other air pollution sources have higher rates of asthma, strokes, heart attacks, lung cancer, and preterm birth. However, the broad regional measurements collected by stationary air monitors often fail to capture local pockets of poorer air quality. These neighborhoods, which are more likely to include low income populations and communities of color, now have air quality and emissions data to support their health and environmental concerns.

Rate Of NO_x Exposure By Population



This analysis focuses on three main pollutants²:



Nitrogen dioxide (NO₂), a highly reactive gas produced by burning fuels, commonly via diesel engines in traffic and power plants.



Carbon monoxide (CO), a colorless, odorless gas produced by burning fuels, especially fossil fuels, commonly from traffic and industrial activities.



Fine particulate matter (PM_{2.5}), airborne particles and droplets up to 2.5 micrometers wide, produced by smoke, vehicle exhaust, industry, cooking emissions, and even sea spray.

And three main Community Impact and Investment Index data components:



Race/ethnicity, using demographics data from the US Census Bureau's 2015-2019 American Community Survey (ACS) 5-Year Estimates



Poverty, using demographics data from the US Census Bureau's 2015-2019 American Community Survey (ACS) 5-Year Estimates



Homeownership, using demographics data from the US Census Bureau's 2015-2019 American Community Survey (ACS) 5-Year Estimates

Results: Region-wide

At the Bay Area level, patterns start to emerge.



Key Takeaway

Across the San Francisco Bay Area, people of color are exposed to up to 55% more NO₂ than white populations.

How to read the following maps: as cells become more green, they indicate more % of the demographic in question (e.g., people of color). As cells become more magenta, they indicate higher levels of pollutant in question (e.g., NO₂). Finally, as cells become dark purple, they indicate where these two attributes converge (e.g., higher % demographic AND high pollution).

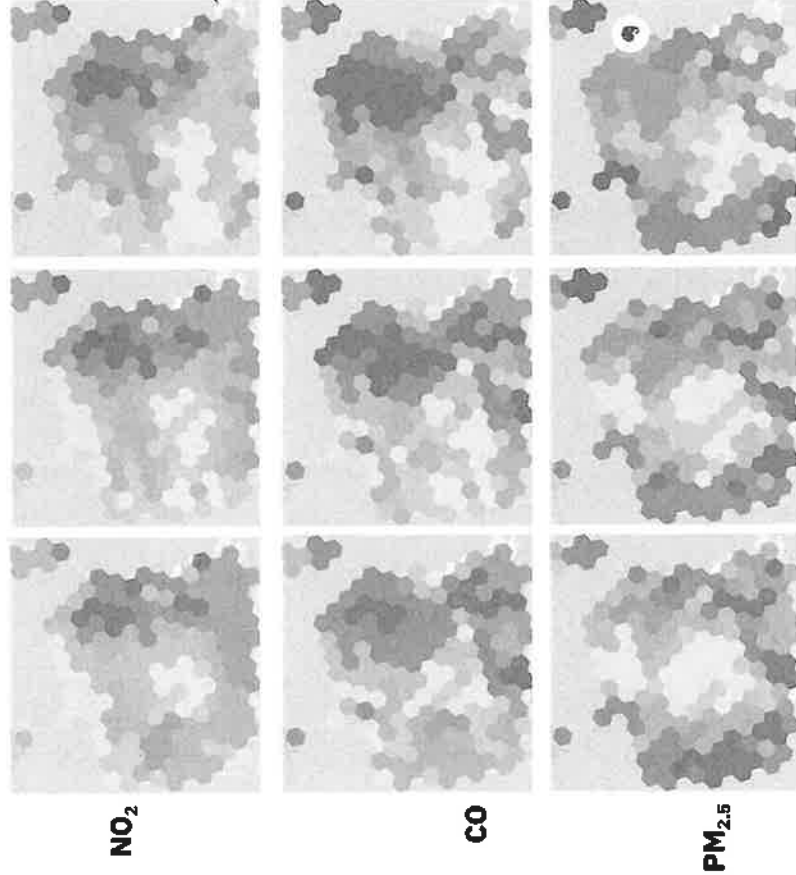
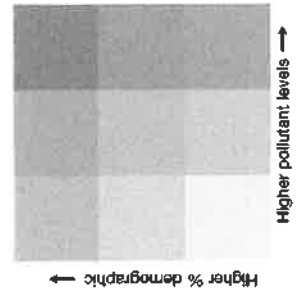


**Results:
County-level**

San Francisco

When we combine the layers at the county level, it is possible to explore the disparities through another lens. To the right, see a matrix showing how three key Community Impact and Investment Index components intersect with three harmful pollutants in San Francisco.

Community Impact and Investment Index Components: People of color, poverty, renters
Pollutants: NO₂, CO, PM_{2.5}



Summary

- The draft letter is filled with mistakes and misinformation. It will diminish Sierra Club credibility.
- The Effects of Closing the GH are Unknown. Reasonable to worry that:
 - Traffic diverts into the Sunset (Westside Circulation Study)
 - VMT increases because of lengthier trips
 - VMT increases because a new attraction is being created
 - Toxic pollution shift to the Sunset
 - Disproportionate pollution burden falls on POC and/or economically disadvantaged

Mejia, Xiomara (BOA)

From: liz.odonoghue@yahoo.com
Sent: Wednesday, January 31, 2024 5:51 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Cc: ghappeal@proton.me
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As a resident of Supervisor District 1 in the Richmond, and one of the thousands of San Franciscans who delights in visiting Great Highway Park often to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and frequent nearby businesses.

Thank you,

Liz O'Donoghue

Mejia, Xiomara (BOA)

From: Diane Garfield <diangarf@gmail.com>
Sent: Wednesday, January 31, 2024 5:37 PM
To: BoardofAppeals (PAB)
Subject: Re: Coastal Zone Permit for the Upper Great Highway
Attachments: Letter to Board of Appeals 13124.docx

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

San Francisco Board of Appeals
49 South Van Ness, Suite 1475
San Francisco, CA 94103
Board of Appeals@sfgov.org

From: Diane Garfield
Address: 1562 45th Ave.
Email: diangarf@gmail.com

Date: January 31, 2024
Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets.

Hearing Date: February 7, 2024 at 5:00 pm, City Hall, Room 416

Dear Commissioners,

I am a concerned resident writing to voice my opinion on the closures of the Upper Great Highway between Lincoln Way and Sloat Blvd., and the retroactive issuance of a Coastal Zone Permit. Please record my public comments which are in support of the above-referenced 3 appeals filed with your office. I support the Appellants for all the reasons they stated in their three briefs, and I support the idea of engaging in comprehensive environmental review before a permit is issued for coastal development. I ask that you please do not approve the retroactive issuance of a Coastal Zone Permit for this section of the Great Highway.

When the Great Highway is closed, the traffic on my block (45th Ave.) increases to the level of dangerous. On a sunny Sunday, when the highway is closed, it is nearly impossible to safely cross the roadway on foot because bicycles will never allow a pedestrian to cross. When open, one can easily cross with the lights.

Please, do not approve the retroactive issuance of a Coastal Zone Permit.

Sincerely,

Diane Garfield
Concerned Citizen, native San Franciscan and Sunset resident
Address: 1562 45th Ave. San Francisco, CA 94122
Email: diangarf@gmail.com

Mejia, Xiomara (BOA)

From: Eliza Panike <e.j.panike@gmail.com>
Sent: Wednesday, January 31, 2024 5:54 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Eliza Panike
D4 Resident

Mejia, Xiomara (BOA)

From: David Sakamoto <david.sakamoto@gmail.com>
Sent: Wednesday, January 31, 2024 5:55 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

David

Mejia, Xiomara (BOA)

From: Boone Ashworth <booneashworth@gmail.com>
Sent: Wednesday, January 31, 2024 5:57 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Boone Ashworth
Outer Sunset resident

Mejia, Xiomara (BOA)

From: Mark Cordes <rev.mark.cordes@gmail.com>
Sent: Wednesday, January 31, 2024 5:57 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park Compromise

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Mark Cordes
Sunset District Resident

Mejia, Xiomara (BOA)

From: Cole Brinsfield <brinsfield.cole@gmail.com>
Sent: Wednesday, January 31, 2024 5:57 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Cole Brinsfield

Mejia, Xiomara (BOA)

From: Heather Tahl <htahl808@gmail.com>
Sent: Wednesday, January 31, 2024 6:07 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Heather Tahl

Mejia, Xiomara (BOA)

From: Nancy Arbuckle <crockerbuckle@mindspring.com>
Sent: Wednesday, January 31, 2024 6:08 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Nancy Arbuckle
SF

Mejia, Xiomara (BOA)

From: Vorani Davis Khoonsrivong <kmaii_khmusta@yahoo.com>
Sent: Wednesday, January 31, 2024 6:08 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Vorani Davis Khoonsrivong

Mejia, Xiomara (BOA)

From: Mark Haley <haley1882@gmail.com>
Sent: Wednesday, January 31, 2024 6:10 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

I also live on the Great Hwy and our block does beach clean up's and then go hang out on the Hwy on weekends.

Thank you,
Mark Haley

Sent from my iPhone

Mejia, Xiomara (BOA)

From: theazajac <thea.zajac@gmail.com>
Sent: Wednesday, January 31, 2024 6:11 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Protect Our Park. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Thea Zajac
3515 Judah St
408-605-6044

Mejia, Xiomara (BOA)

From: Meghan Warner <meghanowarner@gmail.com>
Sent: Wednesday, January 31, 2024 6:11 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I live on 47th and Vicente, right near the Great Highway, and I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike with my toddler in my neighborhood.

Thank you,
Meghan Warner, SF D4

Mejia, Xiomara (BOA)

From: Richard Sestokas <sestokas@hotmail.com>
Sent: Wednesday, January 31, 2024 6:12 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Krista Judge <kristajudge@gmail.com>
Sent: Wednesday, January 31, 2024 6:13 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Best,
Krista Judge

Mejia, Xiomara (BOA)

From: Thad Herold <lacrosseman36@yahoo.com>
Sent: Wednesday, January 31, 2024 6:18 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

From,
Thaddeus Herold

Mejia, Xiomara (BOA)

From: Christina <cvrn99@msn.com>
Sent: Wednesday, January 31, 2024 6:18 PM
To: BoardofAppeals (PAB)
Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets.

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

Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets.

(Hearing Date: February 7, 2024 at 5:00 pm, City Hall, Room 416)

Dear Commissioners,

I am a concerned resident writing to voice my opinion on the closures of the Upper Great Highway between Lincoln Way and Sloat Blvd., and the retroactive issuance of a Coastal Zone Permit. Please record my public comments which are in support of the above-referenced 3 appeals filed with your office. I support the Appellants for all the reasons they stated in their three briefs, and I support the idea of engaging in comprehensive environmental review before a permit is issued for coastal development. I ask that you **please do not approve the retroactive issuance of a Coastal Zone Permit for this section of the Great Highway.**

My own personal reasons are:

With the other streets/turn offs already having closed on the Sloat/Lincoln intersections, we've seen an increase of accidents, railings driven on and having to be replaced, pedestrians hit, and increased street traffic. Increased traffic also increases danger for all the school aged children, as we have multiple schools in our district)

My street specifically (43rd Ave) has become a main road people use due to the road closures and turn off closures. This means speeding police cars/sirens, fire trucks, construction trucks, cement trucks, 18wheelers etc...all which don't belong on residential roads, now cause all sorts of havoc, noise pollution and detriment to our homes. The frames on my wall literally vibrate every time a fire truck or construction vehicles drive by. Sirens at all hours of the day...Longterm weight of those vehicles is horrible for our home foundations which are built on sand, and our sidewalks that are only a couple inches thick and our roads which keep needing to be replaced

Secondly being a first responder, emergency vehicles need direct access to victims. Time is critical for survival. It's a literal difference of life and death. Making first responder vehicles take residential roads, with our already poor visibility of oncoming traffic and poor visibility of

Mejia, Xiomara (BOA)

From: corbinmuraro@gmail.com
Sent: Wednesday, January 31, 2024 6:21 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Corbin Muraro

Mejia, Xiomara (BOA)

From: paul greer <paulegreer@gmail.com>
Sent: Wednesday, January 31, 2024 6:26 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); northcentralcoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Paul

Mejia, Xiomara (BOA)

From: paul greer <paulegreer@gmail.com>
Sent: Wednesday, January 31, 2024 6:26 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); northcentralcoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Jason Sherba <jason.sherba@gmail.com>
Sent: Wednesday, January 31, 2024 6:28 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: isao Kaji <harrisonkaji@gmail.com>
Sent: Wednesday, January 31, 2024 6:28 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Isao Kaji

Mejia, Xiomara (BOA)

From: Whitney Greswold <whitney.greswold@gmail.com>
Sent: Wednesday, January 31, 2024 6:30 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Loren Kalm <kalm.loren@gene.com>
Sent: Wednesday, January 31, 2024 6:31 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Loren

Mejia, Xiomara (BOA)

From: Benito Noyola <bnoyola@gmail.com>
Sent: Wednesday, January 31, 2024 6:36 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: singlis77@yahoo.com
Sent: Wednesday, January 31, 2024 6:36 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Sarah

Mejia, Xiomara (BOA)

From: Siddharth Jain <siddharthjain88@gmail.com>
Sent: Wednesday, January 31, 2024 6:38 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Michael Borden <michaeljosephborden@gmail.com>
Sent: Wednesday, January 31, 2024 6:38 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. **It should be obvious: a coastal park promenade increases coastal access and allows San Francisco more flexibility to protect coastal habitats by removing car pollution from the coast.**

I'm a 73 old, and having access to a car free space to bike and to get to the Ocean has been wonderful. Please keep this!

The permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Michael Borden
137 Scott St, San Francisco, CA 94117

Mejia, Xiomara (BOA)

From: Kippy Chan <kennywong2688@comcast.net>
Sent: Wednesday, January 31, 2024 6:38 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Elaine Perez <elainevperez@icloud.com>
Sent: Wednesday, January 31, 2024 6:39 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Elaine

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Mariana Prutton <marprutton@gmail.com>
Sent: Wednesday, January 31, 2024 6:40 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: eyon finney <eyoneye@gmail.com>
Sent: Wednesday, January 31, 2024 6:41 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Erin Mountain <emmountain@gmail.com>
Sent: Wednesday, January 31, 2024 6:42 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Erin
Sent from my iPhone.

Mejia, Xiomara (BOA)

From: Frederik Nielsen <frederik.o.nielsen@gmail.com>
Sent: Wednesday, January 31, 2024 6:44 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Frederik Nielsen

Mejia, Xiomara (BOA)

From: Leah Sakamoto <leah.sakamoto@gmail.com>
Sent: Wednesday, January 31, 2024 6:44 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Kind regards,
Leah Sakamoto
415.828.4140

Mejia, Xiomara (BOA)

From: Michael Grizzle <grizzle.mike@gmail.com>
Sent: Wednesday, January 31, 2024 6:44 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mike

Mejia, Xiomara (BOA)

From: Zoe Pilla <zmpilla@gmail.com>
Sent: Wednesday, January 31, 2024 6:44 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

This is a regular reminder that cities should be designed for their people and public access, not for cars.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast.

Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you, Zoe Pilla!

Mejia, Xiomara (BOA)

From: Tosca Magnus <tosca.magnus@gmail.com>
Sent: Wednesday, January 31, 2024 6:44 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Tosca Magnus

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Jina B <jina.barthol@gmail.com>
Sent: Wednesday, January 31, 2024 6:44 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Jina B

Mejia, Xiomara (BOA)

From: Eric Pascual <ericpascual17@gmail.com>
Sent: Wednesday, January 31, 2024 6:46 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Hank Rosenblum <hank.rosenblum@yahoo.com>
Sent: Wednesday, January 31, 2024 6:47 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Hank

Mejia, Xiomara (BOA)

From: Sabra Chambless <sabrac@yahoo.com>
Sent: Wednesday, January 31, 2024 6:47 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

It's amazing to be able to walk the Great Highway. I've brought my friends, daughters and parents who have mobility issues. It's such a unique experience to be able to walk and be so close to the ocean with out having to navigate walking in the sand or contending with cars. Please don't take this away.

Sabra

Mejia, Xiomara (BOA)

From: Karen Scruggs <karen.e.scruggs@gmail.com>
Sent: Wednesday, January 31, 2024 6:48 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Karen Scruggs

Mejia, Xiomara (BOA)

From: Dara Bu Elliott <darabelliott@gmail.com>
Sent: Wednesday, January 31, 2024 6:50 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses. Thank you,

Mejia, Xiomara (BOA)

From: Mike Sallaberry <mike.sallaberry@gmail.com>
Sent: Wednesday, January 31, 2024 6:49 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mike Sallaberry

Mejia, Xiomara (BOA)

From: Jim Steichen <jimsteichen@gmail.com>
Sent: Wednesday, January 31, 2024 6:53 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Cc: MandelmanStaff (BOS)
Subject: RE: Great Highway Park - Please Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Jim Steichen

Mejia, Xiomara (BOA)

From: Heidi Moseson <hmoseson@gmail.com>
Sent: Wednesday, January 31, 2024 6:55 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: I live on Great Highway - Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

Great Highway Park helped my family switch from driving a car to instead e-biking around SF. There is one less car clogging San Francisco streets thanks to the creation of car free spaces like GHP that let me feel safe trying out biking. So today, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Heidi

Great Highway resident

Mejia, Xiomara (BOA)

From: Lena Corwin <lenacorwin@gmail.com>
Sent: Wednesday, January 31, 2024 6:55 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

I live a block away from the Great Highway and having the road closed to traffic has improved our quality of life immensely.

Lena

Mejia, Xiomara (BOA)

From: Meagan McNabola <meaganmcnabola@gmail.com>
Sent: Wednesday, January 31, 2024 6:56 PM
To: ChanStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Sean Leow <leowsean@gmail.com>
Sent: Wednesday, January 31, 2024 6:57 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sean Leow

Mejia, Xiomara (BOA)

From: Courtney White <courtneywhite818@gmail.com>
Sent: Wednesday, January 31, 2024 6:47 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Thanks,
Courtney White

Mejia, Xiomara (BOA)

From: David Bauer <david.bauer19@gmail.com>
Sent: Wednesday, January 31, 2024 6:59 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS).
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Kristen Tate <kristentatesf@gmail.com>
Sent: Wednesday, January 31, 2024 7:00 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); Great Highway Park; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Kristen Tate

Mejia, Xiomara (BOA)

From: Elena Curnyn <elenacurnyn@gmail.com>
Sent: Wednesday, January 31, 2024 7:00 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Elena Curnyn

Mejia, Xiomara (BOA)

From: Mark Aaker <markaaker@yahoo.com>
Sent: Wednesday, January 31, 2024 7:01 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Please keep the Great Highway Park.

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

Dear Coastal Commissioners,

Please continue the Great Highway Park in San Francisco. I live two blocks from the Great Highway, and use the closed roadway on weekends for walking. I am impressed with the number of people who use the closed roadway to walk, jog, bike, stroll, and otherwise enjoy the car-free coastal access. When car-free, the Highway is much safer, and free of the car exhaust and noise.

Thank you,

Mark Aaker
3535 Wawona St Unit 417
San Francisco, CA 94116
markaaker@yahoo.com
(408)857-4329

Mejia, Xiomara (BOA)

From: Arnel Bautista <afb235@gmail.com>
Sent: Wednesday, January 31, 2024 7:02 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Arnel Bautista
Resident, District 4

Mejia, Xiomara (BOA)

From: C G <chetana.guliani@gmail.com>
Sent: Wednesday, January 31, 2024 7:05 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Chetana Guliani

Regards,
Chetana Guliani.
W: [LinkedIn](#)

Mejia, Xiomara (BOA)

From: Nicholas Waters <nrw@berkeley.edu>
Sent: Wednesday, January 31, 2024 7:08 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Nick

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Patrick Gallagher <pjgallagher2010@gmail.com>
Sent: Wednesday, January 31, 2024 7:11 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Patrick J. Gallagher
(925)-286-0285
pjgallagher2010@gmail.com

Mejia, Xiomara (BOA)

From: Samantha McNabola <samanthamcnabola@gmail.com>
Sent: Wednesday, January 31, 2024 7:12 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: impermanence <mailbox001@roseviolet.ink>
Sent: Wednesday, January 31, 2024 7:13 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Noriko Nakano

Mejia, Xiomara (BOA)

From: Rick Cox <rick.cox@gmail.com>
Sent: Wednesday, January 31, 2024 7:15 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPad

Mejia, Xiomara (BOA)

From: Edward Smith <edsohsmith@gmail.com>
Sent: Wednesday, January 31, 2024 7:18 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses. Thank you,

Mejia, Xiomara (BOA)

From: Elroi Carpenter <smileyjetson@icloud.com>
Sent: Wednesday, January 31, 2024 7:18 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

San Francisco resident.

Mejia, Xiomara (BOA)

From: eileengshanahan@gmail.com
Sent: Wednesday, January 31, 2024 7:19 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Cindy Lutz <cindykate@msn.com>
Sent: Wednesday, January 31, 2024 7:23 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Cindy Lutz
2034 30th Avenue
94116

Mejia, Xiomara (BOA)

From: Chrissy Brady-Smith <email4cbs@gmail.com>
Sent: Wednesday, January 31, 2024 7:23 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Christina Brady-Smith
son Cody 10months

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Lindsey Pollock <lindseyrpollock@gmail.com>
Sent: Wednesday, January 31, 2024 7:25 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Lindsey

Mejia, Xiomara (BOA)

From: Willett Moss <willettmoss@gmail.com>
Sent: Wednesday, January 31, 2024 7:28 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Willett Moss
SF District 8 Resident

Mejia, Xiomara (BOA)

From: Paula Katz <paulagiants@gmail.com>
Sent: Wednesday, January 31, 2024 7:29 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Please Keep the Great Highway Park weekend compromise. Reject appeals 23-062,
23-064, 23-065

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

Dear Commissioners,

I love walking on the Upper Great Highway on weekends when it is closed to cars, as do thousands upon thousands of other SF residents and visitors. I want the weekend closure to cars to continue. So I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk to Ocean Beach and nearby businesses.

Thank you,

Paula Katz
District 4 resident who lives 4 blocks from the Great Highway Park

Mejia, Xiomara (BOA)

From: Heather Brady <hbrady6@gmail.com>
Sent: Wednesday, January 31, 2024 7:37 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Heather Brady

Mejia, Xiomara (BOA)

From: Kayle Barnes <kaylebarnes@gmail.com>
Sent: Wednesday, January 31, 2024 7:37 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Kaylé Barnes

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Jessica Kench <jskench@gmail.com>
Sent: Wednesday, January 31, 2024 7:39 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Jessica Kench

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Helen Segal <helen.segal1935@gmail.com>
Sent: Wednesday, January 31, 2024 7:40 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Helen Segal

Mejia, Xiomara (BOA)

From: Kimberly Swan <kswan2go@yahoo.com>
Sent: Wednesday, January 31, 2024 7:40 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone - embrace my brevity.

Mejia, Xiomara (BOA)

From: Robin McCarthy <rpm421@gmail.com>
Sent: Wednesday, January 31, 2024 7:41 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Jeanne Finley <jcfinley55@gmail.com>
Sent: Wednesday, January 31, 2024 7:42 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Jeanne

jeanne c finley
Professor of Film and Graduate Fine Art
California College of the Arts

https://url.avanan.click/v2/___http://www.finleymuse.com/___YXAzOnNmZHqYOmE6bzphZjU2N2RIMjAyZjkyM2U5MmE1NDNhYWQxZDBjNGQwNzo2OjY3ZmY6YWM1MzY0OTA4NTI4YmM2NjNIMGJIMTE2NTc5OTgzYmE1ODVkdDQwOGU5Nzk0ODk2OTY0ZDRjYzcwYzAwMzcxNDp0OKY
https://url.avanan.click/v2/___https://www.redboatcrossing.com/___YXAzOnNmZHqYOmE6bzphZjU2N2RIMjAyZjkyM2U5MmE1NDNhYWQxZDBjNGQwNzo2OjY3ZmY6YWM1MzY0OTA4NTI4YmM2NjNIMGJIMTE2NTc5OTgzYmE1ODVkdDQwOGU5Nzk0ODk2OTY0ZDRjYzcwYzAwMzcxNDp0OKY
https://url.avanan.click/v2/___https://www.journeysbeyondthecosmodrome.com___YXAzOnNmZHqYOmE6bzphZjU2N2RIMjAyZjkyM2U5MmE1NDNhYWQxZDBjNGQwNzo2OjY3ZmY6YWM1MzY0OTA4NTI4YmM2NjNIMGJIMTE2NTc5OTgzYmE1ODVkdDQwOGU5Nzk0ODk2OTY0ZDRjYzcwYzAwMzcxNDp0OKY
https://url.avanan.click/v2/___https://www.aradicalstitch.com/___YXAzOnNmZHqYOmE6bzphZjU2N2RIMjAyZjkyM2U5MmE1NDNhYWQxZDBjNGQwNzo2OjY3ZmY6YWM1MzY0OTA4NTI4YmM2NjNIMGJIMTE2NTc5OTgzYmE1ODVkdDQwOGU5Nzk0ODk2OTY0ZDRjYzcwYzAwMzcxNDp0OKY

Mejia, Xiomara (BOA)

From: Colleen Rubin-Buchalski <colleenrb@gmail.com>
Sent: Wednesday, January 31, 2024 7:43 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Colleen Apgar

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Inke Noel <inkedesign@gmail.com>
Sent: Wednesday, January 31, 2024 7:46 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Inke

Response sent from my Phone.

Mejia, Xiomara (BOA)

From: Brian Sousa <brianvs0890@gmail.com>
Sent: Wednesday, January 31, 2024 7:48 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Brian Sousa

Mejia, Xiomara (BOA)

From: Michelle Agbayani <mkagbayani@gmail.com>
Sent: Wednesday, January 31, 2024 7:54 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Michelle agbayani

Sent from my iPhone

Mejia, Xiomara (BOA)

From: JS <jmsdo@sbcglobal.net>
Sent: Wednesday, January 31, 2024 7:56 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
John Springer
42nd avenue

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Tyler Jones <jtjones415@gmail.com>
Sent: Wednesday, January 31, 2024 7:57 PM
To: ChanStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Tyler

Mejia, Xiomara (BOA)

From: David Getzler <david.getzler@gmail.com>
Sent: Wednesday, January 31, 2024 7:57 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

I am a 68 year old cyclist and love enjoying the Great Highway on Friday afternoons and weekends. I take my granddaughter often and she has the freedom to ride her stryder bike alongside me without the threat and danger of cars. The enjoyment of the ocean is crucial to my health and well being and if you saw how many of us enjoy it, I think it would bring a smile to your faces knowing you are doing the right thing by upholding the Coastal Zone Permit.

I live in the Outer Sunset and the Great Highway Park has greatly improved the safety of my neighborhood when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

David Getzler
415-816-5477

Mejia, Xiomara (BOA)

From: Cory Jircitano <cjircitano@gmail.com>
Sent: Wednesday, January 31, 2024 8:00 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Cory

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Laurence Delisle <laurencedelisle@gmail.com>
Sent: Wednesday, January 31, 2024 8:01 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Jon Pierucci <jon.pierucci@yahoo.com>
Sent: Wednesday, January 31, 2024 8:01 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

I am a native and lifelong San Franciscan who grew up close to the Great Highway—right near the zoo—and have never been able to enjoy the GH and environs as much as now with the road closed. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline.

This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Jon Pierucci

Mejia, Xiomara (BOA)

From: catherine <catandnat@gmail.com>
Sent: Wednesday, January 31, 2024 8:01 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Catherine

Mejia, Xiomara (BOA)

From: Meredith Nelson <meredithgn@gmail.com>
Sent: Wednesday, January 31, 2024 8:05 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Patricia Wise <pawise52@gmail.com>
Sent: Wednesday, January 31, 2024 8:07 PM
To: BoardofAppeals (PAB)
Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065;

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

San Francisco Board of Appeals
49 South Van Ness, Suite 1475
San Francisco, CA 94103
BoardofAppeals@sfgov.org

Patricia Wise
2062 Great Hwy
Email: pawise52@gmail.com

Date: Jan. 31, 2024

Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets.
Hearing Date: February 7, 2024 at 5:00 pm
City Hall, Room 416

Dear Commissioners,

I am a concerned resident writing to voice my opinion on the closures of the Upper Great Highway between Lincoln Way and Sloat Blvd., and the retroactive issuance of a Coastal Zone Permit. Please record my public comments which are in support of the above-referenced 3 appeals filed with your office. I support the Appellants for all the reasons they stated in their three briefs, and I support the idea of engaging in a comprehensive environmental review before a permit is issued for coastal development. I ask that you please do not approve the retroactive issuance of a Coastal Zone Permit for this section of the Great Highway.

The traffic in front of and behind my house when the Great Highway is closed is invasive. I watch first responders trying to navigate the speed bumps that were placed on the lower Great Highway and I'm thankful that they are not trying to save my life or put out a fire at my house.

The Great Highway is a highway, not a park, and if you lived here, you would know that.

Sincerely,
Patricia Wise
Concerned Citizen
District 4
pawise52@gmail.com

Mejia, Xiomara (BOA)

From: Sonia King <sonia@mosaicworks.com>
Sent: Wednesday, January 31, 2024 8:05 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sonia King

https://url.avanan.click/v2/___http://www.mosaicworks.com___YXAzOnNmZHQyOmE6bzpkZDU0ZmM1N2U1M2FmOG RkZTEyMjcyZTA1OTQ1MDFkYTo2OjA1Mzg6YjYyZmYzMDJhMDC2MGViZjFjMjI1MzhhMDIjYzFkMTYwMGI0ZDVkMjJj Yzk3ZDQxOTNmM2E2NzdINWExYTpwOIQ

"Mosaic is hard. Art is harder."

Mejia, Xiomara (BOA)

From: Hanna Pittock <hannapittock@gmail.com>
Sent: Wednesday, January 31, 2024 8:13 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Hanna Pittock

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Sasha Ponomareva <sashaponomareva92@gmail.com>
Sent: Wednesday, January 31, 2024 8:14 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; ChanStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. Without exaggeration, this park has changed my life for the better. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Sasha Ponomareva

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Sasha Ponomareva <sashaponomareva92@gmail.com>
Sent: Wednesday, January 31, 2024 8:14 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; ChanStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. Without exaggeration, this park has changed my life for the better. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Sasha Ponomareva

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Sarah Katz-Hyman <skatzhyman@gmail.com>
Sent: Wednesday, January 31, 2024 8:14 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Also look at this photo of my dog, literally sleeping in a bike basket on the Great Highway a few weekends ago. What a dream come true, please don't take that away.



Thank you,

Sarah Katz-Hyman

Mejia, Xiomara (BOA)

From: richie rifle <richierifle@gmail.com>
Sent: Wednesday, January 31, 2024 8:16 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I'm a resident of the Outer Sunset, and a regular user of the Great Highway Park.

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Andrew Camp <andrewcampmobile@gmail.com>
Sent: Wednesday, January 31, 2024 8:17 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Andrew Camp
(Concerned Outer Sunset Resident on Judah)

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Chris Bergeron <chber47@gmail.com>
Sent: Wednesday, January 31, 2024 8:19 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the tens of thousands of San Franciscans and visitors who visit Great Highway Park to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk, bike, or take the bus to Ocean Beach and nearby businesses and homes.

Thank you,

Chris Bergeron
(802) 825-1874

2346 Clement St Apt 2
San Francisco, CA 94121

Mejia, Xiomara (BOA)

From: Gene Miguel <genemiguel@gmail.com>
Sent: Wednesday, January 31, 2024 8:19 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses. Thank you,

Gene Miguel
(415) 294-0722

Mejia, Xiomara (BOA)

From: Nicholas Lipanovich <nicholas.lipanovich@gmail.com>
Sent: Wednesday, January 31, 2024 8:20 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Nick Lipanovich, Outer Sunset resident

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Liz Paley <paleyliz@gmail.com>
Sent: Wednesday, January 31, 2024 8:21 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Daisy Allen <daisyeallen@gmail.com>
Sent: Wednesday, January 31, 2024 8:22 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Daisy Allen

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Ann Hess <annhess57@gmail.com>
Sent: Wednesday, January 31, 2024 8:22 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Devon Bella <devonbella@gmail.com>
Sent: Wednesday, January 31, 2024 8:23 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Devon Bella

Mejia, Xiomara (BOA)

From: Shannon Cairns <cairns.shannon@gmail.com>
Sent: Wednesday, January 31, 2024 8:26 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Shannon

Shannon Cairns
415-816-8730

Mejia, Xiomara (BOA)

From: Nazia Stevens <naziastevens@gmail.com>
Sent: Wednesday, January 31, 2024 8:26 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Nazia Stevens

Mejia, Xiomara (BOA)

From: Geraldine Harding <gerihopeharding@gmail.com>
Sent: Wednesday, January 31, 2024 8:26 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Geraldine Harding
Outer Sunset Resident

Mejia, Xiomara (BOA)

From: Mark Luskus <luskusm@gmail.com>
Sent: Wednesday, January 31, 2024 8:26 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

Things like this make our city incredible. I go every single weekend and see hundreds if not thousands of people walking, biking, laughing, scooting, running, etc etc. What an incredible loss it would be if it just went back to cars.

If we want to be a transit first city then let's act like it.

Mejia, Xiomara (BOA)

From: Halle Yungmeyer <halleyungmeyer@gmail.com>
Sent: Wednesday, January 31, 2024 8:27 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Robert R. <rkrockefeller@yahoo.com>
Sent: Wednesday, January 31, 2024 8:32 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Robert Rockefeller

Mejia, Xiomara (BOA)

From: Blade Corwin <jbladecorwin@gmail.com>
Sent: Wednesday, January 31, 2024 8:32 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPad

Mejia, Xiomara (BOA)

From: annadib@pacbell.net
Sent: Wednesday, January 31, 2024 8:35 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Anna Dibble

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Erica Fox <ericabfox@gmail.com>
Sent: Wednesday, January 31, 2024 8:35 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Erica Fox

Mejia, Xiomara (BOA)

From: Samantha Puth <samantha.puth@gmail.com>
Sent: Wednesday, January 31, 2024 8:36 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Anthony Bernheim <abernheim@sbcglobal.net>
Sent: Wednesday, January 31, 2024 8:38 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Anthony.

Anthony Bernheim, FAIA

LEED® Fellow

Sustainable Built Environments
38 Samoset Street
San Francisco, CA 94110
Mobile: 415.312.2065
abernheim@sbcglobal.net

Mejia, Xiomara (BOA)

From: Camila Mize <hi.mx.mize@gmail.com>
Sent: Wednesday, January 31, 2024 8:39 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Camila

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Jonathan Perel <pereljon@me.com>
Sent: Wednesday, January 31, 2024 8:38 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

—
Cheers,
jP

Mejia, Xiomara (BOA)

From: Melissa Bolandi <melissabolandi@yahoo.com>
Sent: Wednesday, January 31, 2024 8:39 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Finally, more people are coming to enjoy the beach because of the pilot, increasing a greater sense of community, a healthier environment for children and increasing opportunities for supporting small businesses in the Sunset district. The city's history always had a promenade, including Playland, the Cliff House and other landmarks that would create the same access and enjoyment of the beach that the pilot is recreating on a smaller scale today.

Thank you,

Melissa Bolandi

Mejia, Xiomara (BOA)

From: Taylor Emerson <t.emerson.sf@gmail.com>
Sent: Wednesday, January 31, 2024 8:40 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Taylor Emerson
37 year resident of D1

Mejia, Xiomara (BOA)

From: Allan <allangersten@gmail.com>
Sent: Wednesday, January 31, 2024 8:40 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

Although the copy below was not written by me, I could not agree more. I live 2 blocks from the Great Highway and the access on the weekend means everything to us.

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Allan Gersten

Mejia, Xiomara (BOA)

From: eric.lubeck@gmail.com
Sent: Wednesday, January 31, 2024 8:41 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Annie Stroud <mcfadden.annie@gmail.com>
Sent: Wednesday, January 31, 2024 8:46 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Annie Stroud

Mejia, Xiomara (BOA)

From: Dan Federman <dfed@me.com>
Sent: Wednesday, January 31, 2024 8:47 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Best,
- Dan Federman (he/him)

D5 resident

Mejia, Xiomara (BOA)

From: Madeleine Zayas <madelaine@mzmdesignworks.com>
Sent: Wednesday, January 31, 2024 8:52 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); northcentralcoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from Samsung Galaxy smartphone.
Get [Outlook for Android](#)

Mejia, Xiomara (BOA)

From: Meredith Kurpius <mkurpius@gmail.com>
Sent: Wednesday, January 31, 2024 8:52 PM
To: BoardofAppeals (PAB)
Subject: Appeal no. 23-064

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

I support appeal no. 23-064 because the city has not yet put in place a safe and effective alternative route to the Upper Great Hwy.

