





# ocean beach open space

## landscape design summary





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# ocean beach open space design

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