Sincerely
Meredith Bauer

Mejia, Xiomara (BOA)

From: Toby Peelle <tobypeelle@gmail.com>
Sent: Wednesday, January 31, 2024 8:52 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Toby

Mejia, Xiomara (BOA)

From: Lori Beltran <lori.beltran@gmail.com>
Sent: Wednesday, January 31, 2024 8:54 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Lori Beltran

Sent from my iPhone

Mejia, Xiomara (BOA)

From: John Capener <thecapenercrew@icloud.com>
Sent: Wednesday, January 31, 2024 8:55 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Mathews Stefanie <mathews.stefanie@gmail.com>
Sent: Wednesday, January 31, 2024 8:57 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Stefanie Mathews

Mejia, Xiomara (BOA)

From: Samantha Ancona Esselmann <sam.ancona@icloud.com>
Sent: Wednesday, January 31, 2024 8:57 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Samantha Ancona Esselmann

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Arlene Waksberg <arlenewaksberg@sbcglobal.net>
Sent: Wednesday, January 31, 2024 8:58 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

I know this is a form letter but I wanted to add a personal note. My friend and I, two 78 year old women with knee replacements, have been walking the Great Highway every weekend since the pandemic. We both so appreciate having a flat, safe place to walk, not to mention the beautiful scenery. There are always loads of people walking, running, bicycling and teaching their children to bicycle when we are there. I can't think of a better use of the space than allowing people to enjoy the great outdoors.

Thank you,
Arlene Waksberg

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Matthew Stevens <matthew.stevens732@gmail.com>
Sent: Wednesday, January 31, 2024 8:59 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am a San Francisco resident and writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Matt Stevens
San Francisco Resident

Mejia, Xiomara (BOA)

From: Andy Ia <andyia475@gmail.com>
Sent: Wednesday, January 31, 2024 9:06 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Camille Laturno <cacayan@yahoo.com>
Sent: Wednesday, January 31, 2024 9:06 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Camille Laturno
Sent from my iPhone

Mejia, Xiomara (BOA)

From: Stephen Lambe <stephen_lambe@icloud.com>
Sent: Wednesday, January 31, 2024 5:04 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Stephen Lambert

Mejia, Xiomara (BOA)

From: Jo N <joverflow415@gmail.com>
Sent: Wednesday, January 31, 2024 9:09 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: PLEASE Keep the Great Highway Park weekend compromise. Reject appeals 23-062,
23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Joseph Ng
Sunset resident

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Rachel Staff <rachel.a.staff@gmail.com>
Sent: Wednesday, January 31, 2024 9:25 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Rachel Staff

Mejia, Xiomara (BOA)

From: Lisa Perlmutter <lisaperlmutter415@gmail.com>
Sent: Wednesday, January 31, 2024 9:32 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Deb Wells <debwells6@sonic.net>
Sent: Wednesday, January 31, 2024 9:33 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Eric Wooley <ewooley@gmail.com>
Sent: Wednesday, January 31, 2024 9:37 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park regularly walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Eric Wooley

Mejia, Xiomara (BOA)

From: David Roth <dxr@dxr.org>
Sent: Wednesday, January 31, 2024 9:38 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Kevin LaPorte <kevin.laporte4@gmail.com>
Sent: Wednesday, January 31, 2024 9:39 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: mathew lopez <younglopez1@gmail.com>
Sent: Wednesday, January 31, 2024 9:43 PM
To: BoardofAppeals (PAB)
Subject: Appeal NO. 23-064

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

This is my letter of support for appeal number 23-064. The great highway needs to remain open. It is a vital artery for working class people that need to drive to work every day shutting down the great highway ads to gentrification, dangerous, driving conditions within the sunset, and lowers the quality of life because of traffic And noise. The great highway closure creates so many problems and around the sun and it prioritizes recreational time for upper middle-class people over the work in classes, ability to get to work and maintain their lives. The middle-class people that built the Sunset have been overlooked in the decision the highway down, and I believe it is shut down permanently ever there will be homeless encampments on the highway.

Thank you,

Matt lopez lifelong Sunset resident and business owner.
Sent from my iPhone

Mejia, Xiomara (BOA)

From: Tugce Yegul <tugce.yegul@gmail.com>
Sent: Wednesday, January 31, 2024 9:43 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline.

This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Nakiye Tugce Yegul

Mejia, Xiomara (BOA)

From: Laurel Sipes <laurelsipes@gmail.com>
Sent: Wednesday, January 31, 2024 9:53 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Laurel Sipes, San Francisco resident

Mejia, Xiomara (BOA)

From: Paul Lee <frothy.cs@gmail.com>
Sent: Wednesday, January 31, 2024 9:56 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Paul Lee
1311 La Playa St, San Francisco, CA 94122
415-845-4940

Mejia, Xiomara (BOA)

From: Annie Pappin <anniepappin@gmail.com>
Sent: Wednesday, January 31, 2024 9:57 PM
To: BoardofAppeals (PAB)
Subject: I support appeal no. 23-064

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

I support the appeal (no. 23-063) for these reasons:

1. diverting thousands of vehicles onto our residential streets has created safety issues due to reckless and frustrated drivers traveling down our neighborhood streets at unlawful speeds. General adherence to traffic laws is low, putting our family, children and fellow neighbors in danger.
2. Issues of noise and fume pollution are also a major concern as it has made spending time outside directly in front of our house, or simply leaving windows open untenable. Living on the Lower Great highway has become stressful and no longer feels safe.

Thank you for your lawful consideration,
DeAnna Pappin

2044 Great Hwy, San Francisco, CA 94116

Mejia, Xiomara (BOA)

From: David Enloe <davidenloe@gmail.com>
Sent: Wednesday, January 31, 2024 9:57 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

David Enloe

David Enloe
415-260-6332

Mejia, Xiomara (BOA)

From: Caitlin Stanton <caitlinstanton44@gmail.com>
Sent: Wednesday, January 31, 2024 9:59 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Софья Анисович <vilenova.s@gmail.com>
Sent: Wednesday, January 31, 2024 9:59 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Catharine Lamb <catharinelamb@gmail.com>
Sent: Wednesday, January 31, 2024 10:03 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Catharine Lamb

Mejia, Xiomara (BOA)

From: Michelle <mfongson@gmail.com>
Sent: Wednesday, January 31, 2024 10:06 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Best Regards,
Michelle Fongson

**Commercial Learning Manager | Intuitive Surgical, Inc. | 1020 Kifer Road,
Sunnyvale, CA 94086 | Phone: 408.482.0774**

Mejia, Xiomara (BOA)

From: Martha Abbene <mabbene2001@yahoo.com>
Sent: Wednesday, January 31, 2024 10:08 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Martha Abbene
4316 Kirkham Street
SF

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Heather Bhide <heatforher@gmail.com>
Sent: Wednesday, January 31, 2024 10:09 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Heather bhide

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Brian Renz <brianrenz@gmail.com>
Sent: Wednesday, January 31, 2024 10:24 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent by Brian R

Mejia, Xiomara (BOA)

From: Eric DiIulio <ediulio@gmail.com>
Sent: Wednesday, January 31, 2024 10:22 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. Two of my children have learned to ride their bikes on Great Highway and it has become a wonderful place to exercise, recreate, and see our neighbors and friends. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Eric DiIulio

Sent from my phone.

Mejia, Xiomara (BOA)

From: RICHARD EHLING <ehlingmd@yahoo.com>
Sent: Wednesday, January 31, 2024 10:26 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Rick Ehling

P.S. I honestly think the road, or at least the outer half, should be closed to cars all week. This beach and the dunes are a natural wonder. Reworking street traffic to unidirectional flow is under used in San Francisco, it needs to be done more.

Mejia, Xiomara (BOA)

From: Gerald <gkangelaris@yahoo.com>
Sent: Wednesday, January 31, 2024 10:40 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Gerald Kangelaris

Mejia, Xiomara (BOA)

From: bodymindwork (null) <bodymindwork@aol.com>
Sent: Wednesday, January 31, 2024 10:41 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank

Mejia, Xiomara (BOA)

From: Jenna McAnulty <jlynmcanulty@gmail.com>
Sent: Wednesday, January 31, 2024 10:41 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Jenna

Mejia, Xiomara (BOA)

From: Noel McNabola <nmcnabola@sdmayer.com>
Sent: Wednesday, January 31, 2024 10:42 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Noel McNabola
Sent from my iPhone

Mejia, Xiomara (BOA)

From: jenifer twiford <jenifer.twiford@gmail.com>
Sent: Wednesday, January 31, 2024 10:42 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

I absolutely love being able to ride my bike across town from the Mission and ride along the great highway along the ocean with my fellow walkers, skaters, bikers and everyone who joins in celebrating this amazing place along the ocean in our beautiful city!!

Thank you,

Jenifer Twiford

Mejia, Xiomara (BOA)

From: G <geoffslaw@gmail.com>
Sent: Wednesday, January 31, 2024 10:46 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

-Geoff

Mejia, Xiomara (BOA)

From: Emily Retemeyer <eretemeyer@gmail.com>
Sent: Wednesday, January 31, 2024 10:53 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Emily Retemeyer

Mejia, Xiomara (BOA)

From: Robbie Vivat <rvivat@gmail.com>
Sent: Wednesday, January 31, 2024 10:53 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Rachel Logan <rachel.n.logan@gmail.com>
Sent: Wednesday, January 31, 2024 10:55 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Rachel Logan

Mejia, Xiomara (BOA)

From: Jean Barish <jeanbbarish@hotmail.com>
Sent: Wednesday, January 31, 2024 10:55 PM
To: BoardofAppeals (PAB)
Subject: Public Comment in Support of Appeals Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and Surrounding Streets
Attachments: Board of Appeals Re. Great Highway Coastal Zone Permit 24_01_31.docx

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

Please see the attached letter regarding the referenced Appeals scheduled to be heard by the Board of Appeals on Feb. 7, 2024.

Thank you for your assistance.

Jean
Jean B Barish
jeanbbarish@hotmail.com

Mejia, Xiomara (BOA)

From: Laura Coleman <lauracolemann13@gmail.com>
Sent: Wednesday, January 31, 2024 10:56 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

The great highway weekend closure is extremely important to me. I believe the nature of compromise is that it to not ever be overturned, and I am dismayed to write this email at all. We are desperate for community in the outer sunset, do not take the (literal) small strip we have away from us.

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Laura Coleman of Irving St & 39th

Mejia, Xiomara (BOA)

From: Sarah Gudernatch Smith <sarah.gudernatch@gmail.com>
Sent: Wednesday, January 31, 2024 11:01 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

I'm a proud Outer Sunset home owner and we LOVE our neighborhood, city, community and especially this the Great Highway Park! My 5yo learned how to ride her bike on the park, my neurodiverse 8yo gets to get his energy out, and I walk or run in it every weekend, even in the rain. It is such a blessing to our family and community.

Thank you,
Sarah

Mejia, Xiomara (BOA)

From: Anu Kotay <anukotay@hotmail.com>
Sent: Wednesday, January 31, 2024 11:08 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); northcentralcoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Anu Kotay
Outer Sunset Resident

Sent from my Verizon, Samsung Galaxy smartphone
Get [Outlook for Android](#)

Mejia, Xiomara (BOA)

From: Giana Calvello <gcalvello@gmail.com>
Sent: Wednesday, January 31, 2024 11:11 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you!!

Mejia, Xiomara (BOA)

From: Jim Stephenson <jimstephenson3@gmail.com>
Sent: Wednesday, January 31, 2024 11:20 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Jim Stephenson

Mejia, Xiomara (BOA)

From: Elena Rios <odessa007@gmail.com>
Sent: Wednesday, January 31, 2024 6:09 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Gayathri Soundranayagam <gayathrinw@gmail.com>
Sent: Wednesday, January 31, 2024 11:49 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Kush Mittal <kushi.mittal@gmail.com>
Sent: Wednesday, January 31, 2024 11:53 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Katherine Roberts <grrlfriday@mac.com>
Sent: Wednesday, January 31, 2024 11:58 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and to some extent furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline — even though it's only on weekends — and providing safe space on weekends for kids, seniors, and the entire community to benefit from the coast, even though it's currently on weekends only. Maintaining this pilot even though it's on weekends only allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway, which hopefully will be closed to cars completely every day of the week instead of on weekends only as it now is.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses, even though this is true on weekends only, and the rest of the week it's just as dangerous as ever for everyone who's not inside a car, which is supposedly antithetical to all the values San Francisco espouses, but nonetheless, there you have it.

Most sincerely yours — and please don't make this situation any worse than it already is by infringing even more on basic pedestrian safety than you're already doing —

Katherine Roberts

Sent from my iPod

Mejia, Xiomara (BOA)

From: Steph Chan <stephchan28@gmail.com>
Sent: Thursday, February 1, 2024 12:56 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Stephanie

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Dustin Palmer <dbpalmer4@gmail.com>
Sent: Thursday, February 1, 2024 2:02 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Jen De Melo <jendemelo8@gmail.com>
Sent: Thursday, February 1, 2024 2:37 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Jen De Melo
jendemelo8@gmail.com
+1.650.207.4532

Mejia, Xiomara (BOA)

From: Lisa Ferragano <lisaferragano@hotmail.com>
Sent: Thursday, February 1, 2024 3:48 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: wendy murphy <scrappylynn@yahoo.com>
Sent: Thursday, February 1, 2024 5:20 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Wendy Herzenberg
1883 47th ave

Sent from my iPhone

Mejia, Xiomara (BOA)

From: David Adam <delceg.david@icloud.com>
Sent: Thursday, February 1, 2024 5:23 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
David Adam

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Susan Reichert Wong <susanreichertwong@yahoo.com>
Sent: Thursday, February 1, 2024 5:41 AM
To: BoardofAppeals (PAB)
Subject: please think of asll citizens

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

San Francisco Board of Appeals
49 South Van Ness, Suite 1475
San Francisco, CA 94103
BoardofAppeals@sfgov.org

From:
Susan Reichert Wong
District 4
Email: susanreichertwong@yahoo.com
Feb. 1, 2024

Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets.
Hearing Date: February 7, 2024 at 5:00 pm
City Hall, Room 416

Dear Commissioners,

I am a concerned resident writing to voice my opinion on the closures of the Upper Great Highway between Lincoln Way and Sloat Blvd., and the retroactive issuance of a Coastal Zone Permit. Please record my public comments which are in support of the above-referenced 3 appeals filed with your office. I support the Appellants for all the reasons they stated in their three briefs, and I support the idea of engaging in comprehensive environmental review before a permit is issued for coastal development. I ask that you please do not approve the retroactive issuance of a Coastal Zone Permit for this section of the Great Highway.

Please care about all of us and not just the powerful Bike Coalition !!!!!

Sincerely,

Name: Susan Reichert Wong
Concerned Citizen

-
-
-
-

Mejia, Xiomara (BOA)

From: Petia Kremen <monardabiz@gmail.com>
Sent: Thursday, February 1, 2024 5:47 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Lauren Miller <lauren.o.miller@gmail.com>
Sent: Thursday, February 1, 2024 6:09 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Lauren Miller

Mejia, Xiomara (BOA)

From: Jessica Kolahi <jessica.a.gilchrist@gmail.com>
Sent: Thursday, February 1, 2024 6:32 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

PLEASE KEEP THE GREAT HIGHWAY PARK OPEN!!

Thank you,
Jessica, Claire, and Kevin Kolahi
2555 33rd ave, San Francisco, CA 94116

Mejia, Xiomara (BOA)

From: Adi Zimmerman <adizimmerman1@gmail.com>
Sent: Thursday, February 1, 2024 6:34 AM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Adi

Mejia, Xiomara (BOA)

From: Grant Ingram <grant.ingram@yahoo.com>
Sent: Thursday, February 1, 2024 7:07 AM
To: BoardofAppeals (PAB)
Subject: Revoke Rec & Park Coastal Permit(Upper Great Highway)

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

I am a San Francisco resident voicing support to revoke the Coastal Permit issued to Rec and Park regarding the Upper Great Highway closure.

As I understand it, the Rec and Park did not perform the requisite environmental review. The failure to do so is a violation of law, the remedy is to roll back the action.

Allowing Rec and Park to skirt this requirement sets a horrible precedent. They can ignore requirements and without consequence.

On a practical level, the environmental study would have revealed the negative consequences of the decision, including the heavy influx of cars diverted into the adjacent Outer Sunset streets causing more congestion and pollution, and the increased erosion of the ice plant adjacent to the Highway caused by people and their dogs trampling the plants.

Thank you for your consideration.

Grant Ingram
D1 Resident
San Francisco, CA.

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Mike Regan <myoldgoat@yahoo.com>
Sent: Thursday, February 1, 2024 7:09 AM
To: BoardofAppeals (PAB)
Cc: Judi Gorski
Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets.

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

Dear Commissioners,

I am a concerned resident writing to voice my opinion on the closures of the Upper Great Highway between Lincoln Way and Sloat Blvd., and the retroactive issuance of a Coastal Zone Permit. Please record my public comments which are in support of the above-referenced 3 appeals filed with your office. I support the Appellants for all the reasons they stated in their three briefs, and I support the idea of engaging in comprehensive environmental review before a permit is issued for coastal development. I ask that you please do not approve the retroactive issuance of a Coastal Zone Permit for this section of the Great Highway.

I am a retired disabled Veteran I, along with many other Veterans, utilize that highway to get to Ft. Miley VA hospital for our medical needs. I have seen and spoken with numerous Veteran transportation drivers who tell me that the Vets are much happier when they can use the road and view the Ocean after their VA appointments. I know for me, it makes a big difference.

Sincerely,

Michael S. Regan
Concerned Citizen
66 Entrada Ct. 94127
myoldgoat@yahoo.com

Mejia, Xiomara (BOA)

From: Lindsey Lutts <photolindsey@yahoo.com>
Sent: Thursday, February 1, 2024 7:10 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Lindsey McGuire

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Emily Voigtlander <emily.voigtlander@gmail.com>
Sent: Thursday, February 1, 2024 7:21 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Emily Seliger

Mejia, Xiomara (BOA)

From: Barbara Butler <barbara@barbarabutler.com>
Sent: Thursday, February 1, 2024 7:22 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Barbara Butler
650-333-6953
Sent from my mobile

Mejia, Xiomara (BOA)

From: Claire Vela <claire.m.vela@gmail.com>
Sent: Thursday, February 1, 2024 7:22 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Claire Vela

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Kelvin Yap <kelvin.yap@gmail.com>
Sent: Thursday, February 1, 2024 7:27 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Cheers,
Kelvin

Mejia, Xiomara (BOA)

From: Jim Boyer <jimbo2510@icloud.com>
Sent: Thursday, February 1, 2024 7:31 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses. Let's make the Great Highway a fun and safe place for visitors.

Thank you,

Jim & Judy Boyer, 2510 47th Avenue

Mejia, Xiomara (BOA)

From: Debbie Leifer and Howard Schwartz <debhowj@comcast.net>
Sent: Wednesday, January 31, 2024 9:48 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS); northcentralcoast@coastal.ca.gov; ChanStaff (BOS); Great Highway Park
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Debra Leifer

Sent from my T-Mobile 5G Device
Get [Outlook for Android](#)

Mejia, Xiomara (BOA)

From: Tara McAteer <taramcateer@icloud.com>
Sent: Thursday, February 1, 2024 7:39 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Tara McAteer
Outer Sunset

Mejia, Xiomara (BOA)

From: Tara McAteer <taramcateer@icloud.com>
Sent: Thursday, February 1, 2024 7:39 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Lauren Sloss <lauren.sloss@gmail.com>
Sent: Thursday, February 1, 2024 7:41 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Lauren Sloss

Mejia, Xiomara (BOA)

From: Sandeep Tata <sandeep.tata@gmail.com>
Sent: Thursday, February 1, 2024 7:48 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sandeep

Mejia, Xiomara (BOA)

From: John Espenhahn <john@espenhahn.org>
Sent: Thursday, February 1, 2024 7:49 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
John Espenhahn

Mejia, Xiomara (BOA)

From: Kelsey Guarino <kelsey.joyce8161@gmail.com>
Sent: Thursday, February 1, 2024 7:50 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Bernie McGinn <bernie.mcginn@gmail.com>
Sent: Thursday, February 1, 2024 7:54 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I have been a resident of the Outer Sunset for 12 years, and have been a homeowner on 42nd Ave for 7 years. The Great Highway park is one of the best things that has happened to for residents in the Outer Sunset in my time here.

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Ryan Malabed <rmalabed@gmail.com>
Sent: Thursday, February 1, 2024 7:56 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Ryan Malabed

Mejia, Xiomara (BOA)

From: Cedric Crocker <cedriccrocker@gmail.com>
Sent: Thursday, February 1, 2024 8:00 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Cedric Crocker
San Francisco resident and Sunset district native

Mejia, Xiomara (BOA)

From: Donna <fotoohid@yahoo.com>
Sent: Thursday, February 1, 2024 8:02 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

I am one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Please keep the Great Highway car free !

Thank you,

Donna Fotoohi

Mejia, Xiomara (BOA)

From: Mark Nguyen <nguyenmp605@gmail.com>
Sent: Thursday, February 1, 2024 8:04 AM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses. Thank you, Mark N

Mejia, Xiomara (BOA)

From: Tracey Johnson <trackyjohnson@gmail.com>
Sent: Thursday, February 1, 2024 8:10 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Tracey Johnson

Mejia, Xiomara (BOA)

From: Jacob Esparza <jacobespa@icloud.com>
Sent: Thursday, February 1, 2024 8:18 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

For once, can tax paying San Francisco families receive something for their community.

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Mike Ho <mike@belle-aurore.com>
Sent: Thursday, February 1, 2024 8:18 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Preserving access to the Great Highway Park

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

Dear Commissioners,

You'll no doubt have gotten several form emails in support of the Upper Great Highway pilot project allowing for its pedestrianization on weekends and certain holidays. While I took the addressee list from that template, I wanted to share my own experiences.

I live in Hayes Valley and get to Ocean Beach very infrequently, perhaps two or three times a year. One of those times was at what park enthusiasts call the Great Hauntway, where the length of the project is given over to trick-or-treating. As you are well aware, San Francisco's high density, yet low density of children, can make neighborhood trick-or-treating more risky than rewarding, especially on the east side.

I signed onto this project not knowing what to expect. How many kids are there even on the west side? But it was bumper-to-bumper ghouls and superheroes. We were stationed next to the fine Muppets pictured; you can see more photos and video on their site. We had bought as much candy as we could imagine needing, three paper-ream boxes full, and were blown out in 45 minutes. As we drove home we saw costumed families walking from as far as 19th Avenue and waiting for Muni on every line we passed.

<https://www.greathauntway.com/>

I have been there to enjoy the beach on occasion; keeping the park for occasionals like me is good. But keeping it for citywide events like the Hauntway, and for events they have nearly every weekend to support the families of the west side, is crucial to raising the next generation of San Franciscans. I hope you'll agree that the children are our future.

Warm regards,
... Mike Ho, 55 Page Street #512



Mejia, Xiomara (BOA)

From: carlycmck <carlycmck@gmail.com>
Sent: Thursday, February 1, 2024 8:23 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Carly McKnight

Mejia, Xiomara (BOA)

From: James Wiater <jimmywiater@gmail.com>
Sent: Thursday, February 1, 2024 8:23 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Sylvana Tunesi <sylvana.tunesi@gmail.com>
Sent: Thursday, February 1, 2024 8:24 AM
To: ChanStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Sylvana
Sunset Resident

Mejia, Xiomara (BOA)

From: Joshua Kelly <jcoltkelly@gmail.com>
Sent: Thursday, February 1, 2024 8:26 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); Great Highway Park; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

I live in the Sunset and the Great Highway Park is a treasure for all San Franciscan's to enjoy. Here is a picture of my 9 year old daughter and I enjoying a ride home after visiting the Ortega library.



I have lived in SF for 21 years and I visit the beach more now that we have the Great Highway Park. I never needed to drive down the upper great highway, but today I use the great highway park to ride my bike to our local businesses. It's a great way to visit local businesses on Irving & Noriega.

This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the

Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Josh Kelly
Outer Sunset

Mejia, Xiomara (BOA)

From: JJ Hollingsworth <fortehouse1498@gmail.com>
Sent: Thursday, February 1, 2024 8:26 AM
To: BoardofAppeals (PAB)
Subject: Great Highway Closure

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

To:
San Francisco Board of Appeals
49 South Van Ness, Suite 1475
San Francisco, CA 94103
BoardofAppeals@sfgov.org

From: The Forte House
Name: JJ (Judy) Hollingsworth
District 4
Email: fortehouse1498@gmail.com

Date: February 1, 2024

Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets.

Hearing Date: February 7, 2024 at 5:00 pm, City Hall, Room 416

Dear Commissioners,

I am a concerned resident writing to voice my opinion on the closures of the Upper Great Highway between Lincoln Way and Sloat Blvd., and the retroactive issuance of a Coastal Zone Permit. Please record my public comments which are in support of the above-referenced 3 appeals filed with your office. I support the Appellants for all the reasons they stated in their three briefs, and I support the idea of engaging in comprehensive environmental review before a permit is issued for coastal development. I ask that you please do not approve the retroactive issuance of a Coastal Zone Permit for this section of the Great Highway.

My own personal reasons are:

1). Highway traffic is rerouting (much of it driver-directed) through our neighborhood avenues which were never designed to support this volume of traffic which includes the trucking system of transporting goods and services to and from San Francisco. This causes hazardous conditions for

pedestrians - adults and children, increased noise pollution, increased air pollutants from exhaust emissions, decreased property values, decreased quality of life.

2) When the highway is closed emergency responders are delayed responding to beach rescues, must open a locked gate or remove cones, negotiate around bicyclists and pedestrians who are in the middle of the highway, and then drive to medical facilities through the surrounding streets congested with the heavy traffic that is diverted off the highway.

3) Whenever the highway is closed, foot traffic tramples over the fragile sand dunes instead of accessing the beach via the 7 paved crosswalks. This is causing erosion and damage to the dunes and to the protected habitat of an endangered species, the Snowy Plovers.

Sincerely,
Name: JJ Hollingsworth
Concerned Citizen
1498 24th Avenue
District 4
The Forte House

Mejia, Xiomara (BOA)

From: mich and cameron shared <michandcameron@gmail.com>
Sent: Thursday, February 1, 2024 8:36 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Cameron (Outer Sunset resident and homeowner)

Mejia, Xiomara (BOA)

From: Robin Pam <rsvprobin@gmail.com>
Sent: Thursday, February 1, 2024 8:42 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); Great Highway Park; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Support the Upper Great Highway Coastal Zone Permit. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Robin Pam
District 7 resident

Mejia, Xiomara (BOA)

From: JoAnn Yates <joannlyates@gmail.com>
Sent: Thursday, February 1, 2024 8:42 AM
To: BoardofAppeals (PAB)
Subject: Appeal Nos. 23-062, 23-064, and 23-065: Upper Great Highway between Lincoln Way and Sloat

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

I am writing to express my wholehearted support for restricting automobiles on the UGH. It has caused no hardship to my household since the closure began in 2020; no increased street traffic. In fact, in support of the closure, I have not driven on that section of the UGH since it was first closed. I would vote to have it closed always to cars, but am content with the current compromise. It is a wonderful weekend and holiday park/promenade enjoyed by many people.

JoAnn Yates
48th Avenue

Mejia, Xiomara (BOA)

From: Edward Lesmes <ehlesmes@gmail.com>
Sent: Thursday, February 1, 2024 8:53 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Edward Lesmes

Mejia, Xiomara (BOA)

From: Shane Swenson <swen1010@gmail.com>
Sent: Thursday, February 1, 2024 8:54 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Gail Avila <gail@studiovara.com>
Sent: Thursday, February 1, 2024 8:54 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

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

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Gail Avila

Mejia, Xiomara (BOA)

From: Brian Quan <brian.r.quan@gmail.com>
Sent: Thursday, February 1, 2024 8:55 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Brian Quan

Mejia, Xiomara (BOA)

From: William Salit <willibird@gmail.com>
Sent: Thursday, February 1, 2024 9:01 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: It's a treasure: Keep the Great Highway Park weekend compromise. Reject appeals
23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I'm one of those people who heads out to The Great Highway every single Friday, rain or shine. It's such a joy to be there along the ocean, and to hear only the wind and the water, not a stream of cars and trucks.

There are people there in all weathers—it's clearly well used and loved.

Please do not take away our Friday place to stroll along the ocean—where else could we do that?

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

William Salit

Mejia, Xiomara (BOA)

From: A Chow <chiamychow@gmail.com>
Sent: Thursday, February 1, 2024 9:08 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Alexandra Klimova <alexandra-k9@hotmail.com>
Sent: Thursday, February 1, 2024 9:10 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Alexandra

Mejia, Xiomara (BOA)

From: Mary Andritsakis <mandritsakis@comcast.net>
Sent: Thursday, February 1, 2024 9:11 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPad

Mejia, Xiomara (BOA)

From: Kate Jenkins <kate@drakul.net>
Sent: Thursday, February 1, 2024 9:14 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Kate Mercado
Glen Park resident

Sent via [Superhuman](#)

Mejia, Xiomara (BOA)

From: Liana Krakirian <lianakrakirian@alum.calarts.edu>
Sent: Thursday, February 1, 2024 9:14 AM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Liana Krakirian

Mejia, Xiomara (BOA)

From: Zachary Slobig <zslobig@gmail.com>
Sent: Thursday, February 1, 2024 9:16 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Zach Slobig

--
Zachary Slobig
www.zacharyslobig.com
415-590-1962
[@slobig](mailto:zslobig)

Mejia, Xiomara (BOA)

From: Clementine Marie <clementinemdaniel@gmail.com>
Sent: Thursday, February 1, 2024 9:19 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Clementine Daniel

Mejia, Xiomara (BOA)

From: Emerson Eichler <emerson.eichler@gmail.com>
Sent: Thursday, February 1, 2024 9:26 AM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

EE

Mejia, Xiomara (BOA)

From: Mark & Tina Valentine <markandtinaexternal@gmail.com>
Sent: Thursday, February 1, 2024 9:27 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Tina Valentine

Mejia, Xiomara (BOA)

From: Nico Pitney <nico.pitney@gmail.com>
Sent: Thursday, February 1, 2024 9:31 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Great Highway bills

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners, I co-sign the letter below. Please reject the appeals that would roll back the progress made toward bringing the Great Highway Park to life. Great cities like San Francisco cannot stay great without effective caretakers. The Great Highway Park has organically become such a vibrant space for so many people to enjoy their community in healthy ways. What a rare gift -- please protect it!

Nico Pitney
SF resident 11 years

//

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Mejia, Xiomara (BOA)

From: Jonathan Lassoff <jof@thejof.com>
Sent: Thursday, February 1, 2024 9:37 AM
To: ChanStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Jonathan

Mejia, Xiomara (BOA)

From: Harper Cullen <harper.cullen@whatfix.com>
Sent: Thursday, February 1, 2024 9:49 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

This message may contain confidential and/or privileged information. If you are not the addressee or authorized to receive this for the addressee, you must not use, copy, disclose, or take any action based on this message or any information herein. If you have received this message in error, please advise the sender immediately by reply e-mail and delete this message. The opinion expressed in this mail is that of the sender and do not necessarily reflect that of Whatfix Private limited and its affiliates & subsidiaries. Thank you for your co-operation.

Mejia, Xiomara (BOA)

From: Nicolas Weninger <nicolasweninger@gmail.com>
Sent: Thursday, February 1, 2024 9:48 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Nicholai Lidow <nlidow@gmail.com>
Sent: Thursday, February 1, 2024 9:53 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Nicholai Lidow

Mejia, Xiomara (BOA)

From: Matt Wahl <wahl.matt@gmail.com>
Sent: Thursday, February 1, 2024 9:54 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Matt Wahl

Mejia, Xiomara (BOA)

From: Alex Kleeman <akleeman@gmail.com>
Sent: Thursday, February 1, 2024 9:54 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: In Support of the Great Highway Park

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

1. Public opinion is largely in favor of closing the great highway to cars (with the exception of the Richmond district who would prefer the highway open to make their drive prettier -- but not faster -- when they leave the city),
2. The board of supervisors voted to approve the pilot.
3. The city has set goals of reducing carbon emissions.

Why would we waste tax payer's money on an appeal?

Mejia, Xiomara (BOA)

From: Viet-Hung Nguyen <viethungnguyen890@gmail.com>
Sent: Thursday, February 1, 2024 9:55 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Viet-Hung Nguyen
USF

Mejia, Xiomara (BOA)

From: Gregg <sfgregg@sbcglobal.net>
Sent: Thursday, February 1, 2024 10:00 AM
To: BoardofAppeals (PAB)
Cc: Gregg
Subject: Great Highway

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Board of Appeals,

Please reject the Permit being requested to keep the Great Highway closed 2.5 days a week. I live adjacent to Sunset Blvd. and the traffic has become unbearable on Friday afternoons with the closing of the great highway at noon. The pollution is bad with so many cars as well as the dangers of all the extra cars. We have 5 schools and a park adjacent to Sunset Blvd. with hundreds of kids constantly crossing. This is extremely dangerous to them.

Thank you for your consideration.

Gregg Montarano

Mejia, Xiomara (BOA)

From: Tim Durning <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 10:01 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Tim Durning
timothydurning@gmail.com
2760 41st Ave
San Francisco, California 94116

Mejia, Xiomara (BOA)

From: Jennifer Stanley <burlstanley@earthlink.net>
Sent: Thursday, February 1, 2024 10:02 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Jennifer Stanley
burlstanley@earthlink.net
230 Ashbury Street
San Francisco, California 94117

Mejia, Xiomara (BOA)

From: Rachel Hartman <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 10:02 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Rachel Hartman, District 1 resident

Rachel Hartman
rachelhartman@gmail.com

811 41st Ave
San Francisco, California 94121

Mejia, Xiomara (BOA)

From: Sivan Adato <sivan.adato@gmail.com>
Sent: Thursday, February 1, 2024 10:02 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sivan Adato
Sent from my iPhone

Mejia, Xiomara (BOA)

From: robin kutner <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 10:04 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

robin kutner
rlk_117@yahoo.com

san francisco, California 94117

Mejia, Xiomara (BOA)

From: Michael Flagg <flagg.mike@gmail.com>
Sent: Thursday, February 1, 2024 10:05 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park -> Reject Appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As a resident of the outer sunset (42nd Ave) and a frequent visitor to Ocean Beach and the Park multiple times a week - i fully support the continuation of the Great Highway Park and urge you to uphold the existing Coastal Zone Permit.

The benefits of the Park are clear - with thousands visiting every week - providing a safe space for the neighborhood and visitors to enjoy walking, biking, skating, etc AND providing more foot traffic to local businesses.

Prioritize people and public safe spaces, not cars/traffic!

--
Michael Flagg
831-236-7444
flagg.mike@gmail.com

Mejia, Xiomara (BOA)

From: Sarah Rogers <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 10:06 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. I cannot believe that we are still having to address objections from opponents who want unfettered driving access to this incredible public resource.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

The Great Highway park is accessible and welcoming and is a great place for me to meet friends young and old who have physical limitations that make much of San Francisco infeasible. It's a happy, welcoming, and community-oriented park on the weekends and should be celebrated.

Sarah Rogers
serogers@gmail.com
371 Elsie Street
San Francisco, California 94110

Mejia, Xiomara (BOA)

From: Colleen Beach <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 10:09 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

In addition, to allowing San Franciscans to enjoy the shoreline, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Colleen Beach
lizardinthewires@gmail.com

San Francisco, California 94127

Mejia, Xiomara (BOA)

From: peter munks <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 10:10 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

peter munks
petemunks@gmail.com
2266 42nd Ave.
sf, California 94116

Mejia, Xiomara (BOA)

From: Sara Barz <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 10:12 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

California would look so stupid to remove a beloved Oceanside park in favor of allowing auto access (and not even parking!) on a limited-access road against the will of the voters. Please please please deny this appeal.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Sara Barz
skbarz@gmail.com

342 Hearst Ave
San Francisco, California 94112

Mejia, Xiomara (BOA)

From: Comcast <dpdors@comcast.net>
Sent: Thursday, February 1, 2024 10:13 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Suzanne Armstrong <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 10:14 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

My daughter, husband, and I are among the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Suzanne Armstrong
zan.armstrong@gmail.com
1256 2nd Ave
San Francisco, California 94122

Mejia, Xiomara (BOA)

From: Dan Kletter <yol@esophagus.com>
Sent: Thursday, February 1, 2024 10:15 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing in support of upholding the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As someone from the south peninsula who visits Great Highway Park every chance I get to walk and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. And we usually go to nearby businesses afterwards for food and fun! This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

—dk

Mejia, Xiomara (BOA)

From: Kara Esborg <karaoceans@earthlink.net>
Sent: Thursday, February 1, 2024 10:16 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Kara Esborg
karaoceans@earthlink.net

San Francisco, California 94121

Mejia, Xiomara (BOA)

From: M. Valeska G-D <marenavaleska@hotmail.com>
Sent: Thursday, February 1, 2024 10:17 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); northcentralcoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Get [Outlook for Android](#)

Mejia, Xiomara (BOA)

From: Elena Gutteridge <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 10:18 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

I grew up in the sunset and would go frequently to beach. Now 70 years later I still enjoy it. Super nice when I can quietly stroll there and not have din of traffic everyday

Elena Gutteridge
elenagutteridge@gmail.com

Mejia, Xiomara (BOA)

From: Alexander Maldonado <smaldonado@alumni.stanford.edu>
Sent: Thursday, February 1, 2024 10:18 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,


I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Sasha

Mejia, Xiomara (BOA)

From: Thomas Christianson <thomaslorne@icloud.com>
Sent: Thursday, February 1, 2024 10:20 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Please keep weekends at the Great Highway Park  & reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park regularly to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline.

This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses. It is in fact, the terminus of the only safe pedestrian route that goes through GGP - connecting to Page Slow Street, the wiggle and my home. Please protect it.

Thank you,
Thomas Lorne Christianson

Mejia, Xiomara (BOA)

From: ANDREW LEWIS <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 10:20 AM
To: BoardofAppeals (PAB)
Subject: Let's make San Francisco an example to the world.

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

Let's make San Francisco an example to the world, not only by making the entire coastline beautiful walkable car-free disabled-friendly parks, but also, with intelligent planning, provide the energy needs for our community, through solar, wind, and tidal resources along our car-free west coast.

ANDREW LEWIS
drclock@gmail.com

San Francisco, California 94122

Mejia, Xiomara (BOA)

From: nick sousanis <nsousanis@gmail.com>
Sent: Thursday, February 1, 2024 10:20 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Nick

Nick Sousanis
nsousanis@gmail.com
https://url.avanan.click/v2/___http://www.spinweaveandcut.com___YXAzOnNmZHQyOmE6bzoyNzk3YTdiYjhhNGQ5NjE1NTc1MTE4ZDZkYmM5ZTgyYzo2OjlyOWI6OTEyNGQzMmJlMDJlNGQ3NjQxOTUzNmUzM2YzZGM2YzYxOWQ0NDU3YTM1NjM2ZTZhNzEyNGJmNWJhNDAwZTY2MjpwOkY
Tw: @nsousanis

1245 Masonic Ave
San Francisco, CA 94117
M: 415-745-0194

Mejia, Xiomara (BOA)

From: david english <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 10:21 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

david english
action.doves0w@icloud.com

San Francisco, California 94122

Mejia, Xiomara (BOA)

From: tuttgen <tuttgen@sonic.net>
Sent: Thursday, February 1, 2024 10:21 AM
To: BoardofAppeals (PAB)
Subject: Rescind Coastal Zone Permit -

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Vera Genkin
2643 22nd Avenue,
San Francisco, CA 94116
tuttgen@sonic.net

To the Board of Appeals:

I write to you to state my support and request your advocacy in the matter of the three individuals who are filing an appeal **against the granting of the Coastal Zone permit** that was granted to the Recreation and Parks Department, for the following weighty reasons.

First and foremost the Recreations and Parks Dept. did not procure the mandated environmental review prior to being granted the Coastal Zone permit. Had the Recreations and Parks Dept. done so the environmental review unequivocally would have shown there is environmental damage as well as harm caused to nearby residents when The Upper Great Highway is closed to cars:

- The Snowy Plover habitat gets trampled when The Upper Great Highway is closed to cars.
*"The snowy plover is listed as near threatened by the International Union for Conservation of Nature. The main threats are habitat destruction due to invasive beach grasses, urban development, as well as frequent disturbance due to recreational uses of beaches. Conservation measures on the US Pacific coast include roping-off beach areas that are used for breeding, the removal of invasive beach grasses, and protection against egg predators. While such measures have been successful locally, the global population is thought to be in decline."*¹
- Emergency responders are unable to get to emergencies quickly when The Upper Great Highway is closed.
- Thousands of cars are pushed onto surrounding streets when The Upper Great Highway is closed to cars - causing far more car accidents than we had before.
- Air pollution levels near homes go up significantly when The Upper Great Highway is closed to cars because of course cars now have to drive closer to the houses.
- On the 2.5 days out of the week that The Upper Great Highway is closed to cars, people who must commute from one place to another who normally take The Upper Great Highway now have a much slower/longer commute.

San Francisco's Rec & Park Dept. has taken no, **zero**, measures to protect the near threatened snowy plover species, despite being an agency whose Mission Statement falsely vows to : *"preserve the environment for the well-being of everyone in our diverse community."*²

Rescind the Coastal Zone Permit until an Environmental Review is done!

1 https://en.wikipedia.org/wiki/Snowy_plover

2 <https://sfrecpark.org/419/Who-We-Are>

Mejia, Xiomara (BOA)

From: Alex Gregor <argregor@gmail.com>
Sent: Thursday, February 1, 2024 10:24 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. It is my personal opinion that these appeals are a spurious and dishonest attempt to use legislation designed to protect public and community access for individual and self serving desire to drive at high speed. Shame on those bringing these anti-progress appeals.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Alex Gregor
District 9 resident
713 376 7399
argregor@gmail.com

Mejia, Xiomara (BOA)

From: Katie Biber <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 10:24 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

Come on guys! Are we really talking about the Great Walkway again? :)

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project, and please reject appeals 23-062, 23-064, 23-065.

The park is amazing. It's already a compromise. Please do not take it away. Every day the leaders at SF chip away at the quality of life but please let us keep this one. <3

Katie Biber
katie.chen@gmail.com

San Francisco, California 94118

Mejia, Xiomara (BOA)

From: Joe Florendo <jsflorendo@gmail.com>
Sent: Thursday, February 1, 2024 10:25 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Jose Florendo

Mejia, Xiomara (BOA)

From: Rachel Baer <rachelbaer@gmail.com>
Sent: Thursday, February 1, 2024 10:29 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Rachel Baer

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Hazel O'Neil <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 10:32 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway, including smart planning for sea level rise, erosion, and decarbonization of our city's transportation emissions.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

A coastal park promenade increases coastal access for families, kids, and all San Franciscans, and allows San Francisco more flexibility to protect coastal habitats and adapt to climate change by removing car pollution from the coast. I urge you to uphold the spirit of the Coastal Act by rejecting the appeals, as voters did in 2022 when they rejected Prop I.

Mejia, Xiomara (BOA)

From: Stephen Canham <swc1837@gmail.com>
Sent: Thursday, February 1, 2024 10:32 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. My son and his family now live in the home I owned in the Sunset District and although I no longer reside in San Francisco, I and I am quite familiar with the pilot project and support it enthusiastically.

This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Stephen Canham

Mejia, Xiomara (BOA)

From: Sean Murphy <smurphachases@gmail.com>
Sent: Thursday, February 1, 2024 10:37 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Sean Murphy

Mejia, Xiomara (BOA)

From: James Ausman <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 10:43 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

James Ausman
ausman@gmail.com
198 Precita Ave
SAN FRANCISCO, California 94110

Mejia, Xiomara (BOA)

From: Kenneth Russell <krlist@gmail.com>
Sent: Thursday, February 1, 2024 10:47 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Kenneth Russell
SF District 7 resident

Mejia, Xiomara (BOA)

From: Kristan Elman <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 10:51 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. (I wish it was every day -- I avoid biking Great Highway with my kids during the week because it's so unpleasant!)

This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Kristan Elman
kristansartor@gmail.com

Mejia, Xiomara (BOA)

From: Rich Gunn <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 10:54 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

As a resident of the Outer Sunset, and daily bicycle commuter on the Great Highway & Great Highway Park. I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Rich Gunn
RichieRifle@gmail.com
31 Meadowbrook Drive
San Francisco , California 94132

Mejia, Xiomara (BOA)

From: Terry Sayre <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 10:54 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Terry Sayre
tcsayre@gmail.com
261 26th ave
San Francisco , California 94121

Mejia, Xiomara (BOA)

From: ronald whang <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 10:55 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

ronald whang
ronwhang@gmail.com
1560 7th Ave
San Francisco, California 94122

Mejia, Xiomara (BOA)

From: Josh Berry <joshberry@me.com>
Sent: Thursday, February 1, 2024 10:55 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Josh Berry
Resident of San Francisco.
At Pacheco St and 44th Ave.

joshberry@me.com |
https://url.avanan.click/v2/___www.byjoshberry.com___YXAzOnNmZHQyOmE6bzoZyWJhNzgxNDg2NDBkNjExZDZkZDUwMzE3N2ZiOTc3ZDo2OjQxMjM6ODYzNzcxNTc1OGE4NGM5MjE1MWE4MzU1YWYyZmQ2N2lyOGE3YTEwZTQ4NjcxMGNiNjU5MjNmYjk0M2MzYT15YjpwOIQ

Mejia, Xiomara (BOA)

From: Meena Ghiya <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 10:58 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Meena Ghiya
mghiya83@gmail.com

San Francisco, California 94122

Mejia, Xiomara (BOA)

From: Tony <tigertonio1@yahoo.com>
Sent: Thursday, February 1, 2024 11:01 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Tony Anaya

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Karen Kirschling <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 11:03 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Karen Kirschling
kumasong@icloud.com
633 Oak
SF, California 94117

Mejia, Xiomara (BOA)

From: Graham Smith <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 11:04 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

The Great Highway Park draws myself and thousands of others to the Outer Sunset, where we can freely travel and recreate without the dangers associated with mixed car and pedestrian traffic. It enhances the walkability of the surrounding neighborhood and draws people to local businesses. It is a great public space befitting of the city of San Francisco and the Pacific coast of California, and its continued use and success will serve as a model for other cities.

Graham Smith
graham.douglas.smith@gmail.com

SF, California 94110

Mejia, Xiomara (BOA)

From: Nicholas Erickson <nicholas.erickson@ousd.org>
Sent: Thursday, February 1, 2024 11:02 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065
Attachments: signal-2024-01-28-20-12-29-720.jpg; 20240128_173209.jpg; 20240128_173605.jpg

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Nick Erickson

PS: The Great Highway Park is essential for creating a livable community in San Francisco for those who choose to not live with a climate destroying motor vehicle.







Mejia, Xiomara (BOA)

From: Sietze Vermeulen <sietzevermeulen@outlook.com>
Sent: Thursday, February 1, 2024 11:11 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you, Sietze Vermeulen

Mejia, Xiomara (BOA)

From: Leslie Batz <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 11:15 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

This park has been a boon for both residents like myself and visitors wishing to enjoy recreating safely by the ocean. The pilot program shouldn't be dismantled as it has been and continues to be a success. The permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
L Batz

Leslie Batz
baetzli@gmail.com

Mejia, Xiomara (BOA)

From: Graham Anand <grahamanand5@gmail.com>
Sent: Thursday, February 1, 2024 11:16 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Leslie Batz <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 11:21 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

Dear Supervisor Melgar,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

This pilot program has been a boon for both residents like myself and others who wish to enjoy Ocean Beach without the stress of automobile traffic. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

L Batz

Leslie Batz
baetzli@gmail.com

Mejia, Xiomara (BOA)

From: RITA A HOCK <rahx@pacbell.net>
Sent: Thursday, February 1, 2024 11:23 AM
To: BoardofAppeals (PAB); Joel Engardio; parack@ccsf.edu
Subject: Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

2/1/24

Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets.

Hearing Date: February 7, 2024 at 5:00 pm, City Hall, Room 416

Dear Commissioners,

I am a concerned resident writing to voice my opinion on the closures of the Upper Great Highway between Lincoln Way and Sloat Blvd., and the retroactive issuance of a Coastal Zone Permit. Please record my public comments which are in support of the above-referenced 3 appeals filed with your office. I support the Appellants for all the reasons they stated in their three briefs, and I support the idea of engaging in comprehensive environmental review before a permit is issued for coastal development. I ask that you please do not approve the retroactive issuance of a Coastal Zone Permit for this section of the Great Highway.

With the closure of the Great Highway traffic is diverted on to city streets which causes more congestion and more pollution in general and specifically for the people who live on those streets. The neighborhood streets were not designed to handle the thousands of cars that use the Great Highway on a daily basis.

Also, when the highway is closed emergency responders are hindered in their response to emergencies on the beach and surrounding areas. The Great Highway is the fastest route in this part of the city. If they need to respond to an emergency they must open a locked gate and remove cones, negotiate around bicyclists dogs and pedestrians who are in the middle of the highway, and then drive to medical facilities through the surrounding streets congested with the heavy traffic that is diverted off the highway.

Thanks you for recognizing that this is a complex issue and needs further study.

Rita Hock
District 7

Mejia, Xiomara (BOA)

From: Ruth Selby <rselby@stanford.edu>
Sent: Thursday, February 1, 2024 11:24 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As an Outer Sunset resident at 41st Ave and Kirkham, I support the Great Highway Park. It brings profound value to our neighborhood and is a much safer use of space.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Ruth Selby

Mejia, Xiomara (BOA)

From: Victor Vasquez <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 11:35 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

I have lived in the outer sunset my entire life and have seen how much the hybrid closure has helped revitalize businesses and increased safe family access to the shoreline. This combined with finalizing the MUNI improvements along the L Taraval Line should be a priority to enable increased commerce and future added residences.

Mejia, Xiomara (BOA)

From: bekki.jean@gmail.com
Sent: Thursday, February 1, 2024 11:39 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Rebecca Bolthouse
San Francisco 94118

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Radha Tomassetti <radhatomassetti@icloud.com>
Sent: Thursday, February 1, 2024 11:52 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: timothy boyle <trboyleandson@yahoo.com>
Sent: Thursday, February 1, 2024 11:55 AM
To: BoardofAppeals (PAB)
Subject: Great Highway closures

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

1. The Snowy Plover habitat gets trampled when The Upper Great Highway is closed to cars.
2. Emergency responders are unable to get to emergencies quickly when The Upper Great Highway is closed.
3. Thousands of cars are pushed onto surrounding streets when The Upper Great Highway is closed to cars - causing far more car accidents than we had before.
4. Air pollution levels near homes go up significantly when The Upper Great Highway is closed to cars because of course cars now have to drive closer to the houses.
5. On the 2.5 days out of the week that The Upper Great Highway is closed to cars, people who must commute from one place to another who normally take The Upper Great Highway now have a much slower/longer commute.

When The Upper Great Highway was initially closed to cars 2.5 days per week, the Recreation & Parks Department of San Francisco was only able to do that by getting a "Coastal Zone" permit.

When you get a Coastal Zone permit, you first have to do an "environmental review", which Rec & Park did not do.

local traffic has increased dramatically since the closures making the Sunset Dist. less safe I live on 46th Ave and when closed it resembles the Upper Great Highway with more congestion and pollution that we as residents breath regularly, as a parent of a special needs person it's unconscionable to allow this to happen every weekend without a environmental review as required by law.

Mejia, Xiomara (BOA)

From: Paul Williams <paul1764@gmail.com>
Sent: Thursday, February 1, 2024 11:55 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of locals who visit Great Highway Park to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Paul Williams

Mejia, Xiomara (BOA)

From: David Haye <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 12:00 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

David Haye
davidhay@gmail.com
336 Pierce St
San Francisco, California 94117

Mejia, Xiomara (BOA)

From: Mike Regan <myoldgoat@yahoo.com>
Sent: Thursday, February 1, 2024 12:02 PM
To: BoardofAppeals (PAB)
Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets.

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am a concerned resident writing to voice my opinion on the closures of the Upper Great Highway between Lincoln Way and Sloat Blvd., and the retroactive issuance of a Coastal Zone Permit. Please record my public comments which are in support of the above-referenced 3 appeals filed with your office. I support the Appellants for all the reasons they stated in their three briefs, and I support the idea of engaging in comprehensive environmental review before a permit is issued for coastal development. I ask that you please do not approve the retroactive issuance of a Coastal Zone Permit for this section of the Great Highway.

I am afraid that developers or SF Park and Recreation will turn that area into a developers dream. Think of all that beach front property that could be developed.

I'm sure that you are hearing from non profits like SFWalk, Kidsafe, et al. but it has been pointed out a number of times pay to play has its ugly hands in SF.

Sincerely,

Kathy A. Regan
Concerned Citizen
66 Entrada Ct. 94127
meemom@gmail.com

Mejia, Xiomara (BOA)

From: Christopher Pederson <chpederson@yahoo.com>
Sent: Thursday, February 1, 2024 12:02 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: ian hespelt <ithespelt@gmail.com>
Sent: Thursday, February 1, 2024 12:02 PM
To: ChanStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

I live in the outer sunset neighborhood and this has a massive impact on my quality of life as a resident. My family and I make use of this space for recreation every weekend, we need more car free spaces in San Francisco. Do not allow the group with the biggest lawyers to decide the outcome for the people who live here. Please allows the enjoyment of this public space to continue, free from dangerous distracted drivers and pollution.

Thank you,

Ian Hespelt

Mejia, Xiomara (BOA)

From: Lillian Archer <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 12:05 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Lillian Archer
lillian.b.archer@gmail.com
1578 8th Avenue
San Francisco, California 94122

Mejia, Xiomara (BOA)

From: Dasha Yurkevich <dydancer2002@gmail.com>
Sent: Thursday, February 1, 2024 12:10 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Dasha Yurkevich
Leader of Youth Bike America

Mejia, Xiomara (BOA)

From: Mathew Bittleston <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 12:11 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Mathew Bittleston
mbittleston@gmail.com
2859 Harrison St
San Francisco, California 94110

Mejia, Xiomara (BOA)

From: Kira Barsten <kabarsten@yahoo.com>
Sent: Thursday, February 1, 2024 12:14 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Kira Barsten
San Francisco resident

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Star Beltman <starbeltman@gmail.com>
Sent: Thursday, February 1, 2024 12:16 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Star

Mejia, Xiomara (BOA)

From: Gregory Condes <gregory@gcondeswines.com>
Sent: Thursday, February 1, 2024 12:18 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Gregory Condes

Mejia, Xiomara (BOA)

From: Rachel Eckert <exchangesurveys@centerdigitalgov.com>
Sent: Thursday, February 1, 2024 12:18 PM
To: BoardofAppeals (PAB)
Subject: [Follow up] Center For Digital Government Survey Request

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi Frank,

I hope this message finds you well. I wanted to make sure you had the opportunity to review my previous email. We are conducting a brief survey of state and local government to understand your priorities and challenges around your organization's website and providing digital services. Your valuable input will help us to develop guides, resources and thought leadership for you and your peers.

To begin the survey, please click on the link below.

[Begin Survey](#)

Your insight is much appreciated.

Best,

Rachel Eckert
Research Director
[Center for Government](#)
A division of **e.Republic**
reckert@erepublic.com

From: Rachel Eckert <reckert@erepublic.com>
Sent: Tuesday, January 30, 2024
Subject: Center For Digital Government Survey Request

Hi Frank,

I hope this message finds you well. My name is Rachel Eckert, and I am the Research Director for the Center for Digital Government, a research and advisory institute on IT policies and best practices for state and local government and part of *Government Technology* (GovTech) magazine.

The Center of Digital Government is conducting a survey of state and local government to understand your priorities and challenges around your organization's website and providing digital services. Your valuable input will help us to develop guides, resources and thought leadership for you and your peers.

To begin the survey, please click on the link below.

[Begin Survey](#)

Why Participate?

- **Contribute to Thought Leadership:** Your expertise will help create insightful content for professionals in the government community.
- **Exclusive Access:** Participants will receive an exclusive report containing the data from the survey as soon as it has closed.
- To show appreciation for your time, you will also have the option to **enter a drawing** to win one of four \$50 Amazon gift cards.

Best,

Rachel Eckert
Research Director
[Center for Government](#)
A division of **e.Republic**
reckert@erepublic.com

This email was sent to boardofappeals@sfgov.org
[Unsubscribe](#) | [Opt out of all e.Republic email](#) | [Privacy & AI Policy](#)
©2024 e.Republic LLC All rights reserved | 100 Blue Ravine Rd, Folsom, CA 95630 | (916) 932-1300

Mejia, Xiomara (BOA)

From: Nancy Lee <nancygalelee@yahoo.com>
Sent: Thursday, February 1, 2024 12:24 PM
To: BoardofAppeals (PAB)
Subject: Open the Great Highway to cars

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear BOS,

I strongly condemn the closure of the Great Highway to cars.

The roadway was built for crosstown car traffic , unlike our neighborhood side streets.

The environmental impacts on the closure include increased traffic, noise, air pollution through residential areas, as well as habitat destruction for the snowy plover . Economic impacts to merchants, restaurants are significant. I was stuck in traffic for close to an hour and a half coming back from Marin when the fallen tree closed Crossover drive. Had the great highway been open , I (and the countless others who were stuck as we were diverted onto 30th Ave) would have been home quicker and burned much less fuel (less pollution).

Public safety should be a priority. Diverting traffic off of a closed roadway designed for cross town traffic onto neighborhood street is not safe for residents!

Open the Great Highway

Nancy Lee,
West Portal Neighbor
Sent from my iPhone

Mejia, Xiomara (BOA)

From: Julia Street <juliapstreet@gmail.com>
Sent: Thursday, February 1, 2024 12:25 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Julia

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Joe Fish <jdf543@gmail.com>
Sent: Thursday, February 1, 2024 12:26 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Joe Fish

Mejia, Xiomara (BOA)

From: Pascoe, Jason <Jason.Pascoe@ucsf.edu>
Sent: Thursday, February 1, 2024 12:27 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Dr. Jason Pascoe

Mejia, Xiomara (BOA)

From: Sarah B <sarahbindman@icloud.com>
Sent: Thursday, February 1, 2024 12:29 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Please keep the Great Highway Park weekend compromise! Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

The space is so incredibly magical when used on foot or by bike. Please help keep it that way!

Thank you,
Sarah

Mejia, Xiomara (BOA)

From: Shawna J. McGrew <sunsetfog@aol.com>
Sent: Thursday, February 1, 2024 12:32 PM
To: BoardofAppeals (PAB)
Subject: Great Highway

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Please reopen Gt. Highway. It is a highway not a park.
For those of us living between Lower Gt. and 45th Ave. it has become unlivable with the traffic, pollution (big trucks), noise from the honking cars and danger from frustrated drivers going thru stop signs
For those of us who commute to get to the Richmond district or Marin, we vote and pay taxes need Gt. Highway open..
If you know anything about 19th Ave it is a nightmare as Sunset Blvd has become also.
With the power outage last week, no traffic lights working on 19th Ave and Sunset Blvd. the Gt. Highway was smooth sailing.
Thank you
Shawna McGrew
2690-45th Ave
94116

Mejia, Xiomara (BOA)

From: Gregor, Eugene C. <eugene.gregor@davispolk.com>
Sent: Thursday, February 1, 2024 12:37 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Cc: Eugene Gregor
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Commissioners --

I am writing as a senior resident of the inner Richmond to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

This is an easy decision prompted by a meretricious effort by a small but noisy group of city residents unwilling to accept the city wide views expressed in a recent referendum vote to support converting the great highway north of sloat from car to pedestrian and cyclist access.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Best regards.

Eugene Gregor
SF district 1 resident

Mejia, Xiomara (BOA)

From: dania chawkins <daniachawkins@yahoo.com>
Sent: Thursday, February 1, 2024 12:40 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MeigarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Dania

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Mieke Vandewalle <miekfrombelgiek@yahoo.com>
Sent: Thursday, February 1, 2024 12:40 PM
To: BoardofAppeals (PAB)
Subject: Coastal Zone Permit Shennanigans

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

When are you going to stop catering to a few elite citizens AND Park and Rec that do not follow proper protocol?

Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets.

Hearing Date: February 7, 2024 at 5:00 pm, City Hall, Room 416

I am a concerned resident writing to voice my opinion on the closures of the Upper Great Highway between Lincoln Way and Sloat Blvd., and the retroactive issuance of a Coastal Zone Permit. Please record my public comments which are in support of the above-referenced 3 appeals filed with your office. I support the Appellants for all the reasons they stated in their three briefs, and I support the idea of engaging in comprehensive environmental review before a permit is issued for coastal development. I ask that you please do not approve the retroactive issuance of a Coastal Zone Permit for this section of the Great Highway.

An environmental review would have shown there is environmental damage as well as harm caused to nearby residents when The Upper Great Highway is closed to cars:

1. The Snowy Plover habitat gets trampled when The Upper Great Highway is closed to cars.
2. Emergency responders are unable to get to emergencies quickly when The Upper Great Highway is closed.
3. Thousands of cars are pushed onto surrounding streets when The Upper Great Highway is closed to cars - causing far more car accidents than we had before.
4. Air pollution levels near homes go up significantly when The Upper Great Highway is closed to cars because of course cars now have to drive closer to the houses.
5. On the 2.5 days out of the week that The Upper Great Highway is closed to cars, people who must commute from one place to another who normally take The Upper Great Highway now have a much slower/longer commute.

Sincerely,

Mieke Vandewalle and Peter McCoy
1715 43rd Avenue

Mejia, Xiomara (BOA)

From: Jonathan Dirrenberger <jonathan.dirrenberger@gmail.com>
Sent: Thursday, February 1, 2024 12:41 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Jonathan Dirrenberger

Mejia, Xiomara (BOA)

From: Tarin Towers <tarintowers@mac.com>
Sent: Thursday, February 1, 2024 12:41 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

The Great Highway Promenade provides increased coastal access and decreased pollution. It's good for residents' health in terms of both recreation and the environment, as well as giving a safe place for kids and adults to play and ride bikes.

This is a brilliant example of early-pandemic innovations that show how local, state, and federal government can work together to benefit the people.

I hope to see the road closure become permanent and 24/7, but in the meantime, please uphold the weekend compromise.

Best regards
Tarin Towers
D9 resident

Mejia, Xiomara (BOA)

From: Michael Joseph <mjoseph0108@icloud.com>
Sent: Thursday, February 1, 2024 12:45 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

I live in the Outer Sunset and this issue is very important to me — if the Upper Great Highway pilot project were terminated my family and I would be less interested in living in this neighborhood.

Thank you,
Michael

Mejia, Xiomara (BOA)

From: Deborah Hall <dhall@fss.com>
Sent: Thursday, February 1, 2024 12:47 PM
To: BoardofAppeals (PAB)
Subject: Appeal #23-064

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To whom it may concern:

As a 30 year resident of 48th Ave ,on the" front" between Taraval & Santiago , I firmly and emphatically support this appeal.

When the UGH (Upper Great Hwy) is closed, our streets become congested and flat out dangerous.

The speeding is out of control as well as frustrated drivers passing each other ...the entire LGH (lower great hwy) is one lane going each direction.....Sloat to Lincoln. Our block (48th between Taraval and Santiago) is one way ...we have had things thrown thrown at us(drinks etc) and fairly regularly cursed at for pointing this out as they speed the wrong direction .

Our neighborhood is our sanctuary, just as I would presume everyone feels about their own homes and neighborhoods. Hasn't felt that way since this particular nightmare started.To say that I , we, are feeling DISENFRANCHISED would be a MONUMENTAL UNDERSTATEMENT.

OUR issue was allowed to be voted on by people who have NO skin in the game. We have been out gunned (pardon the expression), out spent and become a political football by special interest groups and politicians.

There is so much more to say about thisenvironmental concerns (SAMPLES:people trampling the ice plant that helps keeps the sand intact because they no longer have to use crosswalks, excessive exhaust from standing traffic etc), the COMPLETE INEPTITUDE of SFMTA etc. For now ,

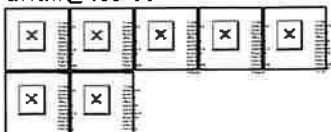
please acknowledge that we have a right to be heard and have ACTUAL FACTS AND STATISTICS presented and heard by a non biased entity.

If we had wanted to like this we would have moved to L.A. or Venice Beach.

Thank You for your time and consideration
Deborah D Hall



Floral Supply Syndicate
670 Brannan Street
San Francisco, California 94107
(415) 986-5443
(415) 442-0386 Fax
dhall@fss.com



Mejia, Xiomara (BOA)

From: L Rose <miss415@ymail.com>
Sent: Thursday, February 1, 2024 12:48 PM
To: BoardofAppeals (PAB)
Subject: Environmental review for Coastal Zone Permit

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

The Coastal Zone Permit should be revoked for SFRPD until an environmental review is done. I enjoy walking there on the weekends but have some major concerns regarding the environmental impact caused as a direct result of the closure to cars. The issues that concern me are:

The trampling on the dunes in the medians & Snowy Plover Habitat
Emergency responders are slowed down
Thousands of cars being re-routed to surrounding residential streets, causing more pollution & accidents.

Also the closure should not happen until after the Friday Evening commute.

Laurel Rose
Golden Gate Dog Walking



Mejia, Xiomara (BOA)

From: Paul Greening <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 12:54 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Paul Greening
paulchristengreening@gmail.com

San Francisco, California 94122

Mejia, Xiomara (BOA)

From: Emily Huston <emilyhuston101@gmail.com>
Sent: Thursday, February 1, 2024 12:56 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS); Great Highway Park; ChanStaff (BOS); NorthCentralCoast@coastal.ca.gov
Subject: Support the Upper Great Highway Coastal Zone Permit

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I'm writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

I'm one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean. This pilot program is crucial so that I can continue to access and enjoy the shoreline.

The permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022. It also furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline. It's important to provide a safe space for kids, seniors, and the entire community to benefit from the coast.

Thank you,
Emily Huston
San Francisco resident, 94115

Mejia, Xiomara (BOA)

From: Joey Babbitt <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 1:00 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Joey Babbitt
jrbabbitt@gmail.com
23 Alta Street
San Francisco, California 94133

Mejia, Xiomara (BOA)

From: Haley Quentmeyer <h.quentmeyer@gmail.com>
Sent: Thursday, February 1, 2024 1:01 PM
To: BoardofAppeals (PAB)
Subject: Public comment: Upper Great Highway between Lincoln Way and Sloat Blvd

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

In support of a Car-Free Promenade on Upper Great Highway on weekends and holidays

To: Board of appeals

I am writing to express my enthusiastic support to keep Upper Great Highway a car-free bicycle and pedestrian promenade on weekends and holidays. This initiative has enhanced the lives of residents, visitors, and the environment in numerous ways.

Promoting Public Health and Active Transportation:

- **Increased physical activity:** By creating a safe and dedicated space for cyclists and pedestrians, the proposal encourages residents to engage in healthy activities like walking, biking, and rollerblading, contributing to a healthier community.
- **Reduced pedestrian traffic accidents:** No state has more pedestrian deaths on its roadways than California. Limiting car traffic on specific days alleviates congestion and conflict between cars and pedestrians utilizing the beach.
- **Boosted mental well-being:** Access to a car-free zone along the scenic coastline offers a unique opportunity for relaxation, stress reduction, and enjoyment of nature, positively impacting mental health.

Enhancing Community Vibrancy and Economic Opportunity:

- **Thriving public space:** A vibrant car-free zone attracts diverse groups of people, fostering a sense of community and creating a lively space for gatherings, events, and local businesses to thrive.
- **Supporting local businesses:** Increased foot traffic would benefit local businesses near the Upper Great Highway, boosting the local economy and creating jobs.
- **Sustainable tourism:** Promoting this unique car-free zone would attract eco-conscious tourists, highlighting our commitment to sustainability and boosting tourism revenue.

Protecting the Environment:

Mejia, Xiomara (BOA)

From: Terry Sayre <tcsayre@gmail.com>
Sent: Thursday, February 1, 2024 1:07 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Kelly Knox <kelly13knox@gmail.com>
Sent: Thursday, February 1, 2024 1:07 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Kelly Knox

Mejia, Xiomara (BOA)

From: Brian McLain <brianmclain@me.com>
Sent: Thursday, February 1, 2024 1:18 PM
To: BoardofAppeals (PAB)
Subject: Appeal No.23-064

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Esteemed members of the Board,

I am writing in support of appeal no. 23-064.

I am a 17year resident of the lower Great Highway and my family and I have experienced significant distress due to the City's closure of the upper Great Highway.

The closure of the UGH has greatly increased traffic flow on the LGH and surrounding streets with the most impact on the LGH. The city has been reckless in their pursuit of a "park" and have placed my family in direct danger. We have been exposed to a large influx of drivers speeding, running stop signs, and driving recklessly every Friday through Sunday for 3 years. We are also exposed to increased noise pollution and actual vehicle pollution by the tripling (and more) of the traffic that is specifically directed and rerouted onto our street from the northern and southern ends of the Outer Sunset. The City has not done enough to ensure our safety and has acted in a manner that makes me question their purported quest for safer city streets.

I encourage you to support this appeal.

Best,
Brian McLain
415-341-3502
2044 Great Hwy
SF, CA. 94116

Mejia, Xiomara (BOA)

From: Hannah Greenberg <greenbergh26@gmail.com>
Sent: Thursday, February 1, 2024 1:18 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Hannah

Mejia, Xiomara (BOA)

From: Caroline Fuller <fullercaroline21@gmail.com>
Sent: Thursday, February 1, 2024 1:24 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Caroline Fuller

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Brendan Pipkin <brendan.pipkin@gmail.com>
Sent: Wednesday, January 31, 2024 4:24 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Brendan

Mejia, Xiomara (BOA)

From: Joe Merer <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 1:32 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Joe Merer
joemerer@gmail.com
3915 Lawton street
San francisco, California 94122

Mejia, Xiomara (BOA)

From: Heather Nichols <hnichols415@gmail.com>
Sent: Thursday, February 1, 2024 1:34 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

As a Outer Sunset homeowner (43rd and Ortega) and beach lover, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

PLEASE!

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Heather

Mejia, Xiomara (BOA)

From: Alexandra Bogdan <albogdan2@icloud.com>
Sent: Thursday, February 1, 2024 1:47 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Alexandra Bogdan
SF District 4

Mejia, Xiomara (BOA)

From: Andrew Rivas <andrew.rivas@icloud.com>
Sent: Thursday, February 1, 2024 1:49 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Andrew

Mejia, Xiomara (BOA)

From: Haley Baron <haleybbaron@gmail.com>
Sent: Thursday, February 1, 2024 1:55 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

I was born and raised in the Sunset and am currently a homeowner in the Outer Sunset. The walkable Great Highway is one of the best parts of our neighborhood. It provides community gathering spaces, and has been invaluable as I recover from surgery and can't walk on the beach with my newborn. Friends regularly come to our neighborhood on the weekends specifically to enjoy the Upper Great Highway without cars.

This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Please don't let this special space be taken away. It brings so much joy to our community.

Thank you,

Mejia, Xiomara (BOA)

From: Kim Morrison <kimmorrison39@yahoo.com>
Sent: Thursday, February 1, 2024 1:58 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Kim Morrison
Sent from my iPhone

Mejia, Xiomara (BOA)

From: chrisrfetz@gmail.com
Sent: Thursday, February 1, 2024 1:59 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Please keep the Great Highway Park weekend compromise. Reject appeals 23-062,
23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of Bay Area residents who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk to Ocean Beach and nearby businesses.

Thank you,
Chris

Mejia, Xiomara (BOA)

From: Dan Rosenfeld <dan@danrosenfeld.com>
Sent: Thursday, February 1, 2024 2:00 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Dan Rosenfeld

Mejia, Xiomara (BOA)

From: Paola Brigneti <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 2:07 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Paola Brigneti
paola.brigneti@gmail.com

San Francisco , California 94126

Mejia, Xiomara (BOA)

From: Yvonne Socolar <yvonne.socolar@gmail.com>
Sent: Thursday, February 1, 2024 2:09 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; ChanStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. Without exaggeration, this park has changed my life for the better. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of my neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Yvonne Socolar

--

Yvonne Socolar
she/her

Mejia, Xiomara (BOA)

From: Bernice Palacio <bernice@studiovara.com>
Sent: Thursday, February 1, 2024 2:22 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

+

Bernice Palacio

Studio VARA

3130 20th St. Suite 190

San Francisco, CA 94110

studiovara.com

T. 415 826-1367

M. 415 828-5774

Mejia, Xiomara (BOA)

From: Amy Morris <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 2:22 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Amy Morris
amy_mo_23@yahoo.com
643 17th Ave
San Francisco, California 94121

Mejia, Xiomara (BOA)

From: Shawn Troedson <stroedson8@gmail.com>
Sent: Thursday, February 1, 2024 2:23 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Coastal Zone Permit for the Upper Great Highway pilot project

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Commissioners,

My name is Shawn Troedson and I am a resident of Dogpatch.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

I love biking from one end of SF to the other and being able to ride along the coast safely. I also frequent the small businesses in the neighborhoods close to the Great Highway significantly more now than before the pilot project as it creates a much better ease of access and atmosphere than before. The community activation on the Great Highway has also been a major positive to SF as a whole, even for someone who lives on the other side of the city.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's [Local Coastal Plan](#), the [Ocean Beach Master Plan](#), [Vision Zero plan](#) and the [Climate Action Plan](#).

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Shawn Troedson
650.521.4600

Mejia, Xiomara (BOA)

From: Krista Farey <kristafarey@gmail.com>
Sent: Thursday, February 1, 2024 2:24 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Great Highway Pilot

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Commissioners,

My name is Krista Farey and I am a resident of the inner Sunset / Golden Gate Heights.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

I bike on the great highway at least twice a week, love it, and find it a much safer and superior experience on days when it is closed to cars.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's [Local Coastal Plan](#), the [Ocean Beach Master Plan](#), [Vision Zero plan](#) and the [Climate Action Plan](#).

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Krista Farey, MD
626 Pacheco St.
San Francisco CA 94116

Mejia, Xiomara (BOA)

From: Victoria Norman <victoria@kuber.com.ar>
Sent: Thursday, February 1, 2024 2:25 PM
To: ChanStaff (BOS); Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov
Subject: Save GHW

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Commissioners,

My name is Victoria Norman and I am a resident of the Richmond.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

The Great Highway has been such a critical space for safe walks on weekends and bike rides, healthy habits I developed during the pandemic. I recently became an American citizen (earlier this year actually) because I *feel* Californian and San Franciscan, because I am proud of living in this amazing city that is NOT car centric, that HAS spaces for people - pedestrians and cyclists alike. Ensuring the Great Highway stay open to humans rather than cars is something I feel very strongly about, as a new voting member of our society.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's [Local Coastal Plan](#), the [Ocean Beach Master Plan](#), [Vision Zero plan](#) and the [Climate Action Plan](#).

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals.

Thank you.

Victoria Norman

Mejia, Xiomara (BOA)

From: David Grey <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 2:25 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

David Grey
dcrey@gmail.com
631 Mangels Ave.
San Francisco, California 94127

Mejia, Xiomara (BOA)

From: Laura Wood <laurakatharinewood@gmail.com>
Sent: Thursday, February 1, 2024 2:26 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk to Ocean Beach and nearby businesses.

Thank you,
Laura Wood

Mejia, Xiomara (BOA)

From: Michael <mhyoung510@gmail.com>
Sent: Thursday, February 1, 2024 2:33 PM
To: BoardofAppeals (PAB)
Subject: Comment in favor of Appellants re GH Pilot

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi SF Board of Appeals,

Please grant the appellants requests that you not approve a retroactive permit because of the obvious damage that environment has suffered due to this highway closure.

Michael

Mejia, Xiomara (BOA)

From: Lauraine Edir <laurainemarie@gmail.com>
Sent: Thursday, February 1, 2024 2:39 PM
To: BoardofAppeals (PAB)
Subject: Comment in favor of Appellants re: GH Pilot

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Please grant the appellants requests that you not approve a retroactive permit because of the obvious damage that environment has suffered due to this highway closure.

When GH was closed to cars the traffic in the neighborhood was horrific! Please do not push all that commute traffic to the local streets. I think we have a fair compromise now with great highway closed on the weekends.

Thank you,

Lauraine Edir
Sunset resident

Mejia, Xiomara (BOA)

From: Patrick Lindley <patlindley@gmail.com>
Sent: Thursday, February 1, 2024 2:40 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Patrick Lindley
San Francisco

Mejia, Xiomara (BOA)

From: Peter Vitt <petervitt@icloud.com>
Sent: Thursday, February 1, 2024 2:40 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Peter vitt

Sent from my iPhone

Mejia, Xiomara (BOA)

From: RL <redpl@aol.com>
Sent: Thursday, February 1, 2024 2:42 PM
To: BoardofAppeals (PAB)
Cc: Peskin, Aaron (BOS)
Subject: Great Highway

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To all concerned:

I'd like to express that myself & many, many others are very very disappointed & upset with the thought of closing Great Highway permanently. It has legally been Great Highway for over Ninety (90) years & NOT a Park. Allowing this would only highlight the lack of support or care for the people or constituents who NEED to utilize this road with efficient & safe access for those who HAVE to use to get in & out of the City & commute to work all days & hours of the week to provide for themselves and/or their families. Furthermore, allowing Great Highway to be closed permanently forces traffic through neighborhoods which results in unsafe conditions due to increased traffic & places additional risk on your constituents. It also increases traffic congestion which adds to green house gases.

As a cyclist & outdoor enthusiast, there are plenty surrounding Parks, a huge Beach, Open Space, roads to ride a bicycle, walk/run & get fresh air literally within shouting distance, like the existing walkway/path, which has functioned very well for all. This isn't about needing more of this, this is about control & preparing for other agendas such as potential building along Great Highway under the guise of Affordable Housing in the area. We all know this isn't about Affordable Housing or care for constituents, it's about money, subsidizing developers, the real estate industry & political power, NOT those in need or preserving the nature & character of the neighborhoods.

There needs to be real conversations & willingness from **all** concerned about the future of the Great Highway as well as being concerned about our environment to meet & come to some REAL solutions or compromises such as closing one (1) day a week, NOT seven (7) days a week & preserve the nature & character of the neighborhoods for all!

Ultimately, this is about reckless policies & practices that will continue to put California & particularly San Francisco in further extreme debt & places your constituency in hardship & peril!

Regards,
Renee Lazear

D4 - Long Time Resident 45th Avenue
SON-SF ~ Save Our Neighborhoods SF

Mejia, Xiomara (BOA)

From: Justin Fraser <justin@codesmithsf.com>
Sent: Thursday, February 1, 2024 2:42 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Support for the Coastal Zone Permit for the Upper Great Highway pilot project

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisor Melgar and Commissioners,

My name is Justin Fraser and I am a resident of the Sunset.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

My family lives car-free in the Sunset neighborhood. We get around primarily by bike and MUNI and enjoy biking on the car-free stretch of the Great Highway several weekends a month.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's Local Coastal Plan, the Ocean Beach Master Plan, Vision Zero plan and the Climate Action Plan.

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Sincerely

Justin Fraser
1762 9th Ave
SF 94122

Mejia, Xiomara (BOA)

From: Lara Klemens <lasasfo@me.com>
Sent: Thursday, February 1, 2024 2:43 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. I have lived in the city my entire life and never witnessed so much community use and enjoy of the area until the Park was instituted.

This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Lara Klemens

Mejia, Xiomara (BOA)

From: Sarah (Egdal) Hollenhorst <sarah.hollenhorst@gmail.com>
Sent: Thursday, February 1, 2024 2:44 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Great Highway Permit

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Commissioners,

My name is Sarah Egdal Hollenhorst and I am a resident of the Sunset District in San Francisco.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

My children and I love going to the Great Highway on the weekends to run together so we can enjoy our beautiful coastline without the risk of being around cars. We have also practiced bicycling, roller skated, scootered, and played with friends on the Great Highway - now one of a very small number of long flat areas in San Francisco without cars. We have truly loved having this new open space added to our city!

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's [Local Coastal Plan](#), the [Ocean Beach Master Plan](#), [Vision Zero plan](#) and the [Climate Action Plan](#).

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Regards,

Sarah Egdal Hollenhorst

--

Sarah (Egdal) Hollenhorst
415-999-9858

Mejia, Xiomara (BOA)

From: Melissa Glass <melissa.glass2@icloud.com>
Sent: Thursday, February 1, 2024 2:44 PM
To: BoardofAppeals (PAB)
Subject: Great Highway Closure

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Board of Appeals:

My name is Melissa Glass and I am a San Franciscan native. All my years' living in the city, I have never endured so much dissatisfaction with our local government as I do now.

Understanding, these are crucial times we're living in, it's imperative to be mindful, respectful, to the needs of tax paying citizens in San Francisco. The Great Highway is a valuable part of our beautiful city in which people travel via cars', bikes, whatever means of transportation one chooses to use. I am requesting the Great Highway to be reopened to all vehicles for use immediately. Please see my reasons listed below.

Apparently (long ago now) when The Upper Great Highway was closed to cars 2.5 days per week, the Recreation & Parks Department of San Francisco was only able to do that by getting a "Coastal Zone" permit.

Apparently when you get a Coastal Zone permit, you first have to do an "environmental review", which the Recreation and Parks Department **did not** do.

So, three individuals have gone to court now to appeal the granting of the Coastal Zone permit, and if these three individuals win in court, The Upper Great Highway will be **opened back up to cars 24/7**.

Everyone in this group needs to write a quick email by 4:30pm today to:

BoardOfAppeals@sfgov.org

and state reasons why it is important for the Coastal Zone permit to be revoked from the Recreation & Parks Department.

An environmental review would have shown there is environmental damage as well as harm caused to nearby residents when The Upper Great Highway is closed to cars:

1. The Snowy Plover habitat gets trampled when The Upper Great Highway is closed to cars.
2. Emergency responders are unable to get to emergencies quickly when The Upper Great Highway is closed.
3. Thousands of cars are pushed onto surrounding streets when The Upper Great Highway is closed to cars - causing far more car accidents than we had before.
4. Air pollution levels near homes go up significantly when The Upper Great Highway is closed to cars because of course cars now have to drive closer to the houses.

5. On the 2.5 days out of the week that The Upper Great Highway is closed to cars, people who must commute from one place to another who normally take The Upper Great Highway now have a much slower/longer commute.

Thank you in advance for allowing the citizens of San Francisco to have our city concerns heard and addressed regarding the Great Highway.

Mejia, Xiomara (BOA)

From: Steven Hill <shill@igc.org>
Sent: Thursday, February 1, 2024 2:46 PM
To: BoardofAppeals (PAB)
Cc: Steven Hill
Subject: Comment in favor of Appellants re GH Pilot

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To: San Francisco Board of Appeals
49 South Van Ness, Suite 1475
San Francisco, CA 94103
BoardofAppeals@sfgov.org

From: Steven Hill

4315 Lincoln Way, SF 94122
shill@igc.org

Feb 1, 2024

Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets.

Hearing Date: February 7, 2024 at 5:00 pm, City Hall, Room 416

Dear Commissioners,

I am writing to you regarding the closures of the Upper Great Highway between Lincoln Way and Sloat Blvd., and the retroactive issuance of a Coastal Zone Permit. Please record my public viewpoint which is in support of the above-referenced three appeals filed with your office. I support the Appellants for the reasons outlined in their three briefs, as well as for reasons that I state below. I support the idea of engaging in comprehensive environmental review before a permit is issued for coastal development. I ask that you please do not approve the retroactive issuance of a Coastal Zone Permit for this section of the Great Highway.

Closure of the Great Highway has had significant negative impact on our neighborhood in the Outer Sunset. It has dramatically increased automobile traffic in our neighborhood, pumping egregious levels of carbon emissions into our neighborhood, as well as impacted the environment from the bumper-to-bumper traffic that ensues in Golden Gate Park on Crossover Drive when the Great Highway is closed.

Also when the Great Highway is shuttered down, it attracts a lot more foot traffic and bicycle traffic from well beyond our neighborhood, even people from outside San Francisco, who then trample the fragile sand dunes and the delicate vegetation and wildlife. I have seen many places where the local plants, such as the icicle plant which helps to hold down the sand, has been decimated due to foot traffic. This has led to greater erosion and damage to the dunes and to protected habitat of threatened species such as the Snowy Plovers.

It also has contributed to greater and greater amounts of sand blowing onto the highway itself since there is no longer sufficient vegetation to hold down the sand. In March and April over the last several years since the original closure in 2020, when it is windier in the Outer Sunset, that has led to longer closures of the Great Highway to automobile traffic during the week, Monday through Friday, which prevents working people from getting to their employment, parents from bringing their children to school and to recreational events, or elderly and sick veterans being able to get to the Veterans Administration hospital.

For all these reasons and more, I urge you to not grant a retroactive issuance of a Coastal Zone Permit, and I urge you to keep the Great Highway open for ALL people and their many needs and uses, not just for bicyclists. There is already a bicycle path on the side of the Great Highway that is more than sufficient to accommodate the small number of bicyclists that brave the often inclement weather in the Outer Sunset.

Thank you, sincerely,

Steven Hill

Mejia, Xiomara (BOA)

From: Paul Doerr <paul@doerr.us>
Sent: Thursday, February 1, 2024 2:51 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Paul

Mejia, Xiomara (BOA)

From: Joe Bryan <bryan.joe@gmail.com>
Sent: Thursday, February 1, 2024 2:54 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Save Great Highway for people, not cars

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Commissioners,

My name is Joe Bryan and I am a resident of San Francisco.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

I use the Great Highway for running, and biking every weekend! The wide road makes for safe running with friends and family. We've developed healthy habits and community through access to this space. We meet up with friends from across town here to run, jump in the ocean if we're brave, and then go get breakfast and coffee in the neighborhood nearby.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's [Local Coastal Plan](#), the [Ocean Beach Master Plan](#), [Vision Zero plan](#) and the [Climate Action Plan](#).

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Joe Bryan

Mejia, Xiomara (BOA)

From: COURTNEY HOGENDORN <chogendorn@icloud.com>
Sent: Thursday, February 1, 2024 2:56 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Suzanna Park

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Lisa Simpson <lisamsimpson@yahoo.com>
Sent: Thursday, February 1, 2024 2:56 PM
To: BoardofAppeals (PAB)
Subject: Comment in favor of Appellants re GH Pilot

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

San Francisco Board of Appeals
49 South Van Ness, Suite 1475
San Francisco, CA 94103
BoardofAppeals@sfgov.org

Lisa Hilden
2083 45th Ave

Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets.

Hearing Date: February 7, 2024 at 5:00 pm, City Hall, Room 416

Dear Commissioners,

I am a concerned resident writing to voice my opinion on the closures of the Upper Great Highway between Lincoln Way and Sloat Blvd., and the retroactive issuance of a Coastal Zone Permit. Please record my public comments which are in support of the above-referenced 3 appeals filed with your office. I support the Appellants for all the reasons they stated in their three briefs, and I support the idea of engaging in a comprehensive environmental review before a permit is issued for coastal development. I ask that you please do not approve the retroactive issuance of a Coastal Zone Permit for this section of the Great Highway.

Personally, the traffic that was forced to use 45th Ave as a throughway was significant and created safety issues for my family due to frustrated drivers constantly running the stop signs. They are turning left/right at the light at 45th and Sloat and speeding as fast as possible to get where the Great Highway used to take them.

We love the compromise. What's wrong with keeping the same model we have today? Open the highway on the weekdays for drivers, closed on the weekends for the city to enjoy.

No matter what the bike coalition says and the skewed data that's been collected shows, when the highway was closed on weekdays, it was empty most of the day, every day. Kids are in school all day, people are back to the office, traffic is trying to get from one side of the city to another. They are not walking or biking on the great highway. If you improve public transportation or figure out some way to flatten all the hills in San Francisco, maybe then this would be fair. But the idea that the city's population is going to hop on a bike to go everywhere when our city's hills are also everywhere, is ridiculous. Arriving places sweaty every time, no. Dealing with my spine issues on a bike, no. Feeling safe while people run stop signs all day long, no.

Sincerely,
Lisa Hilden
2083 45th Ave

Lisa Hilden

lisamsimpson@yahoo.com

Mejia, Xiomara (BOA)

From: Kate Blumberg <kate@acmetron.com>
Sent: Thursday, February 1, 2024 2:57 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); Waltonstaff (BOS)
Cc: rclyde@sfbike.org
Subject: Maintain the great highway pilot

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners and members of the Board of Supervisors,

I am a resident of District 10 and am writing to ask you to reject any appeals against the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project.

The great highway is on the other side of town from me, so I only get there once a month or so, but when I do go I love to stroll along the highway, which always has a festive, community spirit. When my son was younger we sometimes brought bikes there to give him practice riding without fear of cars. As makes sense for such a scenic location, it brings the use of the road back to its original intent, recreation, while making it accessible to a much broader swath of users.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's [Local Coastal Plan](#), the [Ocean Beach Master Plan](#), [Vision Zero plan](#) and the [Climate Action Plan](#).

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Kate Blumberg

Mejia, Xiomara (BOA)

From: Nikolas Ignacio <nikignacio@icloud.com>
Sent: Thursday, February 1, 2024 2:59 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to bike and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Furthermore, I find it offensive that detractors to this are trying to use the coastal commission as a means to circumvent the will of the voters who organized and showed up on the ballot to make their desires known. Must we all attend every coastal commission hearing on our own limited personal time to further voice our support? Please... let us have the park that we fought for.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Kathryn Carney <ket.carney@gmail.com>
Sent: Thursday, February 1, 2024 3:01 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

I walk along Great Highway several times a day with my family and wheel assisted dog. Every single morning without fail I see people speeding through the red lights on Upper Great Highway. Not only is the park an amazing resource for families and neighbors to enjoy the coast, but closing the street to cars is a safety issue. As a resident of 47th I have seen the traffic calming measures ease the reckless driving that can come with street closures.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Kathryn carney, 47th Ave resident

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Christopher Dawe <dawecj@gmail.com>
Sent: Thursday, February 1, 2024 3:06 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Save the Great Highway Pilot Project

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Commissioners,

My name is Christopher Dawe and I am a resident of Miraloma.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

My family really enjoys the connectivity The Great Highway provides when it is car free to travel by foot and bicycle up and down the coast.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's Local Coastal Plan, the Ocean Beach Master Plan, Vision Zero plan and the Climate Action Plan.

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Christopher Dawe
99 Agua Way
SF, CA 94127

415-517-7905
dawecj@gmail.com

Mejia, Xiomara (BOA)

From: Roan Kattouw <roan.kattouw@gmail.com>
Sent: Thursday, February 1, 2024 3:10 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Roan Kattouw

Mejia, Xiomara (BOA)

From: Avanti Mankar <avanti.mankar@gmail.com>
Sent: Thursday, February 1, 2024 3:11 PM
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Sierra Barsten <slbarsten@yahoo.com>
Sent: Thursday, February 1, 2024 3:15 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Sierra Barsten

Mejia, Xiomara (BOA)

From: Rohit Sarathy <rohit@sarathy.org>
Sent: Thursday, February 1, 2024 3:16 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Please keep the Great Highway Park weekend compromise and reject appeals 23-062,
23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project, and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022. It also furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and by providing a safe space for children, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming measures in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my personal safety when I walk and bicycle to Ocean Beach and to patronize nearby businesses in the vicinity.

Thank you,

Rohit Sarathy
District 8

Mejia, Xiomara (BOA)

From: SON-SF SaveOurNeighborhoodsSF <info@sonsf.org>
Sent: Thursday, February 1, 2024 3:21 PM
To: BoardofAppeals (PAB)
Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets.

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To:
San Francisco Board of Appeals
49 South Van Ness, Suite 1475
San Francisco, CA 94103
BoardofAppeals@sfgov.org

From:
Renee Lazear
D4 - Long Time Resident 94116

Date: February 1, 2024.

Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets.

Hearing Date: February 7, 2024 at 5:00 pm, City Hall, Room 416

Dear Commissioners,

I am a concerned resident writing to voice my opinion on the closures of the Upper Great Highway between Lincoln Way and Sloat Blvd., and the retroactive issuance of a Coastal Zone Permit. Please record my public comments which are in support of the above-referenced 3 appeals filed with your office. I support the Appellants for all the reasons they stated in their three briefs, and I support the idea of engaging in comprehensive environmental review before a permit is issued for coastal development. I ask that you please do not approve the retroactive issuance of a Coastal Zone Permit for this section of the Great Highway.

Opinions:

1. When the highway is closed emergency responders are delayed responding to beach rescues, must open a locked gate or remove cones, negotiate around bicyclists and pedestrians who are in the middle of the highway, and then drive to medical facilities through the surrounding streets congested with the heavy traffic that is diverted off the highway.

2. Whenever the highway is closed, foot traffic tramples over the fragile sand dunes instead of accessing the beach via the 7 paved crosswalks. This is causing erosion and damage to the dunes and to the protected habitat of an endangered species, the Snowy Plovers.

Sincerely,
Renee Lazear
Concerned Citizen
Renee Lazear
D4 - Long Time Resident 45th Avenue - 94116
SON-SF ` Save Our Neighborhoods SF
info@sonsf.org



Thank you!

What is this?

Haha, thanks!

ReplyForward

Mejia, Xiomara (BOA)

From: RL <redpl@aol.com>
Sent: Thursday, February 1, 2024 3:21 PM
To: BoardofAppeals (PAB)
Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets.

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To:
San Francisco Board of Appeals
49 South Van Ness, Suite 1475
San Francisco, CA 94103
BoardofAppeals@sfgov.org

From:
Renee Lazear
D4 - Long Time Resident 94116

Date: February 1, 2024.

Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets.

Hearing Date: February 7, 2024 at 5:00 pm, City Hall, Room 416

Dear Commissioners,

I am a concerned resident writing to voice my opinion on the closures of the Upper Great Highway between Lincoln Way and Sloat Blvd., and the retroactive issuance of a Coastal Zone Permit. Please record my public comments which are in support of the above-referenced 3 appeals filed with your office. I support the Appellants for all the reasons they stated in their three briefs, and I support the idea of engaging in comprehensive environmental review before a permit is issued for coastal development. I ask that you please do not approve the retroactive issuance of a Coastal Zone Permit for this section of the Great Highway.

Opinions:

1. When the highway is closed emergency responders are delayed responding to beach rescues, must open a locked gate or remove cones, negotiate around bicyclists and pedestrians who are in the middle of the highway, and then drive to medical facilities through the surrounding streets congested with the heavy traffic that is diverted off the highway.
2. Whenever the highway is closed, foot traffic tramples over the fragile sand dunes instead of accessing the beach via the 7 paved crosswalks. This is causing erosion and damage to the dunes and to the protected habitat of an endangered species, the Snowy Plovers.

Sincerely,
Renee Lazear

Concerned Citizen
Renee Lazear
D4 - Long Time Resident 45th Avenue - 94116
SON-SF ` Save Our Neighborhoods SF

Mejia, Xiomara (BOA)

From: Michael Mueller <mmueller5@yahoo.com>
Sent: Thursday, February 1, 2024 3:23 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep Great Highway Pilot Project

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Board of Appeals
City Hall, 1 Dr. Carlton B. Goodlett Place Room 416
San Francisco, CA

Dear Commissioners,

I am a resident of Cow Hollow in San Francisco.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

The closure of the Great Highway on weekends has created a safe, beautiful, peaceful and popular space for cyclists and pedestrians to ride and walk without the risk of injury from cars. I've made several trips by car to the Lake Merced area on weekends as well and find that the closure did not affect my travel time, which is one more reason to let the pilot project run its full course.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's [Local Coastal Plan](#), the [Ocean Beach Master Plan](#), [Vision Zero plan](#) and the [Climate Action Plan](#).

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Michael Mueller

Mejia, Xiomara (BOA)

From: Timothy French <trfrench1@gmail.com>
Sent: Thursday, February 1, 2024 3:23 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS); info@greathighwaypark.com; ChanStaff (BOS); NorthCentralCoast@coastal.ca.gov
Cc: ghappeal@proton.me
Subject: Support the Upper Great Highway Coastal Zone Permit. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you.

--
Tim French
Brand Manager @ Equinix Inc.
trfrench1@gmail.com
262-617-6433

Mejia, Xiomara (BOA)

From: David Simpson <dave@simpsonhome.com>
Sent: Thursday, February 1, 2024 3:29 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To the Commissioners,

I urge you to support the Planning Commission's unanimous decision to grant the Coastal Zone Permit for the Upper Great Highway pilot project and to deny appeals 23-062, 23-064, 23-065.

I am one of the many San Franciscans who frequent Great Highway Park every weekend to enjoy the Pacific Ocean and its surroundings. The pilot program is essential for me to access and appreciate the coast. This permit preserves the existing compromise that the Board of Supervisors and Mayor Breed endorsed in 2022 and aligns with the goals of the Coastal Act and San Francisco's Local Coastal Plan by promoting recreational use of the Ocean Beach shoreline and creating a safe space for kids, seniors, and the whole community to enjoy the coast. Keeping this pilot enables City agencies to gather data and engage with the community to shape the long-term vision of the Great Highway.

Moreover, the permit allows for important traffic calming measures in the Outer Sunset. This has considerably increased the safety of the neighborhood and is essential for my abilit

Sincerely,

David Simpson
Richmond District resident, 94121

Mejia, Xiomara (BOA)

From: Evelyn Ho <evelyn.y.ho@gmail.com>
Sent: Thursday, February 1, 2024 3:33 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses. As a resident of the Outer Sunset, it's sad to see other parts of the city getting traffic calming that makes biking and walking easier and none of this for us.

Thank you,

Evelyn Ho
94116

Mejia, Xiomara (BOA)

From: Kylie Stoneking <kbs3791@gmail.com>
Sent: Thursday, February 1, 2024 3:33 PM
To: NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Kylie Stoneking

Mejia, Xiomara (BOA)

From: Leslie LaskinReese <leslieedie@comcast.net>
Sent: Thursday, February 1, 2024 3:36 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Cc: sdlreese@comcast.net
Subject: Great highway closure

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Commissioners,

My name is Leslie and I am a resident of the outer Richmond district. I ride the great highway nearly every weekend, sometimes multiple times. This beautiful stretch of highway is packed every weekend with pedestrians, cyclists, families and the elderly enjoying our beautiful coastline together.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

I ride the great highway nearly every weekend, sometimes multiple times. This beautiful stretch of highway is packed every weekend with pedestrians, cyclists, families and the elderly enjoying our beautiful coastline together. I also travel to the sunset for groceries on the weekend and have no issue finding a safe alternate route.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's [Local Coastal Plan](#), the [Ocean Beach Master Plan](#), [Vision Zero plan](#) and the [Climate Action Plan](#).

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Leslie LaskinReese
LeslieLaskinReese.com
415-336-5203
Sent from my phone

Mejia, Xiomara (BOA)

From: Susan St. Martin <sjstmartin@gmail.com>
Sent: Thursday, February 1, 2024 3:37 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); northcentralcoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Issue the Coastal Zone Permit for the Upper Great Highway pilot project

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

My name is Susan St. Martin, and I am a resident of Glen Park.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project, and please reject the appeals against it.

During the worst of the pandemic, the Great Highway provided a safe, car-free environment for my then 7-year-old son to learn how to ride a bicycle. One of our regular joys was to go for a bike ride on the Great Highway, without worry of dangerous collisions with motor vehicles. I loved seeing the roadway full of people getting fresh air and exercise. Car-free Great Highway extends the city's beloved recreational space that is Golden Gate Park. This is a much better use of the Great Highway than cars. A much higher density of people can use the Great Highway when it is a car-free space than when it is simply a road for cars. For cars, the Great Highway only has a north outlet and a south outlet and no access to any other cross street in between. Sand regularly blows onto the roadway and makes it inaccessible to cars, which is only a mild inconvenience to drivers who have literally any other numbered avenue in the Sunset they can use. More people can get to where they're going when we have more and safer (i.e., closed to cars) corridors for bicycles and pedestrians.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's Local Coastal Plan, The Ocean Beach Master Plan, Vision Zero plan, and the Climate Action Plan.

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals against it. Thank you.

Susan St. Martin

Mejia, Xiomara (BOA)

From: Steven Hill <shill@igc.org>
Sent: Thursday, February 1, 2024 3:41 PM
To: BoardofAppeals (PAB)
Subject: Comment in favor of Appellants regarding the pilot for the Great Highway

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To: San Francisco Board of Appeals
49 South Van Ness, Suite 1475
San Francisco, CA 94103
BoardofAppeals@sfgov.org

From: Steven Hill

4315 Lincoln Way, SF 94122
shill@igc.org

Feb 1, 2024

Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets.

Hearing Date: February 7, 2024 at 5:00 pm, City Hall, Room 416

Dear Commissioners,

I am writing to you regarding the closures of the Upper Great Highway between Lincoln Way and Sloat Blvd., and the retroactive issuance of a Coastal Zone Permit. Please record my public viewpoint which is in support of the above-referenced three appeals filed with your office. I support the Appellants for the reasons outlined in their three briefs, as well as for reasons that I state below. I support the idea of engaging in comprehensive environmental review before a permit is issued for coastal development. I ask that you please do not approve the retroactive issuance of a Coastal Zone Permit for this section of the Great Highway.

Closure of the Great Highway has had significant negative impact on our neighborhood in the Outer Sunset. It has dramatically increased automobile traffic in our neighborhood, pumping egregious levels of carbon emissions into our neighborhood, as well as impacted the environment from the bumper-to-bumper traffic that ensues in Golden Gate Park on Crossover Drive when the Great Highway is closed.

Also when the Great Highway is shuttered down, it attracts a lot more foot traffic and bicycle traffic from well beyond our neighborhood, even people from outside San Francisco, who then trample the fragile sand dunes and the delicate vegetation and wildlife. I have seen many places where the local plants, such as the icicle plant which helps to hold down the sand, has been decimated due to foot traffic. This has led to greater erosion and damage to the dunes and to protected habitat of threatened species such as the Snowy Plovers.

It also has contributed to greater and greater amounts of sand blowing onto the highway itself since there is no longer sufficient vegetation to hold down the sand. In March and April over the last several years since the original closure in 2020, when it is windier in the Outer Sunset, that has led to longer closures of the Great Highway to automobile traffic during the week, Monday through Friday, which prevents working people from getting to their employment, parents from bringing their children to school and to recreational events, or elderly and sick veterans being able to get to the Veterans Administration hospital.

For all these reasons and more, I urge you to not grant a retroactive issuance of a Coastal Zone Permit, and I urge you to keep the Great Highway open for ALL people and their many needs and uses, not just for bicyclists. There is already a bicycle path on the side of the Great Highway that is more than sufficient to accommodate the small number of bicyclists that brave the often inclement weather in the Outer Sunset.

Thank you, sincerely,

Steven Hill

Mejia, Xiomara (BOA)

From: Danny <dodonnell88@hotmail.com>
Sent: Thursday, February 1, 2024 3:42 PM
To: BoardofAppeals (PAB)
Subject: Great Highway

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Reopen the great highway because...

1. The Snowy Plover habitat gets trampled when The Upper Great Highway is closed to cars.
2. Emergency responders are unable to get to emergencies quickly when The Upper Great Highway is closed.
3. Thousands of cars are pushed onto surrounding streets when The Upper Great Highway is closed to cars - causing far more car accidents than we had before.
4. Air pollution levels near homes go up significantly when The Upper Great Highway is closed to cars because of course cars now have to drive closer to the houses.
5. On the 2.5 days out of the week that The Upper Great Highway is closed to cars, people who must commute from one place to another who normally take The Upper Great Highway now have a much slower/longer commute.

Mejia, Xiomara (BOA)

From: Kali Perry <kaliperry108@gmail.com>
Sent: Thursday, February 1, 2024 3:44 PM
To: ChanStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: SKIN x STONE <skinandstone1@gmail.com>
Sent: Thursday, February 1, 2024 3:44 PM
To: ChanStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Tom Graves <tom@tomgraves.com>
Sent: Thursday, February 1, 2024 3:44 PM
To: BoardofAppeals (PAB)
Cc: Tom Graves
Subject: The Great Highway

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To whom it may concern:

Please revoke the Coastal Zone permit that closed the Great Highway in San Francisco.

It is an essential artery for residents and especially for emergency vehicles.

While it is nice to have more recreational areas, the Great Highway is too important to lose.

Thank you,

Tom Graves
San Francisco

tom@tomgraves.com

Mejia, Xiomara (BOA)

From: Alyssa Barnett <alyssabar@gmail.com>
Sent: Thursday, February 1, 2024 3:45 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Alyssa Barnett

Mejia, Xiomara (BOA)

From: Amira Atallah <amiraathome@yahoo.com>
Sent: Thursday, February 1, 2024 3:47 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS); Stefani, Catherine (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

As a resident of District 2, I would visit more often if the Great Highway was available for recreation on more days during the week as well, and I have discovered (and continue to visit) many businesses in the Sunset district that I would have never otherwise have known about.

Thank you,

Amira Atallah

2201 Francisco Street #11

94123

Mejia, Xiomara (BOA)

From: Isabela Celedon <isabela.celedon@gmail.com>
Sent: Thursday, February 1, 2024 3:49 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Isabella Celedon

Mejia, Xiomara (BOA)

From: Brendan King <bking2@ucsc.edu>
Sent: Thursday, February 1, 2024 3:09 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

I love this park and want it to be car free full time!

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Brendan

Mejia, Xiomara (BOA)

From: Nathaniel Edwards <nedwards@gmail.com>
Sent: Thursday, February 1, 2024 3:51 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses. Thank you,

Nathaniel

Mejia, Xiomara (BOA)

From: GB Info <gbinfo@greenboogers.com>
Sent: Thursday, February 1, 2024 3:52 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: I support continuing having Great Hwy closed to cars

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Commissioners,

My name is Scott Jung and I am a resident of Bernal Heights.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

I really enjoy being able to ride my bike on the Great Hwy without car traffic and so do thousands of others who walk there every weekend and most days when closed during the pandemic!

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's Local Coastal Plan, the Ocean Beach Master Plan, Vision Zero plan and the Climate Action Plan.

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Scott Jung

Mejia, Xiomara (BOA)

From: Samarth Vasisht <samarthv@gmail.com>
Sent: Thursday, February 1, 2024 3:53 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Commissioners,

My name is Samarth Vasisht and I am a resident who lives in the Inner Richmond.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

The great highway is an absolute gem of a walking zone to have on weekends and opens up an otherwise crowded and fast-moving traffic zone into a pedestrian and bike friendly environment that helps everyone enjoy the beauty of SF's western coast without concern of getting hit by a car.

If you've ever had the pleasure of being out there on the weekends you could see how many people are out there enjoying the space it provides. Please let me know if there's anything I can do to help push this through (and if not - I would love to know why you think that the road should be re-opened and the feedback that led you to that decision).

Thank you,
Samarth

Mejia, Xiomara (BOA)

From: Lily Foucault <lilyfoucault@yahoo.com>
Sent: Thursday, February 1, 2024 3:57 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses. My boyfriend was hit by a car riding on a raised bike lane on Masonic after they took a right into the lane without any awareness of his presence. He broke his wrist. He could've been seriously injured as he flipped over the car and thankfully only landed on his wrist. There are very few genuinely safe places to ride your bike in this city. We need to keep this as one of them.

Thank you,
Lily Foucault

Mejia, Xiomara (BOA)

From: Jane Dunlap <dunlapjc@att.net>
Sent: Thursday, February 1, 2024 3:59 PM
To: BoardofAppeals (PAB)
Subject: I Support Appeal 123-064

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

"I ****support**** appeal no. 23-064 because there has not been been any solution as to where all the cars that currently travel on Upper Great Highway will be diverted to in a safe and environmentally sound way. Currently, the only solution (which is ***not*** a solution, because there was zero planning involved, it was basically a takeover of the streets) I've seen happen is that thousands of cars are diverted into neighborhoods (mostly the Outer Sunset). This causes speeding, wreckless driving, congestion and pollution in a neighborhood which is not equipped nor never meant to have commuting cars traversing those streets. If Upper Great Highway is ever to permanently close, then SFMTA & any other city planners involved with street planning, needs to do their job right. Figure out a safe, effective & environmentally sound solution for a route bypass for those thousands of cars that use Upper Great Highway daily.
Thank you.

J Dunlap
Sunset District

Mejia, Xiomara (BOA)

From: Leslie Tipton <leslietipton@hotmail.com>
Sent: Thursday, February 1, 2024 4:00 PM
To: BoardofAppeals (PAB)
Subject: Appeal no. 23-064

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Greetings,

As a long time outer sunset resident living on the Lower Great Highway, I strongly support appeal number 23-064. The increase in noise pollution and traffic in the neighborhood are only a few of the many issues that closing the Upper Great Highway creates. Please ensure that a full environmental review, that considers quality of life issues for local residents, is conducted.

Thank you.

Best Regards,
Leslie Tipton

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Nate Gentner <nategentner2@gmail.com>
Sent: Thursday, February 1, 2024 4:01 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Car-Free!

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Commissioners,

My name is Nate and I am a resident of NOPA.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

Biking and skateboarding with my 2 children on the Great Highway has been an amazing experience for our family. Please preserve the car-free Great Highway!

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's [Local Coastal Plan](#), the [Ocean Beach Master Plan](#), [Vision Zero plan](#) and the [Climate Action Plan](#).

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals.

Thank you.

Nate

Mejia, Xiomara (BOA)

From: Richard Weld <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 4:02 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Richard Weld
rgweld@gmail.com
4327 California Street
san francisco , California 94118

Mejia, Xiomara (BOA)

From: Tim Reilly <Tim.Reilly@microsoft.com>
Sent: Thursday, February 1, 2024 4:02 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Neighbors & Commissioners,

Connecting our city to effective means of transportation by creating a robust network of safe mobility is a powerful tool to support the growth of San Francisco.

Please help keep the park a safe place to be as a pedestrian. Consider optimizing the beauty and access of our coast.

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park many weekends to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Tim, Katie, Quinn and Louisa Reilly - Zip 94129

Mejia, Xiomara (BOA)

From: Mark V <markvarney@hotmail.com>
Sent: Thursday, February 1, 2024 4:03 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Open

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I am a resident of District 4 and I support the appeals of the closure of the great highway including Appeal number 23-064.

The continued closure of the Great Highway and the concomitant rerouting of traffic through the once quiet neighborhood streets of the Outer Sunset District is an ongoing problem that should never have happened in the first place.

Please grant these appeals, please require a legitimate EIR before considering any permit, and please do not approve any retroactive permit or other effort to once again skirt the law.

Thank you. Mark Varney

Mejia, Xiomara (BOA)

From: Nate Gentner <nate.gentner@gmail.com>
Sent: Thursday, February 1, 2024 4:03 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Do NOT allow cars on the Great Highway!

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Board of Appeals Meeting
Wednesday, February 7, 2024 5pm
<https://www.sf.gov/meeting/february-7-2024/board-appeals-hearing-february-7-2024>
City Hall, 1 Dr. Carlton B. Goodlett Place Room 416
Or call in with Zoom

Public comment script:

Hello Commissioners,

My name is Nathan and I am a resident of Alamo Square.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

My family including my 2 kids, and I have frequently enjoyed the Great Highway on a weekly basis since it was closed to dangerous vehicle traffic. Please keep the Great Highway open for the community to bike and skate.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's Local Coastal Plan, the Ocean Beach Master Plan, Vision Zero plan and the Climate Action Plan.

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.
Nathan

Mejia, Xiomara (BOA)

From: Noah DeWald <noahdewald@gmail.com>
Sent: Thursday, February 1, 2024 4:27 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Noah

Mejia, Xiomara (BOA)

From: Jeanette Rogas <jeanettemrogas@gmail.com>
Sent: Thursday, February 1, 2024 4:29 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

-Jeanette

Mejia, Xiomara (BOA)

From: Jim Bourke <jimmy.bourke5@gmail.com>
Sent: Thursday, February 1, 2024 4:55 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

Last Sunday I went for a long run from Eureka Valley down through Golden Gate Park, and along the Great Highway Park, before turning around and running home to the Haight. It was magical: families on a stroll with prams, bike riders, rollerbladers, walkers, runners of all levels, all enjoying the salt air and the community that this promenade has encouraged while carless. This place is magical, and I have been smiling about my San Francisco Sunday all week. Please protect it for all of us to enjoy.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
James

Mejia, Xiomara (BOA)

From: Craig Persiko <craigpersiko@gmail.com>
Sent: Thursday, February 1, 2024 5:05 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); Rachel Clyde, SF Bicycle Coalition; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Public comment on Coastal Zone Permit for Great Highway pilot project

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Commissioners,

My name is Craig Persiko and I am a resident of the Castro district of San Francisco. I've lived here for over 20 years, and I bicycle for my primary transportation.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

My husband and I bike along the Great Highway almost every weekend. It is our favorite bike ride in the city on weekends when it is car-free, full of people enjoying the beautiful coast, while exercising safely! There are far more people using the Great Highway on these car-free weekends than I have ever seen there in cars. It's a great use of the coastline.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's [Local Coastal Plan](#), the [Ocean Beach Master Plan](#), [Vision Zero plan](#) and the [Climate Action Plan](#).

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Craig Persiko
621 Castro St.
San Francisco, CA 94114

Mejia, Xiomara (BOA)

From: Jack Eidson <jackweidson@gmail.com>
Sent: Thursday, February 1, 2024 5:25 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: I love the Great Highway Pilot Project

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi all,

I am writing in support of one of the BEST and least doom-loopy parts of San Francisco: the car-free Upper Great Highway!

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

I love biking along the beach on the weekend, and supporting local small businesses like Andytown and Hook Fish. I would be less likely to support these Richmond and Sunset businesses without the car-free Upper Great Highway.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's [Local Coastal Plan](#), the [Ocean Beach Master Plan](#), [Vision Zero plan](#) and the [Climate Action Plan](#).

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Jack

Mejia, Xiomara (BOA)

From: birdofparadise567 <birdofparadise567@gmail.com>
Sent: Thursday, February 1, 2024 5:28 PM
To: BoardofAppeals (PAB)
Subject: Public Comment in Support of Appeal Nos. 23-062, 23-064, and 23-065; Upper Great Highway between Lincoln Way and Sloat Blvd. and surrounding streets

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hearing Date: February 7, 2024 at 5:00 pm, City Hall, Room 416

Dear Commissioners,

I am a concerned resident writing to voice my opinion on the closures of the Upper Great Highway between Lincoln Way and Sloat Blvd., and the retroactive issuance of a Coastal Zone Permit. Please record my public comments which are in support of the above-referenced 3 appeals filed with your office. I support the Appellants for all the reasons they stated in their three briefs, and I support the idea of engaging in comprehensive environmental review before a permit is issued for coastal development. I ask that you please do not approve the retroactive issuance of a Coastal Zone Permit for this section of the Great Highway.

My own personal reasons are:

1. When the highway is closed emergency responders are delayed responding to beach rescues, must open a locked gate or remove cones, negotiate around bicyclists and pedestrians who are in the middle of the highway, and then drive to medical facilities through the surrounding streets congested with the heavy traffic that is diverted off the highway.
2. Whenever the highway is closed, foot traffic tramples over the fragile sand dunes instead of accessing the beach via the 7 paved crosswalks. This is causing erosion and damage to the dunes and to the protected habitat of an endangered species, the Snowy Plovers.

Sincerely,

Linda Chan
Concerned Citizen
33 Cutler Ave
San Francisco
Birdofparadise567@gmail.com Hearing

Mejia, Xiomara (BOA)

From: Kristin Tièche <ktieche@gmail.com>
Sent: Thursday, February 1, 2024 5:30 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); Rachel Clyde; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Commissioners,

My name is Kristin Tieche and I am a resident of D1, the Richmond District.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

I ride my bike to the Great Highway every Friday and I also volunteer at community events there like The Great Hauntway. I've organized my own bike events there as well. The space is really bringing community together in a way it never did before as a space for cars.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's Local Coastal Plan, the Ocean Beach Master Plan, Vision Zero plan and the Climate Action Plan.

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals.

Thank you,
Kristin Tieche/94117

--
Kristin Tièche (she/her)
323-243-1585
<https://www.linkedin.com/in/kristintieche/>

Mejia, Xiomara (BOA)

From: Don Reigrod <d_reigrod@yahoo.com>
Sent: Thursday, February 1, 2024 5:48 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Don Reigrod and family

Mejia, Xiomara (BOA)

From: Vance Vredenburg <vancevredenburg@gmail.com>
Sent: Thursday, February 1, 2024 6:13 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Finally as a father of two children living in San Francisco I cherish the opportunity for any space in the city where cars are not allowed. Our streets are so dangerous for kids! Do we really need a 4 lane highway plus literally adjacent feeder streets along our shoreline? Please for the future of our children, for the future of our City, keep cars off the great highway permanently.

Thank you,
Vance Vredenburg, PhD
2326 Cecilia Ave
San Francisco, CA 94116

Mejia, Xiomara (BOA)

From: gary gregerson <dmfeelings@yahoo.com>
Sent: Thursday, February 1, 2024 6:28 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Please uphold the Planning Commission's unanimous determination to issue the Coastal zone Permit for Upper Great Highway pilot

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is Gary Gregerson and I am a resident of the Tenderloin.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's [Local Coastal Plan](#), the [Ocean Beach Master Plan](#), [Vision Zero plan](#) and the [Climate Action Plan](#).

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Sincerely,
Gary Gregerson

Mejia, Xiomara (BOA)

From: Hanga Simon <hanga_simon@yahoo.com>
Sent: Thursday, February 1, 2024 6:30 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: kash <kash@warmplanetbikes.com>
Sent: Thursday, February 1, 2024 6:30 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeal

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals.

Last Halloween, I rode my bike down to the Great Hauntway celebration. I figured it would be a couple of sad folding tables and a few parents dragging their children out, making the best of it in the wind and the cold.

I could not have been more wrong.

The event was so big you could not see all of it at once. It was curb to curb people, from the end of Golden Gate Park, all the way to Sloat.

There were no corporate sponsors, only a few commercial tables. It was just a bunch of parents in the Sunset with an idea. And a whole lot of people who liked it.

The western edge of the city is going to fall into the Pacific eventually. The people who are appealing this permit and trying to get cars back onto the road are literally trying to hold back the ocean.

They're idiots who can't face reality. And they don't like wholesome fun. Don't listen to them.

Mejia, Xiomara (BOA)

From: Sandy Carter <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 6:47 PM
To: BoardofAppeals (PAB)
Subject: We need the Great Highway Park. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

Hello. I am asking that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

The pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Sandy Carter
carters989@gmail.com

San Francisco, California 94128

Mejia, Xiomara (BOA)

From: Rick <rzgirling@gmail.com>
Sent: Thursday, February 1, 2024 6:56 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

This is like a nightmare replaying over and over again. My wife and I have been to the GREAT HIGHWAY PARK numerous times and it's always filled with people of all sorts. The people have spoken through the ballot box. Please do not let these squeaky wheels get there way. My only complaint is that it's not closed to cars 7 days!!

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Sandy Carter <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 6:47 PM
To: BoardofAppeals (PAB)
Subject: We need the Great Highway Park. Reject appeals 23-062, 23-064, 23-065

Follow Up Flag: Follow up
Flag Status: Flagged

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

Hello. I am asking that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

The pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Sandy Carter
carters989@gmail.com

San Francisco, California 94128

Mejia, Xiomara (BOA)

From: daryl rogers <dirodge@gmail.com>
Sent: Thursday, February 1, 2024 7:51 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); rclyde@sfbike.org
Subject: Public comment: Please continue and expand the Great Hwy pilot program

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Commissioners,

My name is Daryl Rogers and I am a resident of the Lower Haight 94117.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

This is a valued space that my family (partner, daughter, and dog) visit multiple times a week. Usually Friday evenings and Saturday or Sunday mornings. We walk, run, ride bikes, on the closed hwy. It is truly a unique space and would be a huge addition to San Francisco public spaces if it were to become permanent. Because of this space we travel from our neighborhood to spend money in outer sunset businesses for breakfast, lunch, and dinner. We also do our grocery shopping in the area on our way back from the great highway.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's [Local Coastal Plan](#), the [Ocean Beach Master Plan](#), [Vision Zero plan](#) and the [Climate Action Plan](#).

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you,
Daryl Rogers 94117

Mejia, Xiomara (BOA)

From: Bailey Schweitzer <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 8:06 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park open

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Bailey Schweitzer
bsch29@gmail.com
205 Vicksburg St
San Francisco, California 94114

Mejia, Xiomara (BOA)

From: owace SF <owaceinsf@gmail.com>
Sent: Thursday, February 1, 2024 8:15 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Save the GHWY Park

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Commissioners,

I am a resident of Corona Heights along with my wife and 8 year old son.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

The closure of the roadway has allowed our family to spend countless hours, walking and watching our son learn how to bike and become comfortable being amongst several people.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's [Local Coastal Plan](#), the [Ocean Beach Master Plan](#), [Vision Zero plan](#) and the [Climate Action Plan](#).

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.
Syed Owais Ahmad

Mejia, Xiomara (BOA)

From: Sarah Jones <sarahbjones13@gmail.com>
Sent: Thursday, February 1, 2024 8:17 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep public access to Great Highway Park. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am the Community Development Director for Marin County, and as such I am very familiar with your role and responsibilities under the Coastal Act. Today I am writing to you as an individual citizen, and as a former resident of San Francisco and former employee of the San Francisco Municipal Transportation Agency, where I served as Planning Director from 2016-2021. I am writing to ask that you uphold the San Francisco Planning Commission's unanimous determination to issue the CDP for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

My personal experience with Great Highway Park was similar to that of thousands of other residents and visitors in San Francisco. While we rarely visited Ocean Beach before the pandemic and avoided the walkway along Great Highway, once Upper Great Highway was closed to cars my family and I biked through Golden Gate Park to the Great Highway countless times. It's a unique and extraordinary way to enjoy the coast. People of all ages, abilities and backgrounds are out there. It has transformed the city's coastline into one of the true gems of San Francisco. It's become one of the things that I urge all visitors to San Francisco to experience.

I had the pleasure of working on the Great Highway Park effort in my capacity as SFMTA Planning Director. It want to highlight a particular feature of the effort: access for people with disabilities. Early in the planning, one of my colleagues in the Mayor's Office of Disability said "Most people don't realize how difficult it is for disabled people to just be outdoors, let alone at the beach." So many times, disabled access is an afterthought or a matter of compliance. In the case of Great Highway Park, disabled access is part of the purpose and value. I saw people with disabilities enjoying Great Highway Park almost every time I was out there, enabled by the lack of cars and width of the paved space. I even saw a group of sight-impaired runners able to safely experience the smells and sounds of the beach and feel of the wind. How cool is that?!

I know well the authentic commitment to equitable access held by your Commission and your staff. I truly believe that the Upper Great Highway Pilot Project truly enhances access and the public's ability to enjoy this resource.

Thank you,

Sarah Jones

Mejia, Xiomara (BOA)

From: Victor Cee <vic.cee@gmail.com>
Sent: Thursday, February 1, 2024 8:23 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Hench, Kat <khench@KPMG.com>
Sent: Thursday, February 1, 2024 8:48 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

The information in this email is confidential and may be legally privileged. It is intended solely for the addressee. Access to this email by anyone else is unauthorized. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful. When addressed to our clients any opinions or advice contained in this email are subject to the terms and conditions expressed in the governing KPMG client engagement letter.

Mejia, Xiomara (BOA)

From: Terry Erickson <terry.erickson@gmail.com>
Sent: Thursday, February 1, 2024 8:49 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); Stokle, Brian (REC);
rclyde@sfbike.org
Subject: Coastal Zone Permit for the Upper Great Highway pilot project

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi Planning Commissioners,

My name is Terry Erickson and I live at 3724 Quintara Street in the Sunset District of San Francisco.

I'm emailing you ask you all to please continue to issue the Coastal Zone Permit for the Upper Great Highway pilot project and reject the appeals against it.

I had no idea that there might an appeal to have traffic on the highway during weekends and am quite upset that this could happen. Stopping traffic on the Great Highway is the best thing that resulted from Covid and if I had my way the highway area would not allow cars at all 7 days a week. There are so many people out of the highway biking and walking whenever there are no cars on the road, including myself. I urge all of you to go there on a weekend and see how many families and young kids are out there biking, roller skating, skateboarding or walking, getting exercise and breathing fresh air. It's a safe place to be and not have to worry about traffic. Plus the ocean views are spectacular. It's really a fun place to go and hang out. On a warm sunny day there are so many people that it's often hard to find parking on Quintara near where we live. On these days it appears to be one of the most popular places in the City with people coming from all over, especially with little kids and lots of bikes! It's very nice to see so many people doing healthy activities and being outdoors :-)

As I'm sure you know, the current pilot was approved by the SF Board of Supervisors and Mayor London Breed in December 2022. An additional reason to continue the pilot is for city agencies to be able to collect data needed to figure out future plans for the Great Highway.

I strongly urge you all to continue the Coastal Zone Permit for the Upper Great Highway and reject the appeals.

Thank you very much,
Terry Erickson

Mejia, Xiomara (BOA)

From: Rachel Behler <rachel.leigh.behler@gmail.com>
Sent: Thursday, February 1, 2024 8:51 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Rachel Behler

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Jessica S. <jlstraits@gmail.com>
Sent: Thursday, February 1, 2024 9:21 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); Northcentralcoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Jessica Straits
1933 Ulloa Street

Mejia, Xiomara (BOA)

From: shellyhorton@yahoo.com
Sent: Thursday, February 1, 2024 9:22 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Please end the Great Highway Park weekend compromise. Approve appeals 23-062,
23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you approve approve appeals 23-602, 23-064 and 23-065

As one of the thousands of San Franciscans who use Great Highway for its intended purpose ... driving quickly and safely along the west side of San Francisco.

The ongoing closure of this vital roadway has pushed heavy weekend traffic into our neighborhoods increasing pollution, noise and danger to pedestrians. Please open the highway for its intended use.

Beach users already have a walkway that parallels the highway at all times and of course easy access to the beach it's self for all recreational activities.

Thank you,

Shelly Horton

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Shayla L <shayla.m.love@gmail.com>
Sent: Thursday, February 1, 2024 9:22 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, skateboard, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

I do wish there were some beautification inclusions but regardless, there should not be a highway on the beach. We voted, we won, let's put this to rest.

Thank you,

Mejia, Xiomara (BOA)

From: Sophia Williamson <isherpa1@icloud.com>
Sent: Thursday, February 1, 2024 9:38 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Shira

Mejia, Xiomara (BOA)

From: Robert E. White <rew@rwhitesf.com>
Sent: Thursday, February 1, 2024 9:45 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Coastal Zone Permit for the Upper Great Highway

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I write in support of the Coastal Zone Permit for the Upper Great Highway and urge the Board of Appeals to reject the appeals that could endanger the continuation of this pilot project.

I am a senior and a regular user of the Great Highway when available through the pilot project. I travel to and from the Great Highway by e-bike as part of my efforts to stay in shape and get outdoors. I am definitely not alone in that regard. It is a huge benefit to the quality of life for many San Franciscans.

The value of the project to me, and to people like me, is inestimable. I do not believe that the pilot project unduly impinges on other stakeholders, certainly not unduly due to its restriction to the weekend.

It would be a real loss if the pilot project is not continued. For that reason I respectfully urge that the Board of Appeals reject the pending appeals that could end this very useful pilot program.

Sincerely,

Robert E. White
50 Fifth Avenue
San Francisco, CA 94118
Telephone: (415) 789-6151
Facsimile: (415) 418-6001
e-mail: rew@rwhitesf.com

Mejia, Xiomara (BOA)

From: Mike Lee <tenpigs@hotmail.com>
Sent: Thursday, February 1, 2024 9:52 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); Rachel Clyde, SF Bicycle Coalition; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Please uphold the Coastal Zone Permit for the Upper Great Highway

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Commissioners,

My name is Michael Lee and I am a resident of Midtown Terrace in District 7.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

The Great Highway pilot has been great for me and my family along with the diverse groups of people I see using it. The city and its leaders should support this further by encouraging businesses to setup shop close by to further enhance the experience when users are down there. A good model to follow might be what Joel Engardio implemented with the night market in the Sunset.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's Local Coastal Plan, the Ocean Beach Master Plan, Vision Zero plan and the Climate Action Plan.

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Michael Lee
32 Farview Ct.
San Francisco, CA 94131
415-430-7676

Mejia, Xiomara (BOA)

From: MALINDA WALKER <malindawal@aol.com>
Sent: Thursday, February 1, 2024 9:53 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); Info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Re: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

> On Jan 31, 2024, at 3:36 PM, MALINDA WALKER <malindawal@aol.com> wrote:

>

> Dear Commissioners,

>

> I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

>

> As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

>

> In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

>

> Thank you,

>

Mejia, Xiomara (BOA)

From: Ellen Koivisto & Gene Thompson <offstage@earthlink.net>
Sent: Thursday, February 1, 2024 10:10 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); Rachel Clyde; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is Ellen Koivisto and I live on the Great Hwy (between K and L), and have lived here for 36 years.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please, please, please reject the appeals against it.

The Great Highway is a fantastic park, and a great resource for people from all over the bay area. It is also an area we will be losing to the ocean, an area that suffers greatly from pollution from automotive traffic, a very dangerous straightway (originally a racetrack) that allows cars to try to double or triple the posted speed limit, and as a road for cars it is a silly waste of money and resources requiring SF to literally sweep sand off the beach, a la The Walrus and The Carpenter.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's [Local Coastal Plan](#), the [Ocean Beach Master Plan](#), [Vision Zero plan](#) and the [Climate Action Plan](#).

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Ellen Koivisto
the outer, outer Sunset, SF

Mejia, Xiomara (BOA)

From: Ellen Koivisto <offstage@earthlink.net>
Sent: Thursday, February 1, 2024 10:18 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Ellen Koivisto
offstage@earthlink.net
1556 Great Hwy
SF, California 94122

Mejia, Xiomara (BOA)

From: Frida Pensamiento <frifrivp@gmail.com>
Sent: Thursday, February 1, 2024 10:19 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who values the importance of access to green spaces in the midst of a crowded city, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Frida Pensamiento

Mejia, Xiomara (BOA)

From: Patricia Mara-Smith <tricia.mara.smith@gmail.com>
Sent: Thursday, February 1, 2024 10:23 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Patricia L Mara-Smith

Mejia, Xiomara (BOA)

From: Shah, Tarang <tshah@wpi.edu>
Sent: Thursday, February 1, 2024 10:33 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

TArang Shah

Mejia, Xiomara (BOA)

From: Gabriela Vasconcellos <gdvasconcellos@gmail.com>
Sent: Thursday, February 1, 2024 10:45 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Gabriela de Vasconcellos

Mejia, Xiomara (BOA)

From: Eric Mar <noreply@adv.actionnetwork.org>
Sent: Thursday, February 1, 2024 11:21 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Eric Mar
emailericmar@gmail.com
825 La Playa St, #130
San Francisco, California 94121

Mejia, Xiomara (BOA)

From: Pranav Harathi <phrocks254@gmail.com>
Sent: Thursday, February 1, 2024 11:48 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Loc Thai <locthai@gmail.com>
Sent: Friday, February 2, 2024 12:17 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Zafarali Ahmed <zafarali.ahmed@gmail.com>
Sent: Friday, February 2, 2024 2:52 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Support the Upper Great Highway Coastal Zone Permit. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

The Great Highway Park is by far my favourite place in San Francisco. Despite San Francisco being surrounded by the ocean, there are very few ways to enjoy it without being surrounded by car traffic. I bike to it every other week and I love both foggy and sunny conditions. The permit authorizes important traffic calming in the Outer Sunset which has greatly improved the safety of the neighborhood and are vital to my safety when I bike to Ocean Beach and patronize nearby businesses.

The Great Highway Park is a GEM and I wish to celebrate my birthday there every year.

As one of the thousands of San Franciscans who visit Great Highway Park to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's Local Coastal Plan, the Ocean Beach Master Plan, Vision Zero plan and the Climate Action Plan and enhances recreational use of the Ocean Beach shoreline by providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals.

Thank you.
Zafarali Ahmed

Mejia, Xiomara (BOA)

From: Kieran Byrne <kieranjslbyrne@gmail.com>
Sent: Friday, February 2, 2024 3:25 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Born 'n Raised in the Sunset,
Kieran Byrne

Mejia, Xiomara (BOA)

From: Yi-Li Chuang <ylchuang@gmail.com>
Sent: Friday, February 2, 2024 6:00 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Yi-Li Chuang

Mejia, Xiomara (BOA)

From: Joseph Tartakovsky <joseph.tartakovsky@gmail.com>
Sent: Friday, February 2, 2024 5:33 AM
To: ChanStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses. Thank you,

Mejia, Xiomara (BOA)

From: Kyle William Smith <kws627@gmail.com>
Sent: Friday, February 2, 2024 6:44 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Brian Veit <oceanrenter@gmail.com>
Sent: Tuesday, January 30, 2024 1:51 PM
To: BoardofAppeals (PAB)
Subject: Appeal #23-062 and 23-065 -- KEEP THE ROAD CLOSED TO CARS AND OPEN TO PEOPLE

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Appeal #23-062 and 23-065 — Keep it open for pedestrians and bikes, not cars.

I live on the great highway. I see the “impacts” of the road closure every day. By far the POSITIVE impacts of closing the road to cars and allowing citizens to recreate vastly outweigh the negative impacts in traffic.

I am a former county planning commissioner, a former coastal plan advisory committee member, a current neighborhood watch captain, and a martyr to our city’s incompetence in past planning. (Tried to build some (a)affordable 100% rent controlled 100% code-compliant housing which was “DR’d” by our very own planning commission *of its own inane volition*, and then appealed to death by nimby’s.... What we ended up building was hamstrung by their arbitrary re-design and killed by delaying rents two years and increasing the cost of carry (mortgage, prop tax, insurance) etc. for two years, not to mention inflation. And we wonder why we don’t have any affordable housing on the west side....)

Let’s stop making mistakes.

Despite what Big Oil, the Car Manufacturers, and Drivers will tell you, it is not their god given right to be subsidized. They already get “free” parking and “free” road maintenance. (These costs are borne by property owners paying property taxes when they should be paid ENTIRELY by user fees on gasoline, for example.)

The “efficiency” of having more roads is vastly outweighed by the quality of life for everyone who can use the great highway as a horizontal park — kids, families, dogs, cyclists, and many people who can’t afford cars. If more roads for cars were the answer every highway in America would have 50 lanes....

This place becomes transformed on Friday when the road opens to pedestrians. People don’t come to our city, and certainly not to the beach, to drive fast. They come here to recreate. Let’s let them.

This city It’s asking taxpayers to pay more money for worse service. We have to turn it around step by step. In this case, a physical step — let people walk on the great highway on weekends. It’s not a big ask.

Brian Veit
415-672-2485 cell
oceanrenter@gmail.com

Mejia, Xiomara (BOA)

From: Adie Sherwood <adiesherwood@gmail.com>
Sent: Friday, February 2, 2024 7:20 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. Before the pilot project, it was stressful and difficult to try to cross the upper great highway with my young son and senior mother, even though we always used crosswalks. We often would avoid walking to the area for this reason. The beach is much more accessible to our family now. We love the fresh air and safety that the park provides for running, playing, and riding bikes.

This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Adie Sherwood
39th and Kirkham

Mejia, Xiomara (BOA)

From: Erin Coull <erin.coull@gmail.com>
Sent: Thursday, February 1, 2024 2:34 PM
Subject: Save the GHWY Park !!!

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Commissioners,

My name is Erin Coull and I am a resident of the Mission District. I ride my bike with my family from our home in the Mission all the way out to the Great Highway a couple times a month specifically because it is car free (we never went there before). Now it's become one of our favorite in-city destinations and ways to enjoy riding a bike safely to and through our city.

I urge you to please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's Local Coastal Plan, the Ocean Beach Master Plan, Vision Zero plan and the Climate Action Plan.

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Concerned and long time citizen of San Francisco,
Erin Coull (& Family)

Mejia, Xiomara (BOA)

From: Jonas Sicking <jonas@sicking.cc>
Sent: Thursday, February 1, 2024 3:33 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

I've been really enjoying taking our daughter on weekend trips down to the beach and to the zoo. It has been such a pleasure doing that without having to brave highway traffic and hearing the traffic noise constantly.

This stretch of land is very beautiful and a great place to enjoy the outdoors. Surely we can find a better place to route traffic

Jonas Sicking
jonas@sicking.cc
1256 2nd Ave
San Francisco, California 94122

Mejia, Xiomara (BOA)

From: bryn.freitag@gmail.com
Sent: Friday, February 2, 2024 7:07 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Brynna

Mejia, Xiomara (BOA)

From: Adie Sherwood <adiesherwood@gmail.com>
Sent: Friday, February 2, 2024 7:20 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. Before the pilot project, it was stressful and difficult to try to cross the upper great highway with my young son and senior mother, even though we always used crosswalks. We often would avoid walking to the area for this reason. The beach is much more accessible to our family now. We love the fresh air and safety that the park provides for running, playing, and riding bikes.

This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Adie Sherwood
39th and Kirkham

Mejia, Xiomara (BOA)

From: Chris Mackey <mackaccess@gmail.com>
Sent: Friday, February 2, 2024 7:46 AM
To: BoardofAppeals (PAB)
Subject: GREAT HIGHWAY: Support of appeal and revocation of permit

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Board of Appeals,

Please consider the appeal of the Dept of Rec's Coastal Permit and re-open Great Highway without delay. In addition to the list below my signature, I would add two additional points:

a) Golden Gate Park becomes a parking lot every weekend as cars are forced to cross San Francisco through the west end of the park. Particularly the entrance points from the south at 41st Ave and north at 30th Ave and 43rd Ave. The air pollution and exhaust from lines of cars from all directions at the intersections inside the park caused by the traffic jam at JFK is awful during the weekends. There's a noticeable stench of exhaust.

b) The public benefit to opening the Great Highway far outweighs any garnered from closing it. The Great Highway is underutilized as a pedestrian and bike recreation center and the cost to nearby residents in time and inconvenience is immense. It also affects local businesses adversely, which needs to be considered outside of the environmental impact.

An EIR is required for these large scale environmental changes so that the public and public servants can make rational informed decisions about policy before undertaking any action. That opportunity was not afforded to the public with the closing of Great Highway and you have an opportunity to rectify this situation and ensure that proper procedure is followed.

Thank you for your consideration.

Best regards,
Chris Mackey

1. The Snowy Plover habitat gets trampled when The Upper Great Highway is closed to cars.
2. Emergency responders are unable to get to emergencies quickly when The Upper Great Highway is closed.
3. Thousands of cars are pushed onto surrounding streets when The Upper Great Highway is closed to cars - causing far more car accidents than we had before.
4. Air pollution levels near homes go up significantly when The Upper Great Highway is closed to cars because of course cars now have to drive closer to the houses.
5. On the 2.5 days out of the week that The Upper Great Highway is closed to cars, people who must commute from one place to another who normally take The Upper Great Highway now have a much slower/longer commute.

Mejia, Xiomara (BOA)

From: jon winston <jwinstonsf@gmail.com>
Sent: Friday, February 2, 2024 7:47 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Jon Winston

Mejia, Xiomara (BOA)

From: Harold Klingsporn <hal@retrotech.org>
Sent: Friday, February 2, 2024 8:24 AM
To: BoardofAppeals (PAB); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov
Subject: Board of Appeals re: Great Highway

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is Harold Klingsporn and I live in the Mission.

Please maintain the Planning Commission's Coastal Zone Permit for the Upper Great Highway pilot project and hence reject the appeals against it.

Almost every weekend, I bike from the Mission over to the Great Highway and enjoy the car free ride up/down the few miles of car free road.

So I'd very much like you to uphold the Coastal Zone Permit for the Great Highway. Thank you.

Harold

Mejia, Xiomara (BOA)

From: Alison Mutter <alison.mutter@gmail.com>
Sent: Friday, February 2, 2024 8:36 AM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Alison Mutter
1951 Clement St, 94121

Mejia, Xiomara (BOA)

From: Nora McConnell <nora.r.mcconnell@gmail.com>
Sent: Friday, February 2, 2024 8:45 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Nora McConnell

Mejia, Xiomara (BOA)

From: Mario Salinas <mlsalinas07@gmail.com>
Sent: Friday, February 2, 2024 8:48 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mario Salinas

Mejia, Xiomara (BOA)

From: Laurel Elkjer <laurelelkjer@gmail.com>
Sent: Friday, February 2, 2024 8:56 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Great Highway

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Commissioners,

My name is Laurel Elkjer and I am a resident of District 3.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

I bike on the Great Highway regularly, and love seeing all of the people enjoying it on weekends.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's Local Coastal Plan, the Ocean Beach Master Plan, Vision Zero plan and the Climate Action Plan.

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Laurel Elkjer
745 Chestnut St
SF 94133

Mejia, Xiomara (BOA)

From: Peter Schmitz <peterwabbit@gmail.com>
Sent: Friday, February 2, 2024 8:57 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep Great Highway closed to cars

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Commissioners,

My name is Peter Schmitz and I am a resident of District 3 in North Beach.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

My wife and I often bike on Great Highway on weekends and enjoy sharing with the many other families and individuals on that beautiful spot.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's Local Coastal Plan, the Ocean Beach Master Plan, Vision Zero plan and the Climate Action Plan.

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Peter Schmitz

Mejia, Xiomara (BOA)

From: Ian Hopping <ian.hopping@gmail.com>
Sent: Friday, February 2, 2024 9:27 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This pilot has so greatly increased the number of people accessing and enjoying Ocean Beach. It is one of the best things I've seen the San Francisco government do to improve the recreational experience of residents in the city.

This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Ian

--

ian.hopping@gmail.com

631-457-0254

@ihopping

Mejia, Xiomara (BOA)

From: Seth Golub <entropy@gmail.com>
Sent: Friday, February 2, 2024 9:31 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

EXTERNAL SOURCE This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

In a city of a million people, there are very few places a child can ride a bike for more than a block without navigating car traffic. We've surrendered the rest of the city to car traffic. Let us continue to enjoy a short stretch of the coast, even if only two days a week.

Mejia, Xiomara (BOA)

From: David Marwick <noreply@adv.actionnetwork.org>
Sent: Friday, February 2, 2024 9:32 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

David Marwick
dmarwick@gmail.com

San Francisco, California 94110

Mejia, Xiomara (BOA)

From: Pete Mulvihill <pete@greenapplebooks.com>
Sent: Friday, February 2, 2024 9:33 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Save Great Highway pilot!

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Board of Appeals Meeting
Wednesday, February 7, 2024 5pm
<https://www.sf.gov/meeting/february-7-2024/board-appeals-hearing-february-7-2024>
City Hall, 1 Dr. Carlton B. Goodlett Place Room 416
Or call in with Zoom

Public comment script:

Hello Commissioners,

My name is Pete Mulvihill and I am a resident of the Outer Sunset and a Legacy Business owner with locations in the inner Richmond, inner Sunset, and Fillmore.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

I walk or run on the Great Highway most weekends, gather with friends at the end of Noriega to watch sunsets, and appreciate the safety it provides for my kids when they go to the beach.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's Local Coastal Plan, the Ocean Beach Master Plan, Vision Zero plan and the Climate Action Plan.

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

--
Pete Mulvihill, co-owner
(he/him)

Green Apple Books

506 Clement San Francisco, CA 94118
(415) 387-2272 (then press zero and ask for me)

& Green Apple Books on the Park
1231 9th Avenue, SF, CA 94122

& Browser Books
2195 Fillmore Street, SF, CA 94115

our website, Facebook, Twitter, Instagram, LinkedIn

Mejia, Xiomara (BOA)

From: Lana Porcello <lanalana3@gmail.com>
Sent: Friday, February 2, 2024 9:36 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Lana Porcello
Outer Sunset Resident

Mejia, Xiomara (BOA)

From: Susan Ford <susanjulieford@gmail.com>
Sent: Friday, February 2, 2024 9:51 AM
To: BoardofAppeals (PAB)
Subject: Upper Great Highway between Lincoln and Sloat

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My family and I are in favor of car free bicycle and pedestrian promenade on weekends and Holidays.

However there needs to be speed limits and restrictions on motorized bicycles and guidelines on groups of racing bicycles. We have witnessed on numerous occasions toddlers and dogs in many close calls with speeding bicycles. This seems to defeat the purpose of keeping The Great Highway vehicle free. Perhaps motorized bicycles and groups of bicycle racers should be prohibited.

Susan and Kent Ford
1495 47th Avenue at Kirkham
Sent from my iPhone

Mejia, Xiomara (BOA)

From: Amela Alijagic <aalijagic@gmail.com>
Sent: Friday, February 2, 2024 9:54 AM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); rclyde@sfbike.org
Subject: Save the GHWY Park

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Commissioners,

My name is Amela Alijagic and I am a resident of Noe Valley.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

The great highway is a safe place for sustainable modes of transportation, and a place where i can take my young child to run, bike, play safely when we go to the beach.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's Local Coastal Plan, the Ocean Beach Master Plan, Vision Zero plan and the Climate Action Plan.

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Mejia, Xiomara (BOA)

From: Michael Sacks <noreply@adv.actionnetwork.org>
Sent: Friday, February 2, 2024 10:00 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Michael Sacks
michaelsacks@gmail.com
1808 Vallejo St, apt 1
San Francisco, California 94123

Mejia, Xiomara (BOA)

From: Deborah Lee <dlglee@gmail.com>
Sent: Friday, February 2, 2024 10:25 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's Coastal Zone Permit for the Upper Great Highway pilot project. Please reject appeals 23-062, 23-064, 23-065.

I have lived two blocks from the Great Highway for 30 years. I drive on the street during the week and walk there every weekend. When walking, I love sharing the car-free space with the many people of all demographics on feet, bikes, wheelchairs, strollers, skates, skateboards, scooters, etc. I look forward to every Friday at noon. If I need to drive on the weekend, I choose another route: no problem.

This permit maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022. It clearly and effectively furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan. It provides clean, quiet, healthy and safe space for the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

It's a compromise that considers diverse needs. Drivers have the road 4 1/2 days a week. We drivers have hundreds of other streets at our disposal. Can we make this small sacrifice of our favorite car route for the huge environmental, health, and social benefits of the Great Walkway? Please!

Thank you,

Deborah Lee
4430 Balboa Street
San Francisco

Sent from my iPhone

Mejia, Xiomara (BOA)

From: John Zwolinski <johnzwo63@gmail.com>
Sent: Friday, February 2, 2024 10:33 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

John Zwolinski
1296 La Playa St.

Mejia, Xiomara (BOA)

From: sasha@theotheralex.com
Sent: Friday, February 2, 2024 10:47 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

sasha@theotheralex.com

Mejia, Xiomara (BOA)

From: Katherine Nielsen <k.maida.nielsen@gmail.com>
Sent: Friday, February 2, 2024 11:10 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Great Highway Promenade

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Commissioners,

My name is Katherine Nielsen and I live in the Miraloma Park neighborhood in San Francisco. I am writing to urge you to uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

Just this past week, I rode my bike on the Great Highway promenade twice - Friday afternoon and Sunday mid-day. Whatever mood I am in when I start my bike ride, I am happy on the Great Highway. It's a beautiful spot and I love seeing people of all ages and backgrounds enjoying the space. Strollers, people with walkers, people in wheelchairs, on bikes, running, walking and more. It's such a wonderful way to bring our community together. And, for me personally, it results in a fantastic bike loop from my home, with much of it car-free: Great Highway then up through Golden Gate Park and then over Twin Peaks.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's Local Coastal Plan, the Ocean Beach Master Plan, Vision Zero plan and the Climate Action Plan.

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Katherine Nielsen
130 Los Palmos Drive
SF, CA 94127

Mejia, Xiomara (BOA)

From: Erica Simmons <noreply@adv.actionnetwork.org>
Sent: Friday, February 2, 2024 11:12 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Erica Simmons
ignimbrite@gmail.com
355 Nevada Street
San Francisco, California 94110

Mejia, Xiomara (BOA)

From: davidperrysf@gmail.com
Sent: Friday, February 2, 2024 11:15 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

I'm old and I walk the UGH every day it is car-free.

Thank you,
David Perry
2134 46th Ave

Mejia, Xiomara (BOA)

From: Jason Dewees <jason@floragrubb.com>
Sent: Friday, February 2, 2024 11:48 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

As a resident of the Sunset, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Alfredo Vergara-Lobo <alfredov@sbcglobal.net>
Sent: Friday, February 2, 2024 11:43 AM
To: BoardofAppeals (PAB)
Subject: Great Highway request

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Board of Appeals,

My name is Alfredo Vergara-Lobo and I am a resident of Sunnyside in D7.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

I ride my bicycle on the Great Highway as often as I can and whenever cars are not present. As an exercise stretch of road, it is nearly impossible to find other stretches like it in our City, therefore, access to this area has a needed, positive impact on my health. I value my health and that of my fellow San Franciscans more than the convenience of greenhouse gas emitting drivers who can easily take multiple other routes to get to their destination.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's Local Coastal Plan, the Ocean Beach Master Plan, Vision Zero plan and the Climate Action Plan.

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Joshua Lewis <noreply@adv.actionnetwork.org>
Sent: Friday, February 2, 2024 11:48 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Joshua Lewis
joshglewis@me.com

San Francisco, California 94112

Mejia, Xiomara (BOA)

From: Gary Levenberg <glev1@mac.com>
Sent: Friday, February 2, 2024 12:12 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Coastal Zone Permit for the Upper Great Highway

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

RE Board of Appeals Meeting
Wednesday, February 7, 2024 5pm

Hello Commissioners,

My name is Gary Levenberg and I am a resident of SF for over 40 years, since 1993 in Noe Valley.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

I am and have been a biker rider all my life for both recreation and transportation. As have my grown children who continue to ride with their families (one still in SF). I ride every day and seek out paths with the fewest cars. The list is not long here in SF - The Great Highway is probably the longest and safest of any bike trail in SF. The Golden Gate Park has JFK and mixed used trails. The Presidio has slow streets and mixed use trails. And The Embarcadero, Marina Blvd and Lake Merced have much improved mixed use trails. Please keep this trail open and safe for mixed use (of course except cars).

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's Local Coastal Plan, the Ocean Beach Master Plan, Vision Zero plan and the Climate Action Plan.

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Gary Levenberg
270 Valley

Mejia, Xiomara (BOA)

From: Kevin Smokler <smokler@gmail.com>
Sent: Friday, February 2, 2024 12:16 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

My name is Kevin Smokler, a 23 year resident of San Francisco. I write to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

The permit also authorizes important traffic reduction in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Kevin Smokler

Mejia, Xiomara (BOA)

From: Steven Grafton <sgrafton@gmail.com>
Sent: Friday, February 2, 2024 12:19 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses. Thank you,

Mejia, Xiomara (BOA)

From: Gene Thompson <gthomp11@mail.ccsf.edu>
Sent: Friday, February 2, 2024 12:20 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Gene Thompson
gthomp11@mail.ccsf.edu

San Francisco, California 94122

Mejia, Xiomara (BOA)

From: Troy Peters <troy@companionrecords.com>
Sent: Friday, February 2, 2024 12:22 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Upper Great Highway pilot project Coastal Zone permit

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

My name is Troy Peters and am a resident of the Miraloma Park neighborhood.

I strongly encourage you to uphold the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project. Please REJECT the appeals against this permit.

As a regular user of the Great Highway when it is closed to motor vehicle traffic, the benefits of this car-free recreational space for a wide variety of activities is abundantly clear. From the moment the gates close on Friday afternoon through the weekend, the space is filled with walkers, bikers, kids, seniors -- people with a wide range of mobility and interests. This singular space provides dramatic and deep benefit to the residents and visitors of San Francisco.

The Great Highway pilot project will show the long-term value of this space as open space enjoyed and used as a respite from the speed and pressure of our urban transportation environment. What better place for it?

Please REJECT the appeals to the Coastal Zone Permit for the Upper Great Highway and uphold the issuance of the permit.

Thank you,

Troy Peters

Mejia, Xiomara (BOA)

From: Seth Tanen <sethtanen@gmail.com>
Sent: Friday, February 2, 2024 12:27 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

My best,

Seth

Mejia, Xiomara (BOA)

From: Christopher guichet <cguichet@gmail.com>
Sent: Friday, February 2, 2024 12:34 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Please Keep and Expand Great Highway Park

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

Chris Guichet here, I live in Nopa and bike to Great Highway Park on the weekends.

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

The levels of joy on this park on a sunny day are off the charts. The shoreline of our city is one of our most valuable resources. We should make it a place that people can enjoy, not a car sewer. It also makes the beach more accessible for people too young, old, or disabled to drive.

We learned that tearing down the Embarcadero freeway was the right move, the same is true for the great highway park.

Thank you for your time,
Chris

Mejia, Xiomara (BOA)

From: Adrienne DuComb <adrienne.ducomb@gmail.com>
Sent: Friday, February 2, 2024 1:00 PM
To: ChanStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: John Oram <john.oram@me.com>
Sent: Friday, February 2, 2024 1:02 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
John Oram

Mejia, Xiomara (BOA)

From: rohitvarkey@gmail.com <noreply@adv.actionnetwork.org>
Sent: Friday, February 2, 2024 1:04 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

rohitvarkey@gmail.com

Mejia, Xiomara (BOA)

From: rhian miller <rhianmiller@gmail.com>
Sent: Friday, February 2, 2024 1:52 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Rhian Miller
Thomas Graven

Mejia, Xiomara (BOA)

From: Stephanie Gladney <steph.gladney@gmail.com>
Sent: Friday, February 2, 2024 2:10 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Upper Great Highway pilot

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Commissioners,

My name is Stephanie Gladney and I am a resident of San Francisco

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

I have enjoyed biking, walking and attending a yoga class on the Great Highway. It is much more peaceful to enjoy the sounds of the ocean without the noise of traffic.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's [Local Coastal Plan](#), the [Ocean Beach Master Plan](#), [Vision Zero plan](#) and the [Climate Action Plan](#).

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Yuliya Benkhina <yuliyabenkhina@gmail.com>
Sent: Friday, February 2, 2024 2:11 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

I look forward to the Great Highway opening to pedestrian traffic every weekend, and I have seen firsthand the joy it brings to San Franciscans and residents from around the Bay – as well as the foot traffic it drives to local Outer Sunset businesses. It's a shame that a minority group is aggressively pushing their vision of a car-centric city against the wishes of San Francisco voters and residents. Don't let them win.

Thank you,

Yuliya Benkhina
Outer Sunset resident, registered voter, & frequent Great Highway Park visitor

Mejia, Xiomara (BOA)

From: Jeffrey Freschl <noreply@adv.actionnetwork.org>
Sent: Friday, February 2, 2024 2:19 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Jeffrey Freschl
jlfreschl@gmail.com
1447 45th ave
San Francisco , California 94122

Mejia, Xiomara (BOA)

From: Zoe Phillips Williams <zoephillipsw@gmail.com>
Sent: Friday, February 2, 2024 2:47 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Zoe Williams

Mejia, Xiomara (BOA)

From: Susan Sutton <sutton@assemblyarch.com>
Sent: Friday, February 2, 2024 2:53 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Susan Sutton

Typed by opposable thumbs

Mejia, Xiomara (BOA)

From: Natalie Carnes <n.h.carnes@gmail.com>
Sent: Friday, February 2, 2024 2:55 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Natalie Marquardt

Mejia, Xiomara (BOA)

From: Timothy Ward <timothyward@icloud.com>
Sent: Friday, February 2, 2024 2:56 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Andrew Judd <andrwjudd@gmail.com>
Sent: Friday, February 2, 2024 3:01 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Andrew Judd
Strange typos compliments of autocorrect

Mejia, Xiomara (BOA)

From: Steven Ray <slr242@sonic.net>
Sent: Friday, February 2, 2024 3:04 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset (which should be implemented in the Inner Sunset as well). This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Steven Ray

Mejia, Xiomara (BOA)

From: Nathaniel Jordan <heynatejordan@gmail.com>
Sent: Friday, February 2, 2024 3:31 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Lauren White <noreply@adv.actionnetwork.org>
Sent: Friday, February 2, 2024 3:43 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Lauren White
laurengallowwhite@gmail.com

San Francisco, California 94110

Mejia, Xiomara (BOA)

From: Choku Proudfoot <proudfootyoga@gmail.com>
Sent: Friday, February 2, 2024 3:51 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: In support of the Great Highway project

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Commissioners,

My name is Choku Proudfoot and I am a resident of Lower Haight. I live at San Francisco Zen Center.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

I regularly ride my bicycle on the Great Highway on the weekends and it is a much needed way for people to be outside together safely. I always see families and many people biking and walking and enjoying the space. We need to support more spaces like this rather than less.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's Local Coastal Plan, the Ocean Beach Master Plan, Vision Zero plan and the Climate Action Plan.

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Choku Proudfoot

--

Choku Proudfoot
Pronouns: they/them

"Freedom is not a secret. It's a practice."
- Alexis Pauline Gumbs

Mejia, Xiomara (BOA)

From: Brad Azevedo <brad2k@gmail.com>
Sent: Friday, February 2, 2024 4:03 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Great Highway

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Commissioners,

My name is Brad Azevedo, a resident of Noe Valley.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

I am a cyclist who regularly bikes a loop around the city and the Great Highway is an essential part of that connectivity. Car-free access has been a game-changer for cyclist and pedestrian access to the coast and it is so wonderful to see this formerly barren area alive with people on the weekends. This is an example of "if you build it, they will come" and I hope that you will preserve it.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's [Local Coastal Plan](#), the [Ocean Beach Master Plan](#), [Vision Zero plan](#) and the [Climate Action Plan](#).

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Brad Azevedo

Mejia, Xiomara (BOA)

From: Gail <gailmacd@hotmail.com>
Sent: Friday, February 2, 2024 4:26 PM
To: BoardofAppeals (PAB)
Subject: Coastal Zone Permit

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Please deny the reinstatement of this permit as the Tcreation and Parks Department did not follow the procedures and get an environmental impact study. In addition, I am a senior citizen, resident of San Francisco in find that closing the Great Highway is a disservice to seniors.

Gail O'Connor

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Katie Duerr <noreply@adv.actionnetwork.org>
Sent: Friday, February 2, 2024 4:31 PM
To: BoardofAppeals (PAB)
Subject: Please preserve the Great Highway compromise by rejecting appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

I am a resident of Russian Hill in District 3 - but I find myself walking or riding on the Great Highway Park almost every weekend, along with thousands of my neighbors and visitors to the city. This program is crucial for the city's access to and enjoyment of the shoreline and one of the few truly safe places in San Francisco to walk, roll, and ride for people of all ages and abilities.

This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Katie Duerr
duerr.katie@gmail.com

Mejia, Xiomara (BOA)

From: Cole Rose <coletheanarchist@gmail.com>
Sent: Friday, February 2, 2024 4:38 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

Personally, I've visited the beach and the local businesses in the Outer Sunset so much more often these last four years now that I can safely bike with my children to our beautiful shoreline. We often make a low-cost, low-carbon day trip out of biking from our neighborhood to the beach. The Upper Great Highway project has opened up a whole side of San Francisco to me and my family by creating a safe and lively open space at the beach.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Cole Rose

Mejia, Xiomara (BOA)

From: Joey Kotfica <jkotfica@gmail.com>
Sent: Friday, February 2, 2024 5:44 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: board of appeals 2/7/2024 meeting comment

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing in support of maintaining the Upper Great Highway Park permit. The "Great Walkway" has been a tremendous enhancement to city infrastructure.

On the weekends, when I bike on the great highway, I see all manner of citizens out: seniors, families with young children, athletes, cyclists learning to ride, and more. It's a proper melting pot that should be celebrated and maintained.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

Thank you,

Joey Kotfica
94117

Mejia, Xiomara (BOA)

From: Sandy Aylesworth <noreply@adv.actionnetwork.org>
Sent: Friday, February 2, 2024 6:02 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Sandy Aylesworth
sandy.aylesworth@gmail.com

SF, California 94110

Mejia, Xiomara (BOA)

From: Edward Wright <noreply@adv.actionnetwork.org>
Sent: Friday, February 2, 2024 6:04 PM
To: BoardofAppeals (PAB)
Subject: I helped create the Great Walkway. Please keep it, and reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

The creation of the Great Walkway is one of the proudest accomplishments of my life. It's the reason I started biking again as an adult, it's where my guide daughter has taken some of her first steps, it's where countless kids have learned to ride bikes and experience their coastline safe from cars.

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Mejia, Xiomara (BOA)

From: Josh Ellinger <josh.ellinger@gmail.com>
Sent: Friday, February 2, 2024 6:31 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Joshua Ellinger

https://url.avanan.click/v2/___http://twitter.com/JoshEllinger___YXAzOnNmZHQyOmE6bzo4NTdlY2QwZTNiMmJmOTQ1NTE3MTQ4YjZjYTQ4YTM3Nzo2OmQ5MmWI6NTNmNzMxYjFIMzc3MWM0ZjhiNGVhNjY3MWRmOTAwN2VIYTlxMmVjNmFmMGJiYjhhZDg0MWRIZDY0MTIIODE1NzpwOKY

Mejia, Xiomara (BOA)

From: Kati Amberry <kati@katiamberry.com>
Sent: Friday, February 2, 2024 6:34 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

My family and I are part of the thousands of San Franciscans who are afforded better access to the coast through the pilot program.

This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of my neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Kati Amberry

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Jeremy Stoppelman <jeremy@yelp.com>
Sent: Friday, February 2, 2024 7:12 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Jeremy Stoppelman

Mejia, Xiomara (BOA)

From: Neal Gutierrez <nealbarcelona@gmail.com>
Sent: Friday, February 2, 2024 7:40 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses. Thank you,

Neal-Avery Barcelona Gutierrez
(209) 596 0095

Mejia, Xiomara (BOA)

From: Adam Bennes <adambennes@me.com>
Sent: Friday, February 2, 2024 8:18 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Adam Bennes
SF resident and avid bicyclist

Mejia, Xiomara (BOA)

From: Rosalind Wellbelove <noreply@adv.actionnetwork.org>
Sent: Friday, February 2, 2024 8:21 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Rosalind Wellbelove
rosalindwellbelove@gmail.com

San Francisco , California 94116

Mejia, Xiomara (BOA)

From: Christoph Krumm <noreply@adv.actionnetwork.org>
Sent: Friday, February 2, 2024 8:26 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Christoph Krumm
ckrumm@gmail.com
645 44th Ave, Unit B
San Francisco , California 94121

Mejia, Xiomara (BOA)

From: Marie Mika <noreply@adv.actionnetwork.org>
Sent: Friday, February 2, 2024 8:43 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Marie Mika
mariemika8@gmail.com
2414 47th Ave
San Francisco, California 94116

Mejia, Xiomara (BOA)

From: Neville Hemming <nevillehemming@gmail.com>
Sent: Friday, February 2, 2024 8:42 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); Great Highway Park; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); Jane Ji
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

We are writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065 and to later make the park permanent.

As one of the thousands of San Franciscans who visit Great Highway Park on the weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. To be honest, it is one of our favorite parts of living in SF and cannot wait until it is a permanent fixture with more infrastructure. We live in Duboce and would not visit the Sunset as often as we do or at all without this pilot program. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to our safety when we walk, bike, and take the N to Ocean Beach and nearby businesses.

Thank you,
Neville & Yao Hemming

Mejia, Xiomara (BOA)

From: Ben Ewing <noreply@adv.actionnetwork.org>
Sent: Friday, February 2, 2024 8:48 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Ben Ewing
bewing91@gmail.com
1683 Fulton st
San Francisco, California 94117

Mejia, Xiomara (BOA)

From: Jonathan King <jekshmeck@gmail.com>
Sent: Friday, February 2, 2024 8:56 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thanks,
Jonathan

Mejia, Xiomara (BOA)

From: Andy Collier <andrew@andrewben.com>
Sent: Friday, February 2, 2024 9:09 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); Info; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Please keep the Great Highway Park weekend compromise & reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I'm writing to urge you to uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and further request that you reject appeals 23-062, 23-064, and 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park on weekends for recreation and to visit nearby small businesses, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk in the vicinity of Ocean Beach and nearby businesses. Please do not capitulate to a vocal minority who will never be satisfied with any change from the historical status quo. That is not the way forward for society.

Thank you,

Andy Collier
San Francisco District 7 resident (Golden Gate Heights)

Mejia, Xiomara (BOA)

From: Molly Shambo <noreply@adv.actionnetwork.org>
Sent: Friday, February 2, 2024 9:34 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Molly Shambo
molly.shambo@gmail.com
260 30th Ave
San Francisco, California 94121

Mejia, Xiomara (BOA)

From: Amanda Kilmer <kilmer.amanda@gmail.com>
Sent: Friday, February 2, 2024 11:34 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Amanda

--

ak

Mejia, Xiomara (BOA)

From: Paul DeMello <pdemello@gmail.com>
Sent: Saturday, February 3, 2024 12:01 AM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses. Thank you,

Paul

Mejia, Xiomara (BOA)

From: Vincent Casotti <vincent.casotti@gmail.com>
Sent: Saturday, February 3, 2024 12:10 AM
To: ChanStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset.

This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Vincent

Mejia, Xiomara (BOA)

From: Nima Yazdani <noreply@adv.actionnetwork.org>
Sent: Saturday, February 3, 2024 12:41 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Nima Yazdani
nimayazd@gmail.com

San Francisco, California 94116

Mejia, Xiomara (BOA)

From: Jason Dunford <noreply@adv.actionnetwork.org>
Sent: Saturday, February 3, 2024 5:37 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Jason Dunford
jason.dunford@gmail.com

San Francisco, California 94122

Mejia, Xiomara (BOA)

From: Katie Chung <noreply@adv.actionnetwork.org>
Sent: Saturday, February 3, 2024 6:53 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

My child learned to bike ride in Great highway and it continues to be one our favorite places to ride on weekends - it is the only flat and protected place with ample space for all to enjoy in the city allows for this.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Katie Chung
katie.chung.01@gmail.com

Mejia, Xiomara (BOA)

From: Andrew Mullan <noreply@adv.actionnetwork.org>
Sent: Saturday, February 3, 2024 7:17 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Andrew Mullan
askmullan@gmail.com

San Francisco , California 94124

Mejia, Xiomara (BOA)

From: Cara Eisenberg <caraeisenberg@gmail.com>
Sent: Saturday, February 3, 2024 7:25 AM
To: Info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. I personally get to bring my disabled mom down to beach to stroll each weekend in comfort because of the park! This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Cara Eisenberg

Mejia, Xiomara (BOA)

From: Uchenna Okoye <uchenna.okoye.autodesk@gmail.com>
Sent: Saturday, February 3, 2024 7:30 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Uchenna

Mejia, Xiomara (BOA)

From: Friday Apaliski <fridayapaliski@gmail.com>
Sent: Saturday, February 3, 2024 7:58 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Friday, Jason, and Everett Apaliski
SF Residents

Friday Apaliski
541-510-3893

Mejia, Xiomara (BOA)

From: Charlotte Mooney <noreply@adv.actionnetwork.org>
Sent: Saturday, February 3, 2024 8:00 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

Dear Joel,

I live in your district and was excited to vote for you last when, after 13 years of living in San Francisco, I finally became a US citizen. I am writing to ask for your support for a safer great highway. Specifically, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

I'm a single mom, and the Great Highway is extremely important to me and my two young children. We visit regularly so that the children can practice riding their bikes, and every time I feel incredibly lucky to live in such a stunning locale, as well as a rare place in America that supports residents to develop sustainable, active and safe transport. My kids ride their bikes to school, taking one car off the road, because of initiatives like the weekend compromise. People in cars have many, many other roads to choose from. Young children have few safe options. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you for considering,
Charlotte, Sam (6) and Eve (9)

Charlotte Mooney
char.mooney@gmail.com
1701 25th avenue
San Francisco , California 94122

Mejia, Xiomara (BOA)

From: John Barkis <jbarkis@gmail.com>
Sent: Saturday, February 3, 2024 8:12 AM
To: ChanStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

I live a few blocks from the Great Highway and visit the Great Highway Park every weekend to walk, run, and bike along the Pacific Ocean. The pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of my neighborhood and is vital to the safety of me and my family when we walk and bike to Ocean Beach and nearby businesses.

Thank you,
John

Mejia, Xiomara (BOA)

From: Alexis Flores <noreply@adv.actionnetwork.org>
Sent: Saturday, February 3, 2024 9:00 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Alexis Flores
alexisf681@gmail.com

San Francisco , California 94116

Mejia, Xiomara (BOA)

From: Julia Reiff <juliareiff@sbcglobal.net>
Sent: Saturday, February 3, 2024 9:35 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Dorothy Kidd <kidd4478@gmail.com>
Sent: Saturday, February 3, 2024 9:55 AM
To: BoardofAppeals (PAB)
Subject: Great Highway Pilot Project

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners

Please accept my email for the hearing about the Great Highway Pilot Project. I would prefer to be there in person but I'm working that day. I am a resident of the west side who uses the Great Highway regularly as a cyclist, a walker and a lover of the beaches and shoreline.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

The Great Highway has become central to my weekend exercise and health routine. It has motivated me to keep up my cycling as it is so much safer when there are no cars on the road, thus allowing me to keep fit in an affordable way. It is also a boon to my mental health to see the ocean waves; and to see so many children, young adults, older people and families using the route. This community recreation opportunity for so many people is also a cost-saving measure as it cuts down on long-term physical and mental health costs for everyone.

thanks for your time and consideration,

Dorothy Kidd
300 16th Ave
San Francisco CA.

Mejia, Xiomara (BOA)

From: Steve Matthews <stevenjosephmatthews@gmail.com>
Sent: Saturday, February 3, 2024 9:56 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Steve Matthews

Sent from my iPhone

Mejia, Xiomara (BOA)

From: kim northrop <northrop.kim@gmail.com>
Sent: Saturday, February 3, 2024 10:08 AM
To: BoardofAppeals (PAB)
Subject: Great Highway

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I know I miss the meeting. But the closed gates do not delay emergency vehicles. In fact, it improves response time because there is no traffic.

There are established trails in the sand dunes which people use. If the GH is open or closed people will still walk on the dunes.

I live 1 block away and witness the use of the gh on weekends and the awful traffic noise and exhaust smells when it's open.

Third, we voted on the closure and keeping it closed won overwhelmingly.

Kim Northrop
1230 La Playa St, San Francisco, CA 94122

Mejia, Xiomara (BOA)

From: Lawrence D Hammer <lhammer@stanford.edu>
Sent: Saturday, February 3, 2024 10:34 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

This is of particular concern to me as I live less than 300 yards from the Great Highway.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Alan Marquardt <alanmarquardt@outlook.com>
Sent: Saturday, February 3, 2024 11:03 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Daniela Wehmeyer <danielam.wehmeyer@gmail.com>
Sent: Saturday, February 3, 2024 11:28 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Cc: Asim Bhansali
Subject: Great Highway Proj

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Commissioners,

My name is Daniela Wehmeyer, and I am a resident of the outer Richmond

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

At a time when there is so much talk about the dooms loop in San Francisco, the beautiful outdoors is something that brings people together and makes them fall in love again with San Francisco. Places like Ocean Beach and the Great Highway, which I use recreationally for biking, are certainly one reason why I would not consider moving outside San Francisco. More importantly, as a fifth grade teacher, I hear from students how they and their families biked on the Great Highway on weekends and how much this meant to them. Especially after the pandemic when students spent too much time in front of screens, these social outdoor experiences like biking the Great Highway, that bring people together and celebrate our city in a way that is affordable to all, need to be celebrated and preserved.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's [Local Coastal Plan](#), the [Ocean Beach Master Plan](#), [Vision Zero plan](#) and the [Climate Action Plan](#).

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Sincerely,
Daniela Wehmeyer

Mejia, Xiomara (BOA)

From: Cole Imhoff <ci@avicora.com>
Sent: Saturday, February 3, 2024 11:31 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am a resident of Miraloma Park, and I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

I regularly enjoy the Great Highway Park every weekend to walk and enjoy the shoreline and this pilot program is crucial for my access and enjoyment of the land.

This permit maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

Thank you,

--
Cole I.
ci@avicora.com

Mejia, Xiomara (BOA)

From: Dlo Nanni <dominicnanni@gmail.com>
Sent: Saturday, February 3, 2024 11:59 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Please open the highway

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

Please open the highway, it's effecting first responders, traffic is terrible and the traffic calming on other streets is making people drive so erratic!!!

Mejia, Xiomara (BOA)

From: S. Hadley <cellaco@gmail.com>
Sent: Saturday, February 3, 2024 12:29 PM
To: BoardofAppeals (PAB)
Subject: Regarding appeal nos. 23-062, 23-064, and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Board Members,

My husband and I wanted to take a minute to share how much we LOVE that the great highway closes to vehicle traffic on weekends.

We recently moved to SF and live just off the Great Highway in Outer Sunset. We walk on the highway every weekend, often more than once, and enjoy seeing everyone out with us. Something about reclaiming a road normally devoted to cars seems to make people get out in a way the full-time pedestrian spaces do not.

We see people of all ages walking, jogging, cycling, rollerblading, and enjoying time with their dogs. We see young families with kids on trikes or in wagons, and older folks out with reclining bikes and walkers. The wide, open, and level street feels safer for these activities than the regular bike path and sidewalks.

The closure also makes the neighborhood feel so relaxed and alive with people on the weekends. We consider it a huge bonus to living in our neighborhood and hope you'll continue to close the Great Highway to vehicles on weekends.

Thank you,
Sarah and Lucas

Mejia, Xiomara (BOA)

From: Peter T. <petert1205@gmail.com>
Sent: Saturday, February 3, 2024 1:40 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Peter Tangprasertchai
Sent from my iPhone

Mejia, Xiomara (BOA)

From: Ally Ochoa <noreply@adv.actionnetwork.org>
Sent: Saturday, February 3, 2024 1:52 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Ally Ochoa
ochoa_allyson@yahoo.com
1475 18th Ave
San Francisco , California 94122

Mejia, Xiomara (BOA)

From: Megan Leung <megan.c.leung@gmail.com>
Sent: Saturday, February 3, 2024 2:10 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Best,
Megan

Mejia, Xiomara (BOA)

From: Susan Green <green.susan.s@gmail.com>
Sent: Saturday, February 3, 2024 2:40 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Please uphold the Coastal Zone Permit for the Upper Great Highway

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioner,

I'm a resident of Noe Valley. I typically walk or ride my bike to get around San Francisco and I frequently bicycle and walk along the Great Highway on weekends. Having recently been hit by a car on San Francisco streets while riding my bike, I especially value San Francisco's designated slow streets and streets that are closed to car traffic.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's [Local Coastal Plan](#), the [Ocean Beach Master Plan](#), [Vision Zero plan](#) and the [Climate Action Plan](#).

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Susan Green

Mejia, Xiomara (BOA)

From: Jamie Williams <noreply@adv.actionnetwork.org>
Sent: Saturday, February 3, 2024 2:56 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

We visit the park often with our children on the weekends. They love scooting and biking down the pavement, looking for kites and planes; it's been a highlight of their childhoods and park of what makes living in the city so special.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Jamie Williams

jamielee.williams@gmail.com

San Francisco, California 94116

Mejia, Xiomara (BOA)

From: Julie Newhouse <newhousej@gmail.com>
Sent: Saturday, February 3, 2024 3:02 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
Info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Julie Newhouse

Sent from my iPhone

Mejia, Xiomara (BOA)

From: preston.rhea@gmail.com
Sent: Saturday, February 3, 2024 3:06 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Preston

Mejia, Xiomara (BOA)

From: Gabe Lavelle <gcatlavelle@gmail.com>
Sent: Saturday, February 3, 2024 3:11 PM
To: BoardofAppeals (PAB)
Subject: Great Highway

Follow Up Flag: Follow up
Flag Status: Flagged

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To whom it may concern,

I support the repeal of the permit to close the Upper Great Highway to cars. The Upper Great Highway is a safe and efficient route to get from the south to north side of the city. Emergency responders and hospital employees depend on this route 7 days a week. It is especially important when other events close roads through and around the park making the Richmond District an island. The residents on the side streets are experiencing more pollution and noise due to increased traffic on their streets

There has also been more environmental harm done to the beach, dunes and bird populations, such as the snow plover, from increased foot traffic entering the beach at all points, not just through access points.

I believe there is enough space on the upper Great Highway to accommodate a pedestrian path and a bicycle trail without eliminating cars.

Thank you for your consideration.
Gabrielle Lavelle

Mejia, Xiomara (BOA)

From: Linda Marquardt <lmarquardt54@me.com>
Sent: Saturday, February 3, 2024 3:41 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

In addition, we spend many weekends visiting our granddaughter and walking the Great Highway with her. We've seen that there are large numbers of people biking, running, hiking etc and enjoying the fresh air and exercise. There are also numerous children walking the highway, being able to ride their first bikes with lots of room to learn, being able to use their scooter bikes to help them learn before an actual bike and just running and playing. We got to see our granddaughter see her shadow for the first time on the broad expanse of the highway! She was so exuberant and excited!! The narrow sidewalks and trails in San Francisco or even along Ocean Beach without the Great Highway Park on the weekends do not allow for any of that. It's such a special place for families! It's also good for the environment to not have all the pollution from cars! Please do not shut this down!! It's such a special place. It's a perfect solution for everyone to allow cars during the week for commuters to get to work and then open it up to families, bikers, runners, etc on the weekends!

Thank you,

Sent from my iPad

Mejia, Xiomara (BOA)

From: Sydney Simpson <noreply@adv.actionnetwork.org>
Sent: Saturday, February 3, 2024 4:24 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Sydney Simpson
sydneysimpsonrn@gmail.com

San Francisco, California 94103

Mejia, Xiomara (BOA)

From: Kendall Silva <kendall.silva1@gmail.com>
Sent: Saturday, February 3, 2024 4:40 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Kendall

Mejia, Xiomara (BOA)

From: nathansibon@gmail.com
Sent: Saturday, February 3, 2024 2:11 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Please Reject appeals 23-062, 23-064, 23-065 and keep the sunset safe

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project by rejecting appeals 23-062, 23-064, 23-065.

This appeal is a distraction and a waste of city resources to continually entertain the tiny minority of the city that is opposed to this great asset.

I use the weekend park regularly and the conversion to a pedestrian only experience has greatly enhanced the ocean beach area. I love bringing out of town visitors, who are always amazed and can't believe this beautiful park was once wasted as an arterial road. This park has also helped nearby local businesses. I visit the outer Taraval/noriega area far more often now because of the park, and so do many residents that travel from outside the sunset to enjoy the park.

The appeals claim of "environmentalism" is absurd. Reducing combustion and tire/break emissions near important native habitat is a positive change that should be upheld.

On the topic of traffic calming in the Outer Sunset, one has to only look at the failure of vision zero to know we need to take all the steps possible now to reduce pedestrian death and injury. I visit the weekend park and do all of my travel in the sunset by walking biking and transit. I have had enough close calls with drivers to know the traffic calming provided by this permit is essential to the neighborhoods health.

Thank you,

-Nathan Sibon

Mejia, Xiomara (BOA)

From: ALAN HERRO <aaherro@aol.com>
Sent: Saturday, February 3, 2024 6:46 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Corey Busay <busayc@gmail.com>
Sent: Saturday, February 3, 2024 7:07 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Corey Busay

Mejia, Xiomara (BOA)

From: SF Carl <sfcarl@hotmail.com>
Sent: Saturday, February 3, 2024 10:36 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Great Highway

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello,

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's Local Coastal Plan, the Ocean Beach Master Plan, Vision Zero plan and the Climate Action Plan.

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Thank you,
Carl Stein

Mejia, Xiomara (BOA)

From: Dominic Templar <noreply@adv.actionnetwork.org>
Sent: Sunday, February 4, 2024 5:12 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Dominic Templar
dominictemplar@outlook.com

San Francisco, California 94116

Mejia, Xiomara (BOA)

From: Cliff Bargar <cliff.bargar@gmail.com>
Sent: Sunday, February 4, 2024 5:33 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Cliff Bargar
Dogpatch

Mejia, Xiomara (BOA)

From: Alison Warner <alison.warner11@icloud.com>
Sent: Sunday, February 4, 2024 7:22 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for safe access to and enjoyment of the shoreline with my family. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Alison Warner
916-704-2214

Sent from my iPhone

Mejia, Xiomara (BOA)

From: F Tizedes <ftizedes@yahoo.com>
Sent: Sunday, February 4, 2024 8:22 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Frank Tizedes
Sent from my iPad

Mejia, Xiomara (BOA)

From: Seth Rosenblatt <seth@biginjapan.org>
Sent: Sunday, February 4, 2024 9:07 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Ezra, Juliana, and Seth Rosenblatt

Mejia, Xiomara (BOA)

From: Helena Viets <hlviets@berkeley.edu>
Sent: Sunday, February 4, 2024 10:17 AM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners, I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065. As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway. In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses. Thank you,

Mejia, Xiomara (BOA)

From: Alex Avery <alavery2@icloud.com>
Sent: Sunday, February 4, 2024 10:54 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); Info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Re: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Just following up as this is very important to me, my family, and my neighborhood.

Please reject appeals 23-062, 23-064, 23-065.

I cannot imagine what special interests or out-of-towners support converting some of SF's limited outdoor space back into a permanent roadway, but I hope it doesn't sway your gut feeling that we crave more spaces in SF to walk side-by-side with one another.

> On Jan 31, 2024, at 3:02 PM, Alex Avery <alavery2@icloud.com> wrote:

>

> Dear Commissioners,

>

> PLEASE DO NOT CLOSE THE GREAT WALKWAY! Every friend I bring to it, whether from SF or elsewhere, is in awe of this hidden gem. Closing it would go against the values I understand SF to stand for: forward-thinking, environmentally conscious, people-first.

>

> I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

>

> As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

>

> In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

>

> Thank you,

>

Mejia, Xiomara (BOA)

From: Sarah Woods <sarahmdwoods@gmail.com>
Sent: Sunday, February 4, 2024 11:43 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sarah Woods
1900 45th Ave
SF Ca 94116
415-310-0868

Warmly,

Sarah Woods
415-310-0868

Mejia, Xiomara (BOA)

From: Todd Eichel <todd@toddeichel.com>
Sent: Sunday, February 4, 2024 11:58 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Todd Eichel
1266 9th Ave Apt 301
SF CA 94122

Mejia, Xiomara (BOA)

From: Kristyn Grunick <kristyngrunick@gmail.com>
Sent: Sunday, February 4, 2024 12:00 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Kristyn Grunick
2023 42nd Ave in Outer Sunset

Mejia, Xiomara (BOA)

From: Mira <415lcsw@gmail.com>
Sent: Sunday, February 4, 2024 12:18 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mira Feess

Mejia, Xiomara (BOA)

From: Jax Jacobs <jaxxinc@icloud.com>
Sent: Sunday, February 4, 2024 12:18 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

As a fourth generation San Franciscan and my daughter being fifth generation this has been one of our favorite spots since the pandemic. This has been one of the most positive steps for SF and our neighborhood. I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Jacqueline Jacobs
Sunset Resident & Parent

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Nicole Berkin <noreply@adv.actionnetwork.org>
Sent: Sunday, February 4, 2024 12:52 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Nicole Berkin
nicole.berkin@gmail.com

San Francisco, California 94110

Mejia, Xiomara (BOA)

From: Sierra Fish <sierrazfish@gmail.com>
Sent: Sunday, February 4, 2024 1:19 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk my dog, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Sierra Fish

Mejia, Xiomara (BOA)

From: Steven Jacobs <sjacobs_11@yahoo.com>
Sent: Sunday, February 4, 2024 1:55 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Steven Jacobs

Mejia, Xiomara (BOA)

From: Katrina Sohriakoff <katrina.sohriakoff@gmail.com>
Sent: Sunday, February 4, 2024 2:09 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Katrina Sohriakoff

Mejia, Xiomara (BOA)

From: Luisina Barba <luisinabarba98@gmail.com>
Sent: Sunday, February 4, 2024 2:20 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you, Luisina Barba

Enviado desde mi iPhone

Mejia, Xiomara (BOA)

From: Zack Subin <zack.subin@fastmail.fm>
Sent: Sunday, February 4, 2024 2:21 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Cc: rclyde@sfbike.org
Subject: Please uphold the permit for the Great Highway Park

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I'm writing as a resident of Ocean View that regularly bikes on the Great Highway when it is open on Friday afternoons and weekends. This park helps me form a low stress, safe biking loop along with JFK Promenade and the bikeway in the western half of Golden Gate Park.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's Local Coastal Plan, the Ocean Beach Master Plan, Vision Zero plan and the Climate Action Plan.

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

--Zack

Zack Subin
San Francisco, CA 94112
He / him

https://sfba.social/@zack_subin
<https://www.linkedin.com/in/zack-subin-9b6435bb/>

Mejia, Xiomara (BOA)

From: Kevin Starr <kevin@mulagofoundation.org>
Sent: Sunday, February 4, 2024 2:27 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I live at 1448 La Playa, on the last row of houses. We look across the Great Highway to the drones and ocean. It is a delight to see families enjoying the Great Highway on weekends.

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

This permit, of course, simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022. I have lived on the Great Highway since 1984 and this was a huge step forward.

With the Highway closed it is an inconvenience to drive surface streets when we need to go south. We'd happily spend triple the additional time if it meant keeping the Highway closed to cars and open to families on the weekend.

Thank you,

Kevin Starr
1448 La Playa
(415) 999 2640

Kevin Starr, MD
CEO
Mulago Foundation



Mejia, Xiomara (BOA)

From: Sonic <mvrazzo@sonic.net>
Sent: Sunday, February 4, 2024 2:54 PM
To: BoardofAppeals (PAB)
Subject: EIR for Great Highway Closure

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Board of Appeals,

I am writing to request that an EIR be conducted with regard to the current permit issued to SFRPD closing the Great Highway.

The Snowy Plover habitat gets trampled when The Upper Great Highway is closed to cars.

Emergency responders are unable to get to emergencies quickly when The Upper Great Highway is closed. This is of critical importance.

Thousands of cars are pushed onto surrounding streets when The Upper Great Highway is closed to cars - causing far more car accidents than we had before.

Air pollution levels near homes go up significantly when The Upper Great Highway is closed to cars because of course cars now have to drive closer to the houses.

On the 2.5 days out of the week that The Upper Great Highway is closed to cars, people who must commute from one place to another who normally take The Upper Great Highway now have a much slower/longer commute.

I support the three individuals who are filing an appeal **against the granting of the Coastal Zone permit that was granted to the Recreation and Parks Department.**

Maryanne Razzo
1118 Brussels Street
San Francisco 94134
415-816-0517

Mejia, Xiomara (BOA)

From: Evan Owski <eowski@gmail.com>
Sent: Sunday, February 4, 2024 3:06 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Save the Great Highway Pilot Project!

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Commissioners,

My name is Evan Owski and I am a resident of NoPa.

Please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and please reject the appeals against it.

I often take trips out to the Ocean Beach and the Great Highway with my wife and my friends. When I've been to the Great Highway when it's been car free, the difference is marked. I see more families, more children, and quite possibly more dogs in the area than when it's a busy thoroughfare for vehicles. It's a night and day difference, just as Car Free JFK has been. Let's keep investing in car free spaces in our city!

This permit is in alignment with the pilot approved by the Board of Supervisors and Mayor Breed in December 2022. This permit is also in alignment with San Francisco's [Local Coastal Plan](#), the [Ocean Beach Master Plan](#), [Vision Zero plan](#) and the [Climate Action Plan](#).

The Great Highway pilot project improves safety and connectivity for people traveling with sustainable forms of transportation. The pilot project also enhances recreational use of the Ocean Beach shoreline and provides safe space for the entire community to recreate and get around. It is crucial to maintain this pilot so city agencies can collect data to help determine the long-term future of the Great Highway.

Again, please uphold the Coastal Zone Permit for the Upper Great Highway and reject the appeals. Thank you.

Sincerely,
Evan Owski

Mejia, Xiomara (BOA)

From: Carol Brownson <cdbrownson@gmail.com>
Sent: Sunday, February 4, 2024 3:20 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Commissioners:

I'm a great lover of the Great Highway Park. I'm also disabled. I get around San Francisco on a mobility scooter and public transit. I can no longer drive.

On page 71 of the appeal packet (section E2) I read that *“many elderly and disabled people are unable to walk to Ocean Beach. They access Ocean Beach and the coast by driving along the Upper Great Highway, taking in the view and perhaps rolling down the car window and breathing in fresh air.”*

I see they want to **limit my access** to the Great Highway Park to finding someone to drive me along it and a perhaps roll down the window.

What I do now: Either I roll through Golden Gate Park to Lincoln and the Great Highway, or take the 1 California to 32nd, transfer to the 18, get off at Lincoln and Great Highway, roll right on to the Lincoln end of the Park and go! I don't have to breath gas fumes as I roll along smelling the sea air and listening to the birds and the laughter of little kids enjoying their small bikes and scooters. I can stop and watch the waves breaking. There's been some excitement there this winter. I want to take my time watching.

I didn't realize there were local businesses until I rolled along the Great Highway Park, stopped off for lunch at one of several nearby restaurants. I had fun chatting with other gardeners and bird lovers when I rolled back from Sloat Garden Center with cigar plants in my front basket. “Yes, indeed the hummingbirds like them. That's why I'm planting these.”

Please reject this appeal so the pilot can gather the data that is needed.

Carol Brownson

--

Carol Brownson

Mejia, Xiomara (BOA)

From: Roxy Bowerman <roxy1b@gmail.com>
Sent: Sunday, February 4, 2024 3:19 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Roxana Civitello

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Trisha Cassidy <trisha.cassidy@gmail.com>
Sent: Sunday, February 4, 2024 3:28 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Paul Wermer <paul@pw-sc.com>
Sent: Sunday, February 4, 2024 4:56 PM
To: BoardofAppeals (PAB); Stokle, Brian (REC); EngardioStaff (BOS); MelgarStaff (BOS); ChanStaff (BOS); NorthCentralCoast@coastal.ca.gov; info@greathighwaypark.com
Subject: Uphold the Great Highway Park Pilot Project & Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I urge you to uphold San Francisco Planning Commission's decision granting a Coastal Zone Permit for the Upper Great Highway pilot project, rejecting Appeal Nos. 23-062 23-064 and 23-065 (items 5A, 5B and 5C on your Feb 7, 2024 agenda, for the following reasons:

1. Appellants claim that the Planning Commission lacks the authority to issue a retroactive permit, entitling an action that has already started or happened. From personal experience at both Planning and DBI, I know that this retroactive process is in fact commonplace. It is used to legalize situations where appropriate permits were not obtained before work commenced, but the work complies with existing codes, or is modified to comply with existing codes.
2. 23-062 in Sec E.2 asserts that public access will be reduced, and E.4.B asserts that access to the Neighborhood Commercial Districts will be adversely impacted. Yet there is no parking anywhere along the Great Highway between Lincoln and Sloat – there is no place to exit a vehicle to access the either the beach to the west, or the businesses to the east. On the other hand, when the Great Highway is closed, I have public transit access to numerous points: the 18 at Lincoln and Great Highway, as well as numerous stops on 46th (only 3 blocks from the Great Highway); the N at Judah and Great Highway, the 7 at Noriega/Ortega, the 48 at Rivera, the 43 and 18 at 47th/Wawona. Not only do I have beach access, but I also have much better access to the restaurants, cafes, and retail in the neighborhood – and now I actually have patronized some of those small businesses. The claims of reduced access are not supported by the actual experience.

And a shout-out to SFMTA operators – they are absolutely outstanding in helping mobility impaired passengers – be they using walkers, wheelchairs, or just a cane. And I have talked to wheelchair bound persons who arrived at the Great Highway on public transit – an existence proof that cars are not needed for access.

3. The appellants assert that there are significant adverse traffic impacts. A key point of this pilot is to assess the actual traffic impacts and identify mitigations. Neighborhood traffic in San Francisco has long been hazardous, but finally SFMTA is able to implement mitigations. I have seen firsthand how well Slow Streets programs have calmed traffic; I am very impressed at the ways Berkeley has reduced traffic flows on residential streets. This pilot is essential to understand how the closures affect traffic flows, and so design appropriate mitigations.
4. The appellants assert environmental damage to the dune ecosystems. Yes, absent interventions/mitigations, that would be a problem. Once again, the pilot is intended to help understand usage patterns and implement appropriate controls to protect the dunes. The good news is that we have seen how good management practices – signage and simple fences – protect sensitive beach areas. One excellent local example is the beach area along the Presidio waterfront, along Crissy Marsh and the Crissy Field beachfront, where this simple approach has kept the very large number of visitors from trampling on sensitive restoration sites.

In short, many of the Appellants assertions do not stand up to the actual experience of using the car-free Great Highway. And the other major concerns are issues that the pilot is intended to identify, so that appropriate mitigations can be put in place. Please uphold the Planning Commission approval of the pilot so that we can gather the data necessary to make appropriate plans.

Sincerely,

Paul Wermer

--
2309 California Street
San Francisco, CA 94115

paul@pw-sc.com

Mejia, Xiomara (BOA)

From: Jan Scott <janscottsf@gmail.com>
Sent: Sunday, February 4, 2024 5:09 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As a 50-year Sunset District resident, it is very important to maintain this pilot. I strongly support the compromise approved by the mayor and the Board of Supervisors in 2022 and the re recreational uses of the Great Highway.

Thank you,
Joanne Scott
District 4

Mejia, Xiomara (BOA)

From: Dana Dunford <noreply@adv.actionnetwork.org>
Sent: Sunday, February 4, 2024 8:47 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I live on Great Highway and would sell or move out of this city if you don't keep the Great Highway for the people. This city has gone downhill and having this parkway is one of the few things making it beautiful and attractive again.

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Dana Dunford
danahdunford@gmail.com

San Francisco, California 94122

Mejia, Xiomara (BOA)

From: Hannah Warden <noreply@adv.actionnetwork.org>
Sent: Sunday, February 4, 2024 8:59 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

Losing this beautiful park to cars would be a travesty!

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Hannah Warden
hef.warden@gmail.com

San Francisco, California 94122

Mejia, Xiomara (BOA)

From: David Dunford <noreply@adv.actionnetwork.org>
Sent: Sunday, February 4, 2024 9:01 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

David Dunford
dhunford@gmail.com

San Francisco, California 94122

Mejia, Xiomara (BOA)

From: Marla Landa <noreply@adv.actionnetwork.org>
Sent: Monday, February 5, 2024 7:14 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I live in lower great highway and taraval and I beg that we make the great highway more friendly to the people. I see the joy and the benefits firsthand!

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Marla Landa
marlalanda@gmail.com

Mejia, Xiomara (BOA)

From: Bridget Buescher <bridgetbuescher@yahoo.com>
Sent: Monday, February 5, 2024 7:29 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Bridget Buescher-Dunbar

Sent from my iPhone

Mejia, Xiomara (BOA)

From: tomo Hiratsuka <tomotron@icloud.com>
Sent: Monday, February 5, 2024 7:30 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: phoca2004 <phoca2004@yahoo.com>
Sent: Monday, February 5, 2024 9:12 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Jeffrey Gray
District 1 Resident

Mejia, Xiomara (BOA)

From: carol lavelle <calavelle@yahoo.com>
Sent: Monday, February 5, 2024 9:27 AM
To: BoardofAppeals (PAB)
Subject: Coastal Zone Permit

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To the Board of Appeals,

I fully support the 3 individuals who are filing an appeal against the granting of the Coastal Zone permit that was granted to the Recreation and Parks Department.

For the two and a half days that the road is closed to cars, 20,000 to 25,000 cars per day are forced into City streets which leaves exhaust fumes and dangerous traffic onto City streets. On the four and a half days that cars are not allowed, those few periods who "use" the highway for recreation, walk all over the terrain, ruining the plants and throwing garbage all over.

Please listen to these three individuals,

Carol Lavelle

Sent from Yahoo Mail on Android

Mejia, Xiomara (BOA)

From: gentle.volunteer.dn3r8@aleeas.com
Sent: Monday, February 5, 2024 9:33 AM
To: ChanStaff (BOS); EngardioStaff (BOS); MelgarStaff (BOS); northcentralcoast@coastal.ca.gov; Stokle, Brian (REC)
Cc: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Donald Gentle

Sent with [Proton Mail](#) secure email.

Mejia, Xiomara (BOA)

From: Jeb Hollingsworth <jeb@piedpg.com>
Sent: Monday, February 5, 2024 10:22 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Cc: Jeb Hollingsworth
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

This is essential to the Sunset community and others who come visit to walk/bike/run etc on the weekends. All you need to do is go down and see it for yourselves. Frankly, it should be expanded on and money invested to create proper lanes and instruction for people biking running and walking, direction for flow of traffic etc. This would improve safety for those that enjoy it.

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Jeb Hollingsworth

Mejia, Xiomara (BOA)

From: Adam Hall <ahall6779@gmail.com>
Sent: Monday, February 5, 2024 10:25 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Adam Hall
42nd Ave

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Jessica Jenkins <jjenkins@gmail.com>
Sent: Monday, February 5, 2024 10:34 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Jessica Jenkins

Mejia, Xiomara (BOA)

From: Cynsa Bonorris <cynsa.bonorris@broadcom.com>
Sent: Monday, February 5, 2024 11:26 AM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065
Signed By: cynsa.bonorris@broadcom.com

Dear Commissioners,

Please, please uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and reject appeals 23-062, 23-064, 23-065.

The Great Highway Park is LIFE. It's San Francisco at its finest. It is an artery of joy running to the Pacific Ocean. To see little kids rollerblading and riding little bicycles next to their parents, people walking and jogging, folks enjoying the Pacific on a warm Fall or chilly Summer day (heh) spreads joy.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Cynsa Bonorris
1247 Harrison Street #25
San Francisco, CA 94103

This electronic communication and the information and any files transmitted with it, or attached to it, are confidential and are intended solely for the use of the individual or entity to whom it is addressed and may contain information that is confidential, legally privileged, protected by privacy laws, or otherwise restricted from disclosure to anyone else. If you are not the intended recipient or the person responsible for delivering the e-mail to the intended recipient, you are hereby notified that any use, copying, distributing, dissemination, forwarding, printing, or copying of this e-mail is strictly prohibited. If you received this e-mail in error, please return the e-mail to the sender, delete it from your computer, and destroy any printed copy of it.

Mejia, Xiomara (BOA)

From: Asumu Takikawa <asumu@simplyrobot.org>
Sent: Monday, February 5, 2024 11:46 AM
To: BoardofAppeals (PAB); NorthCentralCoast@coastal.ca.gov
Cc: Stokle, Brian (REC); EngardioStaff (BOS); rclyde@sfbike.org; MelgarStaff (BOS); ChanStaff (BOS)
Subject: Please *reject* the appeal of the Great Highway Park permit (Appeal No. 23-062/64/65, Feb 7)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear SF Board of Appeals,

I'm writing to you as an SF resident to strongly urge you to ***reject*** the appeal of the coastal zone permit for the Great Highway pilot project (and therefore uphold the pilot project's permit).

As the SF planning memo (No. 21437) outlines, the pilot project is consistent with the city's planning. In addition, it's consistent with the city's goals such as the transit-first policy and also its environmental commitments. On a personal level, I've greatly enjoyed the increased bicycle/walking access to the coast and it's also helped provide a safer bike route for me to visit family members.

With regards to the appeal itself, the appellants' arguments are quite specious. For example, on the topic of public access to the coast the argument is made that access to the coast is only possible for certain populations by ***driving along (not even stopping to park at) the Great Highway***. Even if this were true, the northern half of the road remains open to vehicular traffic and a leisurely drive for "breathing in fresh air" is quite possible there.

The appellants frame their argument in this narrow way because it would be ridiculous to claim that the project truly restricts automobile access to the coast. The vast majority of the beach parking is in the unrestricted north part of the Great Highway, for example. There also remains huge amounts of automobile parking along the lower Great Highway (compare this with the amount of bicycle parking).

Another example is the appellants claim that neighborhood commercial areas will be harder to reach with the pilot. Again, this is quite a strange claim as the vast majority of neighborhood streets do not directly connect to the Upper Great Highway. Traveling along the Sunset's street grid would be a far more direct trip for most.

Overall, these arguments are a stretch and you would have to ignore the huge benefits to the city's other goals (lowering carbon emissions, increasing non-automobile trips, etc.) to accept this appeal. So again, please ***reject*** the appeal and uphold the permit.

Thank you,
Asumu Takikawa
Richmond district resident

Mejia, Xiomara (BOA)

From: Eleni Toubanos <elenitoubanos@gmail.com>
Sent: Monday, February 5, 2024 12:00 PM
To: BoardofAppeals (PAB)
Subject: Appeal Nos 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Board,

On behalf of my husband and I, we would like to support temporary restriction of automobile access to the Upper Great Highway to create a car-free pedestrian promenade.

As residents of the GHW, it makes us so happy to see citizens and families enjoying the outdoors on the weekend.

Thank you,
Eleni & Christopher

Mejia, Xiomara (BOA)

From: michael.cohensfo@gmail.com
Sent: Monday, February 5, 2024 12:00 PM
To: BoardofAppeals (PAB)
Subject: Please Revoke the Coastal Zone permit from the Recreation & Parks Department

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Sir/Madam:

Please revoke the Coastal Zone permit from the Recreation & Parks Department

An environmental review would have shown there is environmental damage as well as harm caused to nearby residents when The Upper Great Highway is closed to cars:

1. The Snowy Plover habitat gets trampled when The Upper Great Highway is closed to cars.
2. Emergency responders are unable to get to emergencies quickly when The Upper Great Highway is closed.
3. Thousands of cars are pushed onto surrounding streets when The Upper Great Highway is closed to cars - causing far more car accidents than we had before.
4. Air pollution levels near homes go up significantly when The Upper Great Highway is closed to cars because of course cars now have to drive closer to the houses.
5. On the 2.5 days out of the week that The Upper Great Highway is closed to cars, people who must commute from one place to another who normally take The Upper Great Highway now have a much slower/longer commute.

Thank you for your consideration.

Regards,

Michael

Michael Cohen
+1.415.307.4397

Mejia, Xiomara (BOA)

From: Lauren Dunford <noreply@adv.actionnetwork.org>
Sent: Monday, February 5, 2024 1:00 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. I have a 10-month old and taking her in the stroller on the Great Highway is the best way for us to enjoy weekends together.

This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Lauren Dunford
lauredunford@gmail.com

San Francisco, California 94122

Mejia, Xiomara (BOA)

From: Amelia Essman <aessman89@gmail.com>
Sent: Monday, February 5, 2024 1:16 PM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Amelia Essman

Mejia, Xiomara (BOA)

From: Michael Cohen <mcohen@SAICUSA.COM>
Sent: Monday, February 5, 2024 2:25 PM
To: BoardofAppeals (PAB)
Subject: Revoke the Coastal Zone permit from the Recreation & Parks Department

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Sir/Madam:

Please revoke the Coastal Zone permit from the Recreation & Parks Department

An environmental review would have shown there is environmental damage as well as harm caused to nearby residents when The Upper Great Highway is closed to cars:

1. The Snowy Plover habitat gets trampled when The Upper Great Highway is closed to cars.
2. Emergency responders are unable to get to emergencies quickly when The Upper Great Highway is closed.
3. Thousands of cars are pushed onto surrounding streets when The Upper Great Highway is closed to cars - causing far more car accidents than we had before.
4. Air pollution levels near homes go up significantly when The Upper Great Highway is closed to cars because of course cars now have to drive closer to the houses.
5. On the 2.5 days out of the week that The Upper Great Highway is closed to cars, people who must commute from one place to another who normally take The Upper Great Highway now have a much slower/longer commute.

Thank you for your consideration.

Regards,

Michael



SAIC MOTOR
TECHNOLOGIES FUND

Michael Cohen
mcohen@saicusa.com

The information in this email is confidential and may be legally privileged. It is intended solely for the addressee. Access to this email by anyone else is unauthorized. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful. Any opinions or advice contained in this email are subject to the terms and conditions expressed in the governing SAIC USA client engagement letter and should not be relied upon unless they are confirmed in writing on SAIC USA's letterhead.

Mejia, Xiomara (BOA)

From: Ivy Tong <imivanhoe@yahoo.com>
Sent: Monday, February 5, 2024 2:36 PM
To: BoardofAppeals (PAB)
Subject: Great Highway closure

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello

Please revoke the Coastal Zone permit that was issued to the Recreation & Parks Department that allowed them to close the Great Highway to vehicles on weekends. The closure of the Great Highway has been detrimental to wildlife as well as to small businesses in the city. I personally boycott the city and do most of my spending outside of the city due to all of the streets closures and changes that have been implemented by the SFMTA that have made getting around the city difficult and time-consuming.

Thank you,
Ivy Tong

Mejia, Xiomara (BOA)

From: Tom Fenwick <tsfenwick@gmail.com>
Sent: Monday, February 5, 2024 2:53 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. It also allows me to make bonds with neighbors and friends I often see walking, biking, strolling, or running along this wonderful park. I wish it could be 24/7, but I understand the need to do studies to figure out the long term vision for this peaceful stretch along the ocean.

This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mejia, Xiomara (BOA)

From: Nancy Arbuckle <crockerbuckle@mindspring.com>
Sent: Monday, February 5, 2024 2:58 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Nancy Arbuckle

Mejia, Xiomara (BOA)

From: CJ Faulkner <cmoelarrycarol@aol.com>
Sent: Monday, February 5, 2024 3:58 PM
To: BoardofAppeals (PAB)
Subject: RE: Coastal Zone Permit

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Here are reasons myself and my family support the three individuals who are filing an appeal against the granting of the Coastal Zone permit:

1. The Snowy Plover habitat gets trampled when The Upper Great Highway is closed to cars. 2. Emergency responders are unable to get to emergencies quickly when The Upper Great Highway is closed. 3. Thousands of cars are pushed onto surrounding streets when The Upper Great Highway is closed to cars - causing far more car accidents than we had before. 4. Air pollution levels near homes go up significantly when The Upper Great Highway is closed to cars because of course cars now have to drive closer to the houses. 5. On the 2.5 days out of the week that The Upper Great Highway is closed to cars, people who must commute from one place to another who normally take The Upper Great Highway now have a much slower/longer commute

6. The VA hospital workers and vets need to have quick access to the hospital and not be diverted through busy streets.

7. Three main arteries to get out of SF are 19th avenue, Sunset Blvd and the great highway. Do not close any of these as it causes unnecessary delays and traffic congestion.

Carol Faulkner

Mejia, Xiomara (BOA)

From: Robert Fliegler <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:28 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Robert Fliegler**
My email address is **nospam@fliegler.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Robert Fliegler



Mejia, Xiomara (BOA)

From: Emanuel Langit <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:29 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Emanuel Langit**

My email address is **emanuel.langit@fastmail.fm**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Emanuel Langit



Mejia, Xiomara (BOA)

From: Paul Wythes <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:29 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Paul Wythes**
My email address is **paul@wythes.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Paul Wythes



Mejia, Xiomara (BOA)

From: Nancy Hinze <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:29 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Nancy Hinze**
My email address is **nanrad6@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Nancy Hinze



Mejia, Xiomara (BOA)

From: Susan Kitchell <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:28 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Susan Kitchell**
My email address is **zevisema@gmail.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Susan Kitchell



Mejia, Xiomara (BOA)

From: Jill Silverman <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:28 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jill Silverman**
My email address is **jillks@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Jill Silverman



Mejia, Xiomara (BOA)

From: Kenneth Camp <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:28 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kenneth Camp**
My email address is **kennycamp@gmail.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Kenneth Camp



Mejia, Xiomara (BOA)

From: Lauris Jensen <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:29 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is Lauris Jensen
My email address is lauris.jensen@gmail.com

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Lauris Jensen



Mejia, Xiomara (BOA)

From: Mark S. Weinberger <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:28 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mark S. Weinberger**
My email address is **msweinberger@hotmail.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Mark S. Weinberger



Mejia, Xiomara (BOA)

From: Brendan VanderMei <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:29 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Brendan VanderMei**
My email address is **bvandermei@gmail.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Brendan VanderMei



Mejia, Xiomara (BOA)

From: Kevin McLoone <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:29 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kevin McLoone**
My email address is **kmcloone@gmail.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Kevin McLoone



Mejia, Xiomara (BOA)

From: Antoinette Wythes <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:30 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Antoinette Wythes**
My email address is **maitsai@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Antoinette Wythes



Mejia, Xiomara (BOA)

From: Kat Regan <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:32 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kat Regan**

My email address is **meemom@gmail.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Kat Regan



Mejia, Xiomara (BOA)

From: Karen Growney <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:31 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is Karen Growney
My email address is karen@growney.net

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Thank you for your consideration,
Karen Growney

Sincerely,
Karen Growney



Mejia, Xiomara (BOA)

From: Elizabeth Jasper <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:30 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Elizabeth Jasper**
My email address is **ejasper@mindspring.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Elizabeth Jasper



Mejia, Xiomara (BOA)

From: Harry Wong <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:30 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Harry Wong**
My email address is **hoarser_aphid.0i@icloud.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Vehicle Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Harry Wong



Mejia, Xiomara (BOA)

From: Joseph Faulkner <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:31 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Joseph Faulkner**
My email address is **joemangolf@aol.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Joseph Faulkner



Mejia, Xiomara (BOA)

From: Julia Wong <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:31 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Julia Wong**
My email address is **juliawongsf@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Julia Wong



Mejia, Xiomara (BOA)

From: Eugene Abezgauz <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:34 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Eugene Abezgauz**
My email address is **eabezgauz@gmail.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Eugene Abezgauz



Mejia, Xiomara (BOA)

From: Carol Faulkner <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:31 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Carol Faulkner**
My email address is **artisfunn@aol.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Carol Faulkner



Mejia, Xiomara (BOA)

From: WILLIAM PENDERGAST <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:34 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **WILLIAM PENDERGAST**
My email address is **WDPENDERGAST@YAHOO.COM**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
WILLIAM PENDERGAST



Mejia, Xiomara (BOA)

From: Grant Ingram <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:31 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Grant Ingram**
My email address is **grant.ingram@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Grant Ingram



Mejia, Xiomara (BOA)

From: Stacey Ng <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:32 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Stacey Ng**
My email address is **sboyleng@me.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Stacey Ng



Mejia, Xiomara (BOA)

From: Lynne Myers <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:32 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Lynne Myers**
My email address is **lynneinsf@me.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Lynne Myers



Mejia, Xiomara (BOA)

From: Kelly Faulkner <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:32 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kelly Faulkner**

My email address is **Kellymariefaulkner@gmail.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Kelly Faulkner



Mejia, Xiomara (BOA)

From: Gabriel Donohoe <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:32 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Gabriel Donohoe**
My email address is **gderek@comcast.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Gabriel Donohoe



Mejia, Xiomara (BOA)

From: Judith Stein <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:32 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Judith Stein**

My email address is **judithastein@gmail.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Judith Stein



Mejia, Xiomara (BOA)

From: Gary Ockey <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:33 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Gary Ockey**
My email address is **tgbock@aol.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Gary Ockey



Mejia, Xiomara (BOA)

From: Linda Mathews <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:36 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is Linda Mathews

My email address is linda.mathews@yahoo.com

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Linda Mathews



Mejia, Xiomara (BOA)

From: Ken Lowe <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:34 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Ken Lowe**

My email address is **klowr1234@gmail.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Ken Lowe



Mejia, Xiomara (BOA)

From: Dino Borjal <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:36 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Dino Borjal**

My email address is **djborjal@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Dino Borjal



Mejia, Xiomara (BOA)

From: Stephanie Lehman <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:36 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Stephanie Lehman**
My email address is **slehman21@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Stephanie Lehman



Mejia, Xiomara (BOA)

From: Monica Dowell <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:36 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Monica Dowell**

My email address is **monicadowell@gmail.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Monica Dowell



Mejia, Xiomara (BOA)

From: Mike Regan <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:36 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mike Regan**

My email address is **myoldgoat@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Mike Regan



Mejia, Xiomara (BOA)

From: Aaron Goodman <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:37 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is Aaron Goodman
My email address is amgodman@yahoo.com

I walk on the lower walkway which is not maintained and access poorly kept open and accessible. When u fix transit and u work on mobility access to the paths and their maintenance and access to transit u solve for the many and not the few. Too often temp quick fixes during covid ignored more substantive solutions to access and community uses and spaces. I sent emails and input on the trash issues which were improved with new cans but the path accessibility is not being vetted at the ends and where transit connects. Provide wheelchair proper access to the lower path and the entire beach front to ensure equitable access and proper maintenance and cleaning. It's not just a private parkway or high-line it's a civil engineered waterfront zone so invest properly in its access and use for the future. L taraval from west portal or stonestown to the beach comes to mind...

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Aaron Goodman



Mejia, Xiomara (BOA)

From: Sergio Duarte <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:37 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Sergio Duarte**

My email address is **malagueta127@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Sergio Duarte



Mejia, Xiomara (BOA)

From: Ellen Maruoka <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:37 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Ellen Maruoka**

My email address is **mikomaruoka@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Ellen Maruoka



Mejia, Xiomara (BOA)

From: Nuala Campbell <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:37 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is Nuala Campbell
My email address is nualacampbell336@yahoo.com

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Nuala Campbell



Mejia, Xiomara (BOA)

From: Sean Courtney <sean@seanjcourtney.com>
Sent: Monday, February 5, 2024 4:50 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Sean Courtney
sean@seanjcourtney.com
1911 34th Ave
San Francisco, California 94116

Mejia, Xiomara (BOA)

From: Lexy Savvides <noreply@adv.actionnetwork.org>
Sent: Monday, February 5, 2024 5:19 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Lexy Savvides
alexandrasavvides@gmail.com

San Francisco , California 94116

Mejia, Xiomara (BOA)

From: Elias Zamaria <mikez302@gmail.com>
Sent: Monday, February 5, 2024 5:21 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you.

Mejia, Xiomara (BOA)

From: Elliot Gittleman <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:37 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Elliot Gittleman**
My email address is **Esh.fire@sbcglobal.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an in environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Elliot Gittleman



Mejia, Xiomara (BOA)

From: Mieke Vandewalle <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:38 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mieke Vandewalle**
My email address is **mieke@mac.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Mieke Vandewalle



Mejia, Xiomara (BOA)

From: Allison Yuen <noreply@adv.actionnetwork.org>
Sent: Monday, February 5, 2024 6:22 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Allison Yuen
emberhummingbird@gmail.com

San Francisco, California 94116

Mejia, Xiomara (BOA)

From: Elaine Lee <noreply@adv.actionnetwork.org>
Sent: Monday, February 5, 2024 6:39 PM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Elaine Lee
elainer337@yahoo.com

San Francisco, California 94110

Mejia, Xiomara (BOA)

From: Lily Lee <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:39 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Lily Lee**
My email address is **lleerph@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Lily Lee



Mejia, Xiomara (BOA)

From: Michael Cerchiai <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:42 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Michael Cerchiai**
My email address is **mcerchiai@me.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Michael Cerchiai



Mejia, Xiomara (BOA)

From: Robert ODonnell <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:45 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Robert ODonnell**
My email address is **robert@wealthmechanix.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity!

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast!

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast!

Isn't it about time to consider fact that there is already a bike lane and sidewalk that parallels the Great Highway FOR ITS ENTIRE LENGTH?

Isn't it time to consider that long-time resident seniors and their families and caregivers have long appreciated a drive along the shore, to spend times together and get the benefit of the sea air?

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

With elections coming up, isn't it time to consider that FIAT CHANGES to this City is what is wrong with this city?

Sincerely,
Robert ODonnell



Mejia, Xiomara (BOA)

From: Dennis Dybeck <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:41 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Dennis Dybeck**
My email address is **dennisdybeck@sbcglobal.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

In addition to the above, it's my observation that this (and similar ad hoc road closures) were done at the intense urging of special interest advocacy groups such as The Bicycle Coalition under the rationale of being Covid "safety measures", bypassing established procedure. And that The Bicycle Coalition exercises undue election help influence on the San Francisco Board of Supervisors.

Sincerely,
Dennis Dybeck



Mejia, Xiomara (BOA)

From: EDWARD KINNEY <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:40 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **EDWARD KINNEY**
My email address is **EKINNEY400@AOL.COM**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
EDWARD KINNEY



Mejia, Xiomara (BOA)

From: Meredith Levy <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:47 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Meredith Levy**
My email address is **meredith@mwlfinejewelry.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Meredith Levy



Mejia, Xiomara (BOA)

From: Harper Lindstrom <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:45 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Harper Lindstrom**
My email address is **harperlindstrom@rocketmail.com**

Please keep the existing arrangement in place for the Great Highway. There are so many people enjoying the Great Highway!

Sincerely,

Harper Lindstrom
94122

Sincerely,
Harper Lindstrom



Mejia, Xiomara (BOA)

From: Vanessa Pacheco <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:45 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Vanessa Pacheco**
My email address is **vanessalp@sbcglobal.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Vanessa Pacheco



Mejia, Xiomara (BOA)

From: Dianne Dienstein <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:48 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Dianne Dienstein**
My email address is **ddienstein@gmail.com**

Please overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

I am 78 and have lived at the corner of Fulton and the Great Highway for 33 years and its closure has greatly negatively impacted my life as I believe it has not only for San Franciscans but also everyone from the Peninsula or other parts of the Bay Area who might otherwise come to spend money at San Francisco restaurants and businesses, visit friends or relatives, and enjoy Golden Gate Park and the myriad of parks we already have without needing to create the GH as a park.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Dianne Dienstein



Mejia, Xiomara (BOA)

From: Damian Inglin <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:49 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Damian Inglin**
My email address is **damianinglin@icloud.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Damian Inglin



Mejia, Xiomara (BOA)

From: Michael Brandon <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:51 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Michael Brandon**
My email address is **michael@sfvideo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Michael Brandon



Mejia, Xiomara (BOA)

From: ANNA M BOCKRIS <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:50 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **ANNA M BOCKRIS**
My email address is **ABOCKRIS@GMAIL.COM**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
ANNA M BOCKRIS



Mejia, Xiomara (BOA)

From: Deirdre Deasy-McGovern <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:55 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Deirdre Deasy-McGovern**
My email address is **dmcgovern@siprep.org**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Deirdre Deasy-McGovern



Mejia, Xiomara (BOA)

From: Therese Deasy <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:57 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Therese Deasy**

My email address is **dmcgovern@siprep.org**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Therese Deasy



Mejia, Xiomara (BOA)

From: Michael Betz <hello@livablesf.com>
Sent: Monday, February 5, 2024 5:00 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Michael Betz**
My email address is **mbetz@allenmatkins.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Michael Betz



Mejia, Xiomara (BOA)

From: Mark Parcella <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:57 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mark Parcella**
My email address is **gabriela_sf@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

Great Highway closure requires that we drive down residential streets. The traffic does not go away; it just moves it to residential.

The bike path that runs to the south of the great highway, which I use often to run, is plenty wide for recreational use. Widen that a bit if that's what's needed.

But the Great Highway needs to reopen at all times.

Thank you,
Mark Parcella

Sincerely,
Mark Parcella



Mejia, Xiomara (BOA)

From: Perry Klebahn <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:57 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Perry Klebahn**
My email address is **perry_k2003@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Perry Klebahn



Mejia, Xiomara (BOA)

From: Michael Cohen <hello@livablesf.com>
Sent: Monday, February 5, 2024 5:00 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Michael Cohen**
My email address is **michael@apertureventures.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Michael Cohen



Mejia, Xiomara (BOA)

From: ANDREW BILLS <hello@livablesf.com>
Sent: Monday, February 5, 2024 5:00 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **ANDREW BILLS**
My email address is **abills@ddphealth.com**

We urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

The closer of the the great Highway has made a meaningful negative impact on my day-to-day. In addition to the real concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents,

affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
ANDREW BILLS



Mejia, Xiomara (BOA)

From: Michael Cohen <hello@livablesf.com>
Sent: Monday, February 5, 2024 4:59 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Michael Cohen**
My email address is **mcohen@saicusa.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Michael Cohen



Mejia, Xiomara (BOA)

From: Seth Prisament <seprisament@gmail.com>
Sent: Monday, February 5, 2024 8:19 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Seth Prisament

Mejia, Xiomara (BOA)

From: Matt Wright <matt.c.wright@me.com>
Sent: Monday, February 5, 2024 8:45 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064,
23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As a neighbor living blocks from the park and as one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Matt Wright

Mejia, Xiomara (BOA)

From: Tom Hope <hello@livablesf.com>
Sent: Monday, February 5, 2024 5:05 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Tom Hope**

My email address is **tomhope@stanfordalumni.org**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Tom Hope



Mejia, Xiomara (BOA)

From: Katie Paige <hello@livablesf.com>
Sent: Monday, February 5, 2024 5:17 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Katie Paige**

My email address is **ktschwab@mac.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Katie Paige



Mejia, Xiomara (BOA)

From: Dave Dolby <hello@livablesf.com>
Sent: Monday, February 5, 2024 5:07 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Dave Dolby**
My email address is **dave@dolbyventures.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Dave Dolby



Mejia, Xiomara (BOA)

From: Richard Lee <hello@livablesf.com>
Sent: Monday, February 5, 2024 5:07 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Richard Lee**
My email address is **glock226@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Richard Lee



Mejia, Xiomara (BOA)

From: Karin Hu <hello@livablesf.com>
Sent: Monday, February 5, 2024 5:17 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Karin Hu**
My email address is **brainz_ca@yahoo.com**

Please open the Great Highway to cars 7 days/week. Ample recreational space is available in Golden Gate Park.

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Karin Hu



Mejia, Xiomara (BOA)

From: Laurie Candido <hello@livablesf.com>
Sent: Monday, February 5, 2024 5:12 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is Laurie Candido
My email address is lauriecandido@aol.com

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Laurie Candido



Mejia, Xiomara (BOA)

From: Jim Sutton <hello@livablesf.com>
Sent: Monday, February 5, 2024 5:11 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jim Sutton**

My email address is **jsutton@campaignlawyers.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Jim Sutton



Mejia, Xiomara (BOA)

From: Leslie Koelsch <hello@livablesf.com>
Sent: Monday, February 5, 2024 5:22 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Leslie Koelsch**
My email address is **koelsvh1886@comcad.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Leslie Koelsch



Mejia, Xiomara (BOA)

From: Janice Fukuda <hello@livablesf.com>
Sent: Monday, February 5, 2024 5:20 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Janice Fukuda**
My email address is **janreiko@aol.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Janice Fukuda



Mejia, Xiomara (BOA)

From: Michael Cohen <hello@livablesf.com>
Sent: Monday, February 5, 2024 5:27 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Michael Cohen**
My email address is **michael@apertureventures.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Michael Cohen



Mejia, Xiomara (BOA)

From: Mahon McGrath <mshrm@hotmail.com>
Sent: Monday, February 5, 2024 9:41 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS);
info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov;
ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Mahon McGrath

Mejia, Xiomara (BOA)

From: Stacy Heniser <sheniser@comcast.net>
Sent: Monday, February 5, 2024 10:31 PM
To: BoardofAppeals (PAB)
Subject: Open upper great highway

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I'm sure you are aware that an environmental review needs to be done before a coastal permit can be issued to close this highway. Apparently this review wasn't done. I'm tired of this highway closure & how it is impacting hardworking everyday residents.

An environmental review would have shown there is environmental damage as well as harm caused to nearby residents when The Upper Great Highway is closed to cars:

1. The Snowy Plover habitat gets trampled when The Upper Great Highway is closed to cars.
2. Emergency responders are unable to get to emergencies quickly when The Upper Great Highway is closed.
3. Thousands of cars are pushed onto surrounding streets when The Upper Great Highway is closed to cars - causing far more car accidents than we had before.

These are just a couple of reasons.
Please re open highway!
Stacy Heniser

Sent from my iPhone

Mejia, Xiomara (BOA)

From: Timothy Randol <tim.randol@gmail.com>
Sent: Monday, February 5, 2024 10:41 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing a safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Tim Randol

Mejia, Xiomara (BOA)

From: Peter Batanides <hello@livablesf.com>
Sent: Monday, February 5, 2024 5:28 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Peter Batanides**
My email address is **batanides@att.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Peter Batanides



Mejia, Xiomara (BOA)

From: Dane Barca <danebarca@gmail.com>
Sent: Monday, February 5, 2024 10:43 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Dane

Sent while walking and chewing gum.

Mejia, Xiomara (BOA)

From: Andie Rice <hello@livablesf.com>
Sent: Monday, February 5, 2024 5:32 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Andie Rice**

My email address is **BrownieAndie@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Andie Rice



Mejia, Xiomara (BOA)

From: Matthew Rhoa <hello@livablesf.com>
Sent: Monday, February 5, 2024 5:34 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Matthew Rhoa**
My email address is **matthew@brailer-rhoa.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Matthew Rhoa



Mejia, Xiomara (BOA)

From: Evelyn Graham <hello@livablesf.com>
Sent: Monday, February 5, 2024 5:38 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Evelyn Graham**
My email address is **evelynG@openwaterfront.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Evelyn Graham



Mejia, Xiomara (BOA)

From: Kris F <hello@livablesf.com>
Sent: Monday, February 5, 2024 5:31 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is Kris F
My email address is krsfong@yahoo.com

Please keep the Great Highway accessible to cars and local commuters!

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding

neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Kris F



Mejia, Xiomara (BOA)

From: Susan Buckley <hello@livablesf.com>
Sent: Monday, February 5, 2024 5:38 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Susan Buckley**
My email address is **susan_buckley@att.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Susan Buckley



Mejia, Xiomara (BOA)

From: Yedi Wong <hello@livablesf.com>
Sent: Monday, February 5, 2024 5:42 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Yedi Wong**
My email address is **wongye@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Yedi Wong



Mejia, Xiomara (BOA)

From: Mae Lee <hello@livablesf.com>
Sent: Monday, February 5, 2024 5:41 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mae Lee**
My email address is **maeyoulee@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Mae Lee



Mejia, Xiomara (BOA)

From: Birke Reimnitz <hello@livablesf.com>
Sent: Monday, February 5, 2024 5:40 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Birke Reimnitz**
My email address is **birker@mindspring.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Birke Reimnitz



Mejia, Xiomara (BOA)

From: Julia Fell <hello@livablesf.com>
Sent: Monday, February 5, 2024 5:50 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is Julia Fell
My email address is jfell5@yahoo.com

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Julia Fell



Mejia, Xiomara (BOA)

From: Hai Feng Wu <hello@livablesf.com>
Sent: Monday, February 5, 2024 5:51 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is Hai Feng Wu
My email address is ke668@yahoo.com

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Hai Feng Wu



Mejia, Xiomara (BOA)

From: Kevin Growney <hello@livablesf.com>
Sent: Monday, February 5, 2024 5:53 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kevin Growney**
My email address is **kevin@growney.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Kevin Growney



Mejia, Xiomara (BOA)

From: Paul Mohun <hello@livablesf.com>
Sent: Monday, February 5, 2024 5:54 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Paul Mohun**
My email address is **prm5@georgetown.edu**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Paul Mohun



Mejia, Xiomara (BOA)

From: Steven Susaña-Castillo <coolsteven2@gmail.com>
Sent: Monday, February 5, 2024 11:06 PM
To: Stokle, Brian (REC); BoardofAppeals (PAB); EngardioStaff (BOS); info@greathighwaypark.com; MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,
Steven Susaña-Castillo
San Franciscan

Mejia, Xiomara (BOA)

From: Curt Cournale <hello@livablesf.com>
Sent: Monday, February 5, 2024 5:57 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Curt Cournale**
My email address is **cmc@cournaleco.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Curt Cournale



Mejia, Xiomara (BOA)

From: Layne Menn <hello@livablesf.com>
Sent: Monday, February 5, 2024 6:08 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Layne Menn**
My email address is **layne_behrens@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Layne Menn



Mejia, Xiomara (BOA)

From: Ward Smith <hello@livablesf.com>
Sent: Monday, February 5, 2024 6:09 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Ward Smith**

My email address is **wardsmith2004@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Ward Smith



Mejia, Xiomara (BOA)

From: Mallory Anderson <hello@livablesf.com>
Sent: Monday, February 5, 2024 6:18 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mallory Anderson**
My email address is **mallymay25@aol.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Mallory Anderson



Mejia, Xiomara (BOA)

From: Arthur Hubbard <hello@livablesf.com>
Sent: Monday, February 5, 2024 6:24 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Arthur Hubbard**
My email address is **amhsf@att.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Arthur Hubbard



Mejia, Xiomara (BOA)

From: Janet Fowler <hello@livablesf.com>
Sent: Monday, February 5, 2024 6:20 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Janet Fowler**
My email address is **jfowlers@aol.com**

I strongly agree with the following email. The traffic congestion is horrendous and the both Lower Great Highway and Lincoln Avenue, as well as other linking streets are impacting the community and creating dangers.

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Janet Fowler
Former resident of La Playa Avenue

Sincerely,
Janet Fowler



Mejia, Xiomara (BOA)

From: Doug McKirahan <hello@livablesf.com>
Sent: Monday, February 5, 2024 6:48 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Doug McKirahan**
My email address is **ratt57@pacbell.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Doug McKirahan



Mejia, Xiomara (BOA)

From: JOHN CERVANTES <hello@livablesf.com>
Sent: Monday, February 5, 2024 6:47 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **JOHN CERVANTES**
My email address is **city10s@pacbell.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
JOHN CERVANTES



Mejia, Xiomara (BOA)

From: Davin McAndrews <hello@livablesf.com>
Sent: Monday, February 5, 2024 6:32 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Davin McAndrews**
My email address is **davin@alum.mit.edu**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Davin McAndrews



Mejia, Xiomara (BOA)

From: Frank Schimaneck <hello@livablesf.com>
Sent: Monday, February 5, 2024 6:52 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Frank Schimaneck**
My email address is **feschimaneck@drydenlaw.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Frank Schimaneck



Mejia, Xiomara (BOA)

From: Grace Huey <hello@livablesf.com>
Sent: Monday, February 5, 2024 6:59 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Grace Huey**
My email address is **hueygt@aol.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Grace Huey



Mejia, Xiomara (BOA)

From: Mike Strain <hello@livablesf.com>
Sent: Monday, February 5, 2024 6:59 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mike Strain**

My email address is **m_strain@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Mike Strain



Mejia, Xiomara (BOA)

From: Stephanie Wildman <hello@livablesf.com>
Sent: Monday, February 5, 2024 7:10 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Stephanie Wildman**
My email address is **smwshalom@aol.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Stephanie Wildman



Mejia, Xiomara (BOA)

From: Ed Tavasieff <hello@livablesf.com>
Sent: Monday, February 5, 2024 7:05 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Ed Tavasieff**
My email address is **edso_fish@hotmail.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Ed Tavasieff



Mejia, Xiomara (BOA)

From: John Qian <hello@livablesf.com>
Sent: Monday, February 5, 2024 7:02 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is John Qian
My email address is jdqian@saicusa.com

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
John Qian



Mejia, Xiomara (BOA)

From: Carol Carruba <hello@livablesf.com>
Sent: Monday, February 5, 2024 7:10 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Carol Carruba**
My email address is **carol@carolcarruba.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Carol Carruba



Mejia, Xiomara (BOA)

From: Tao Wang <hello@livablesf.com>
Sent: Monday, February 5, 2024 7:08 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Tao Wang**
My email address is **twang@saicusa.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Tao Wang



Mejia, Xiomara (BOA)

From: Patricia Arack <hello@livablesf.com>
Sent: Monday, February 5, 2024 7:07 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Patricia Arack**
My email address is **parack@ccsf.edu**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Patricia Arack



Mejia, Xiomara (BOA)

From: Sher Bijan <hello@livablesf.com>
Sent: Monday, February 5, 2024 7:16 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Sher Bijan**
My email address is **s.bijan@att.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Thank you in advance.

Sincerely,
Sher Bijan



Mejia, Xiomara (BOA)

From: Michael Cohen <hello@livablesf.com>
Sent: Monday, February 5, 2024 7:12 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Michael Cohen**
My email address is **michael.cohen@venovate.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Michael Cohen



Mejia, Xiomara (BOA)

From: Alan Hannan <hello@livablesf.com>
Sent: Monday, February 5, 2024 7:12 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Alan Hannan**
My email address is **alan@mindvision.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Alan Hannan



Mejia, Xiomara (BOA)

From: Dennis Kelly <hello@livablesf.com>
Sent: Monday, February 5, 2024 7:36 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Dennis Kelly**
My email address is **densekelly@aol.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Dennis Kelly



Mejia, Xiomara (BOA)

From: Lenore Yu <hello@livablesf.com>
Sent: Monday, February 5, 2024 7:35 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Lenore Yu**

My email address is **lenore.yu@sbcglobal.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Lenore Yu



Mejia, Xiomara (BOA)

From: Gary Kendall <hello@livablesf.com>
Sent: Monday, February 5, 2024 7:57 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Gary Kendall**
My email address is **gary_k@pacbell.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Gary Kendall



Mejia, Xiomara (BOA)

From: Inna Belyaev <hello@livablesf.com>
Sent: Monday, February 5, 2024 7:44 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Inna Belyaev**
My email address is **belyaevi@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Inna Belyaev



Mejia, Xiomara (BOA)

From: John Nulty <hello@livablesf.com>
Sent: Monday, February 5, 2024 7:40 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **John Nulty**

My email address is **john.nulty@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
John Nulty



Mejia, Xiomara (BOA)

From: Stan Erhart <hello@livablesf.com>
Sent: Monday, February 5, 2024 8:02 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Stan Erhart**
My email address is **stan@erhart.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Stan Erhart



Mejia, Xiomara (BOA)

From: Andra Sadoun <hello@livablesf.com>
Sent: Monday, February 5, 2024 8:04 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Andra Sadoun**
My email address is **sadounah@yahoo.com**

Please revert the use of the Great Highway to its traditional purpose, to get from north to south on the western side of the city. So many cars are diverted to 19th Avenue, that it is always overcrowded. Traffic on the way to that thoroughfare is also much higher than it need be. Traffic through the park is also way higher than it need be. And traffic along the Lower Great Highway and 48th Avenue is like on a thoroughfare, although these homeowners certainly did not buy their houses there expecting to live on a busy north-south highway.

There is a fine walkway on the east side of the Great Highway, and the entire beach on the west side. Let drivers through on the Highway itself! We also enjoy the view while driving!

Thank you. Please do not let the closure of the Great Highway be permanent.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Andra Sadoun



Mejia, Xiomara (BOA)

From: Connie Tang <hello@livablesf.com>
Sent: Monday, February 5, 2024 8:35 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Connie Tang**
My email address is **dr.fowler@att.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Connie Tang



Mejia, Xiomara (BOA)

From: Evan Fowler <hello@livablesf.com>
Sent: Monday, February 5, 2024 8:32 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Evan Fowler**
My email address is **robffowler@att.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Evan Fowler



Mejia, Xiomara (BOA)

From: S Mark Varney <hello@livablesf.com>
Sent: Monday, February 5, 2024 8:33 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **S Mark Varney**
My email address is **markvarney@hotmail.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
S Mark Varney



Mejia, Xiomara (BOA)

From: Cole Ryan <hello@livablesf.com>
Sent: Monday, February 5, 2024 8:54 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Cole Ryan**

My email address is **cole@coleryan.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Cole Ryan



Mejia, Xiomara (BOA)

From: Sara Kiehn <hello@livablesf.com>
Sent: Monday, February 5, 2024 8:37 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Sara Kiehn**
My email address is **sara@kiehn.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Sara Kiehn



Mejia, Xiomara (BOA)

From: Nancy Hui <hello@livablesf.com>
Sent: Monday, February 5, 2024 8:55 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Nancy Hui**
My email address is **Nchau912@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Nancy Hui



Mejia, Xiomara (BOA)

From: Donna Ames-Heldfond <hello@livablesf.com>
Sent: Monday, February 5, 2024 8:48 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Donna Ames-Heldfond**
My email address is **donna@donnaames.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Donna Ames-Heldfond



Mejia, Xiomara (BOA)

From: Alexandra Vuksich <hello@livablesf.com>
Sent: Monday, February 5, 2024 9:05 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Alexandra Vuksich**
My email address is **alexandravuksich@sbcglobal.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Alexandra Vuksich



Mejia, Xiomara (BOA)

From: Louise Whitlock <hello@livablesf.com>
Sent: Monday, February 5, 2024 9:35 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Louise Whitlock**
My email address is **lcwhitlock@ymail.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Louise Whitlock



Mejia, Xiomara (BOA)

From: Aleksandr Kolesnikov <hello@livablesf.com>
Sent: Monday, February 5, 2024 9:20 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Aleksandr Kolesnikov**
My email address is **aleks_kolesnikov@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Aleksandr Kolesnikov



Mejia, Xiomara (BOA)

From: Daniel O'Donnell <hello@livablesf.com>
Sent: Monday, February 5, 2024 9:37 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Daniel O'Donnell**
My email address is **dodonnell88@hotmail.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Daniel O'Donnell



Mejia, Xiomara (BOA)

From: Anthea Tjuanakis Cox <atjuanakis@gmail.com>
Sent: Tuesday, February 6, 2024 2:38 AM
To: MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; BoardofAppeals (PAB); Stokle, Brian (REC); ChanStaff (BOS); EngardioStaff (BOS); info@greathighwaypark.com
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and is vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Thank you,

Anthea N. Tjuanakis Cox
(347) 218-2063

"A culture populated by people whose imagination is impoverished has a static future. In such a culture there will be little change because there will be little sense of possibility." - Elliot W. Eisner

Mejia, Xiomara (BOA)

From: William Wreden <hello@livablesf.com>
Sent: Monday, February 5, 2024 10:07 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **William Wreden**
My email address is **w.wreden@att.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
William Wreden



Mejia, Xiomara (BOA)

From: Marc Tuttle <hello@livablesf.com>
Sent: Monday, February 5, 2024 10:07 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Marc Tuttle**

My email address is **marctuttle@sonic.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Marc Tuttle



Mejia, Xiomara (BOA)

From: Grant Ingram <hello@livablesf.com>
Sent: Monday, February 5, 2024 10:00 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Grant Ingram**
My email address is **grant.ingram@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Grant Ingram



Mejia, Xiomara (BOA)

From: Barbara Wampner <hello@livablesf.com>
Sent: Monday, February 5, 2024 9:56 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Barbara Wampner**
My email address is **endpin1@aol.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Barbara Wampner



Mejia, Xiomara (BOA)

From: Vera Genkin <hello@livablesf.com>
Sent: Monday, February 5, 2024 10:05 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Vera Genkin**
My email address is **tuttgen@sonic.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Vera Genkin



Mejia, Xiomara (BOA)

From: Teresa Durling <hello@livablesf.com>
Sent: Monday, February 5, 2024 11:19 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Teresa Durling**
My email address is **tadurling@sbcglobal.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Teresa Durling



Mejia, Xiomara (BOA)

From: Shelly Horton <hello@livablesf.com>
Sent: Monday, February 5, 2024 10:20 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Shelly Horton**
My email address is **shellyhorton@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Shelly Horton



Mejia, Xiomara (BOA)

From: Linda Tabor-Beck <hello@livablesf.com>
Sent: Monday, February 5, 2024 10:43 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Linda Tabor-Beck**
My email address is **cane_elder@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Linda Tabor-Beck



Mejia, Xiomara (BOA)

From: D F Owen <hello@livablesf.com>
Sent: Monday, February 5, 2024 11:32 PM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **D F Owen**

My email address is **do97my@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

P. S. I've been a resident on 48th Avenue for 48 years. Currently, speeding traffic on 48th Ave. due to weekend closure of the Upper Great Highway creates dangerous issues for residents and drivers. Stop signs are constantly ignored.

Sincerely,
D F Owen



Mejia, Xiomara (BOA)

From: Esfir Shrayber <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 3:26 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Esfir Shrayber**
My email address is **to_fira@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Esfir Shrayber



Mejia, Xiomara (BOA)

From: Laura Puccini <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 3:35 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Laura Puccini**
My email address is **l_puccini@comcast.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Laura Puccini



Mejia, Xiomara (BOA)

From: Nancy Federico <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 5:41 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Nancy Federico**
My email address is **nlfederico@msnn.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Nancy Federico



Mejia, Xiomara (BOA)

From: Irina Karpovich <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 5:56 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Irina Karpovich**
My email address is **ikarpovich@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Irina Karpovich



Mejia, Xiomara (BOA)

From: Barbara Butler <barbara@barbarabutler.com>
Sent: Tuesday, February 6, 2024 6:14 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

My family and I use the Great Highway Park every weekend. It's a local treasure to have such access to the Ocean - please do not return it to the cars. I drive and I'm happy to drive in other roads. This is a treasure to be preserved!

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Barbara Butler
barbara@barbarabutler.com

2051 45th Ave
San Francisco, California 94116

Mejia, Xiomara (BOA)

From: Gail Rutherford <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 6:14 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Gail Rutherford**
My email address is **gail_rutherford@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Gail Rutherford



Mejia, Xiomara (BOA)

From: Elizabeth Okazaki <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 6:22 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Elizabeth Okazaki**
My email address is **toobizilizi@gmail.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Elizabeth Okazaki



Mejia, Xiomara (BOA)

From: Chris Lehman <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 6:38 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Chris Lehman**

My email address is **crlehman18@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Chris Lehman



Mejia, Xiomara (BOA)

From: Randa Talbott <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 6:49 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Randa Talbott**
My email address is **RANDATALBOTT@YAHOO.COM**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Randa Talbott



Mejia, Xiomara (BOA)

From: Rodney D'Acquisto <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 6:50 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Rodney D'Acquisto**
My email address is **rodney@cdsdist.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Rodney D'Acquisto



Mejia, Xiomara (BOA)

From: Mark Lerdal <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 6:52 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mark Lerdal**
My email address is **lerdalmark@gmail.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Mark Lerdal



Mejia, Xiomara (BOA)

From: Denise Wilson <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 6:53 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Denise Wilson**
My email address is **Silverdew7@juno.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Denise Wilson



Mejia, Xiomara (BOA)

From: Denise Wilson <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 6:53 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Denise Wilson**
My email address is **Silverdew7@juno.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Denise Wilson



Mejia, Xiomara (BOA)

From: kaaren alvarado <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 6:56 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **kaaren alvarado**
My email address is **kaaren25@att.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
kaaren alvarado



Mejia, Xiomara (BOA)

From: Jackson Murphy <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 7:14 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is Jackson Murphy
My email address is jackspop2@aol.com

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Jackson Murphy



Mejia, Xiomara (BOA)

From: Norman Kondy <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 7:18 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Norman Kondy**
My email address is **nkondy@sbcglobal.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Norman Kondy



Mejia, Xiomara (BOA)

From: Barbara Duncan <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 7:19 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Barbara Duncan**
My email address is **bdwld@msn.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Barbara Duncan



Mejia, Xiomara (BOA)

From: Wayne Duncan <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 7:19 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Wayne Duncan**
My email address is **bdwld@msn.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Wayne Duncan



Mejia, Xiomara (BOA)

From: Melanie Sworyda <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 7:23 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Melanie Sworyda**
My email address is **Cistusrock28@gmail.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

The rude and self absorbed bike riders make crossing the Great Highway more dangerous and nerve racking than cars, motorcycles and any other vehicle needing a licence. The rude and pushy bike riders have invaded the calm and sensitive areas near the beach. MANY people drive their cars with their bikes to invade this neighborhood when there are bike paths in Golden Gate Park and many other parks. The Great Highway is not a park with interesting plants and birds. The stupidest walk their dogs on the Great Highway which can most definitely hurt their paws in extreme weather. The rude bike riders come much to close to people crossing the road to go to the beach. The city has not done anything about the enormous amount of trash left at the Great Highway after being closed. Do not lie. There are insufficient trash receptacles. This issue has absolutely not been addressed and this little note shows something that is extremely obvious. Fixing this problem years later just shows the lack of care this government has. Yes, with all the false statements about needing housing in this neighborhood the government has chosen this neighborhood as a dumping ground for false benefits to the residents. Closing the Great Highway and adding speed bumps further makes people living in this neighborhood shop elsewhere, where parking is free and easy to obtain. The great majority of the people living in San Francisco do not ride a bike. Electric bikes go much to fast to need to use this road. The road is taxpayer supported and everyone should be able to use it, not just people entertaining themselves. There is a pathway next to the Great Highway that is used for walking and biking.

Sincerely,
Melanie Sworyda



Mejia, Xiomara (BOA)

From: Alex Karpovich <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 7:24 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Alex Karpovich**
My email address is **akarpovich@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Alex Karpovich



Mejia, Xiomara (BOA)

From: Alexander Karpovich <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 7:25 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Alexander Karpovich**
My email address is **imalexk@gmail.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Alexander Karpovich



Mejia, Xiomara (BOA)

From: Susan McKeon <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 7:27 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Susan McKeon**
My email address is **mckeonsf@comcast.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Susan McKeon



Mejia, Xiomara (BOA)

From: Erica Pearson <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 7:35 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Erica Pearson**
My email address is **elpsemail@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Erica Pearson



Mejia, Xiomara (BOA)

From: Madison Clell <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 7:39 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Madison Clell**
My email address is **madisoncuckoo@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Madison Clell



Mejia, Xiomara (BOA)

From: Phyllis Nabhan <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 7:40 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Phyllis Nabhan**
My email address is **phyllisnabhan@gmail.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Phyllis Nabhan



Mejia, Xiomara (BOA)

From: Marilyn Flynn <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 7:43 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Marilyn Flynn**
My email address is **lynn.flynn@realestatesf.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Marilyn Flynn



Mejia, Xiomara (BOA)

From: Robert Belli <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 7:44 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Robert Belli**
My email address is **robbelli99@gmail.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Robert Belli



Mejia, Xiomara (BOA)

From: richard brandi <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 7:48 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **richard brandi**
My email address is **rbrandi@earthlink.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
richard brandi



Mejia, Xiomara (BOA)

From: Sylvia Lee <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 7:52 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Sylvia Lee**
My email address is **linglee2004@gmail.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Sylvia Lee



Mejia, Xiomara (BOA)

From: Steven Jeung <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 7:58 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Steven Jeung**
My email address is **syj1@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Steven Jeung



Mejia, Xiomara (BOA)

From: Steven Eliopoulos <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 8:00 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS); NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Steven Eliopoulos**
My email address is **snwsteve@aol.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Steven Eliopoulos



Mejia, Xiomara (BOA)

From: Gerd Mairandres <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 8:11 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Gerd Mairandres**
My email address is **gmairandres@aol.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Gerd Mairandres



Mejia, Xiomara (BOA)

From: Elizabeth Bobier <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 8:06 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Elizabeth Bobier**
My email address is **bets@amati-online.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Elizabeth Bobier



Mejia, Xiomara (BOA)

From: Terry McDevitt <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 8:13 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is Terry McDevitt
My email address is dismasmcd@yahoo.com

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Closed roads create longer driving distances and times which logically also creates more smog . Such closures also deny full access and use to all citizens/taxpayers .

Sincerely,
Terry McDevitt



Mejia, Xiomara (BOA)

From: Catherine Madison <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 8:19 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Catherine Madison**
My email address is **catherinekmadison@gmail.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Catherine Madison



Mejia, Xiomara (BOA)

From: Michael Lynch <noreply@adv.actionnetwork.org>
Sent: Tuesday, February 6, 2024 8:21 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Michael Lynch
lynchmg@hotmail.com

San Francisco, California 94122

Mejia, Xiomara (BOA)

From: Carol Satriani <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 8:24 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Carol Satriani**
My email address is **carol@carolsatriani.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Carol Satriani



Mejia, Xiomara (BOA)

From: Erin Murphy <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 8:30 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Erin Murphy**
My email address is **minimurph22@comcast.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Erin Murphy



Mejia, Xiomara (BOA)

From: Thomas Henderson <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 8:39 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Thomas Henderson**
My email address is **t.stephen.henderson@gmail.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Thomas Henderson



Mejia, Xiomara (BOA)

From: Eric Zoglman <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 8:39 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Eric Zoglman**
My email address is **ericzog@hotmail.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Eric Zoglman



Mejia, Xiomara (BOA)

From: Kelly Arbuckle <noreply@adv.actionnetwork.org>
Sent: Tuesday, February 6, 2024 8:45 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Kelly Arbuckle
arbuckle.kelly@gmail.com

San Francisco, California 94122

Mejia, Xiomara (BOA)

From: Pooi Li Yip <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 8:45 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Pooi Li Yip**
My email address is **yip.lily@gmail.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Pooi Li Yip



Mejia, Xiomara (BOA)

From: Steven Schroeder <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 8:49 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Steven Schroeder**
My email address is **mcma111@aol.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Steven Schroeder



Mejia, Xiomara (BOA)

From: Samantha Fong <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 8:50 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Samantha Fong**
My email address is **mannie805@gmail.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Samantha Fong



Mejia, Xiomara (BOA)

From: Eddie Donnellan <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 8:52 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Eddie Donnellan**

My email address is **eddie@mewaterfoundation.org**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Eddie Donnellan



Mejia, Xiomara (BOA)

From: Werner Blumer <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 8:54 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Werner Blumer**
My email address is **wmb@cpuc.ca.gov**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Werner Blumer



Mejia, Xiomara (BOA)

From: Adam Cline <noreply@adv.actionnetwork.org>
Sent: Tuesday, February 6, 2024 8:58 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Adam Cline
adamcline11@gmail.com

San Francisco, California 94122

Mejia, Xiomara (BOA)

From: Elizabeth Clark <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 9:08 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Elizabeth Clark**
My email address is **swimeclark@gmail.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Elizabeth Clark



Mejia, Xiomara (BOA)

From: Elena Caceres <noreply@adv.actionnetwork.org>
Sent: Tuesday, February 6, 2024 9:10 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Elena Caceres
elcaceres@gmail.com

San Francisco, California 94122

Mejia, Xiomara (BOA)

From: Nancy Bronstein <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 9:10 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Nancy Bronstein**
My email address is **nstirm@aol.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Nancy Bronstein



Mejia, Xiomara (BOA)

From: Bruce Huston <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 9:13 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Bruce Huston**
My email address is **hustonbj@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Bruce Huston



Mejia, Xiomara (BOA)

From: Diane Broner <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 9:16 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Diane Broner**

My email address is **woolfdn@sbcglobal.net**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Diane Broner



Mejia, Xiomara (BOA)

From: Sergey Goder <noreply@adv.actionnetwork.org>
Sent: Tuesday, February 6, 2024 9:18 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Sergey Goder
sergeygoder@gmail.com
1634 22nd Avenue
San Francisco , California 94122

Mejia, Xiomara (BOA)

From: Brian Carr <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 9:20 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Brian Carr**

My email address is **bpcarr@gmail.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Brian Carr



Mejia, Xiomara (BOA)

From: Kalina Jordanova <noreply@adv.actionnetwork.org>
Sent: Tuesday, February 6, 2024 9:27 AM
To: BoardofAppeals (PAB)
Subject: Keep the Great Highway Park weekend compromise. Reject appeals 23-062, 23-064, 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Honorable San Francisco Board of Appeals,

I am writing to ask that you uphold the Planning Commission's unanimous determination to issue the Coastal Zone Permit for the Upper Great Highway pilot project and that you reject appeals 23-062, 23-064, 23-065.

As one of the thousands of San Franciscans who visit Great Highway Park every weekend to walk, roll, jog, bike, and simply enjoy the Pacific Ocean, the pilot program is crucial for my access to and enjoyment of the shoreline. This permit simply maintains the existing compromise approved by the Board of Supervisors and Mayor Breed in 2022 and furthers the objectives of the Coastal Act and San Francisco's Local Coastal Plan by enhancing recreational use of the Ocean Beach shoreline and providing safe space for kids, seniors, and the entire community to benefit from the coast. Maintaining this pilot allows City agencies to collect data and perform community engagement to help determine the long-term future of the Great Highway.

In addition, the permit authorizes important traffic calming in the Outer Sunset. This has greatly improved the safety of the neighborhood and are vital to my safety when I walk and bike to Ocean Beach and nearby businesses.

Kalina Jordanova
kalina.jordanova@gmail.com

San Francisco, California 94122

Mejia, Xiomara (BOA)

From: Wan Lim <hello@livablesf.com>
Sent: Tuesday, February 6, 2024 9:30 AM
To: BoardofAppeals (PAB); EngardioStaff (BOS); MelgarStaff (BOS);
NorthCentralCoast@coastal.ca.gov; ChanStaff (BOS); info@openthegreathighway.com
Subject: I Support Appeals: 23-062, 23-064 and 23-065

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Wan Lim**
My email address is **wanlim@yahoo.com**

I urge you to overturn the Planning Commission's decision to issue the Coastal Zone Permit for the Upper Great Highway pilot project and to support the appeals 23-062, 23-064, 23-065.

This request stems not only from concerns over the impacts of the pilot program on urban mobility and public safety but also from significant procedural oversights in its implementation. SF Rec & Parks has bypassed critical steps required for such a considerable change, notably, the failure to conduct an environmental review before obtaining the necessary "Coastal Zone" permit.

This lapse in following established regulatory processes raises serious questions about the permit's validity and, by extension, the legality of the pilot program itself. The omission of an environmental review overlooks potential impacts on native species, such as the Snowy Plover, and disregards the broader ecological and community implications of closing the Upper Great Highway to vehicular traffic.

The consequences of the pilot program and the procedural oversight are manifold:

Environmental Impact on Native Species: The increased pedestrian and cyclist traffic threatens the habitat of the Snowy Plover, a sensitive and endangered species, due to the lack of an initial environmental assessment.

Emergency Response Delays: The closure significantly delays emergency responders, compromising public safety by hindering access to critical areas along the coast.

Increased Traffic and Accidents: The redirection of thousands of cars to surrounding neighborhoods creates congestion and has led to a noticeable rise in traffic accidents, affecting the safety and well-being of residents and commuters alike.

Elevated Air Pollution Levels: With vehicles rerouted closer to residential areas, air pollution levels have spiked, posing health risks to the community, particularly vulnerable groups such as children, older adults, and pre-existing conditions.

Longer Commutes: For those who rely on the Great Highway for efficient travel, the partial weekly closures have resulted in significantly more prolonged and congested commutes, disrupting daily life and productivity.

Given the oversight of not conducting an environmental review and the resulting impacts, I strongly urge you to support the appeals. Ensuring compliance with regulatory processes is essential for any project's legitimacy and effectiveness. A more inclusive approach considering recreational and transportation needs can help the Great Highway meet our community's diverse requirements. This balance is crucial for safeguarding the environment, ensuring public safety, and enhancing the quality of life in San Francisco, all while respecting legal and procedural standards.

Sincerely,
Wan Lim

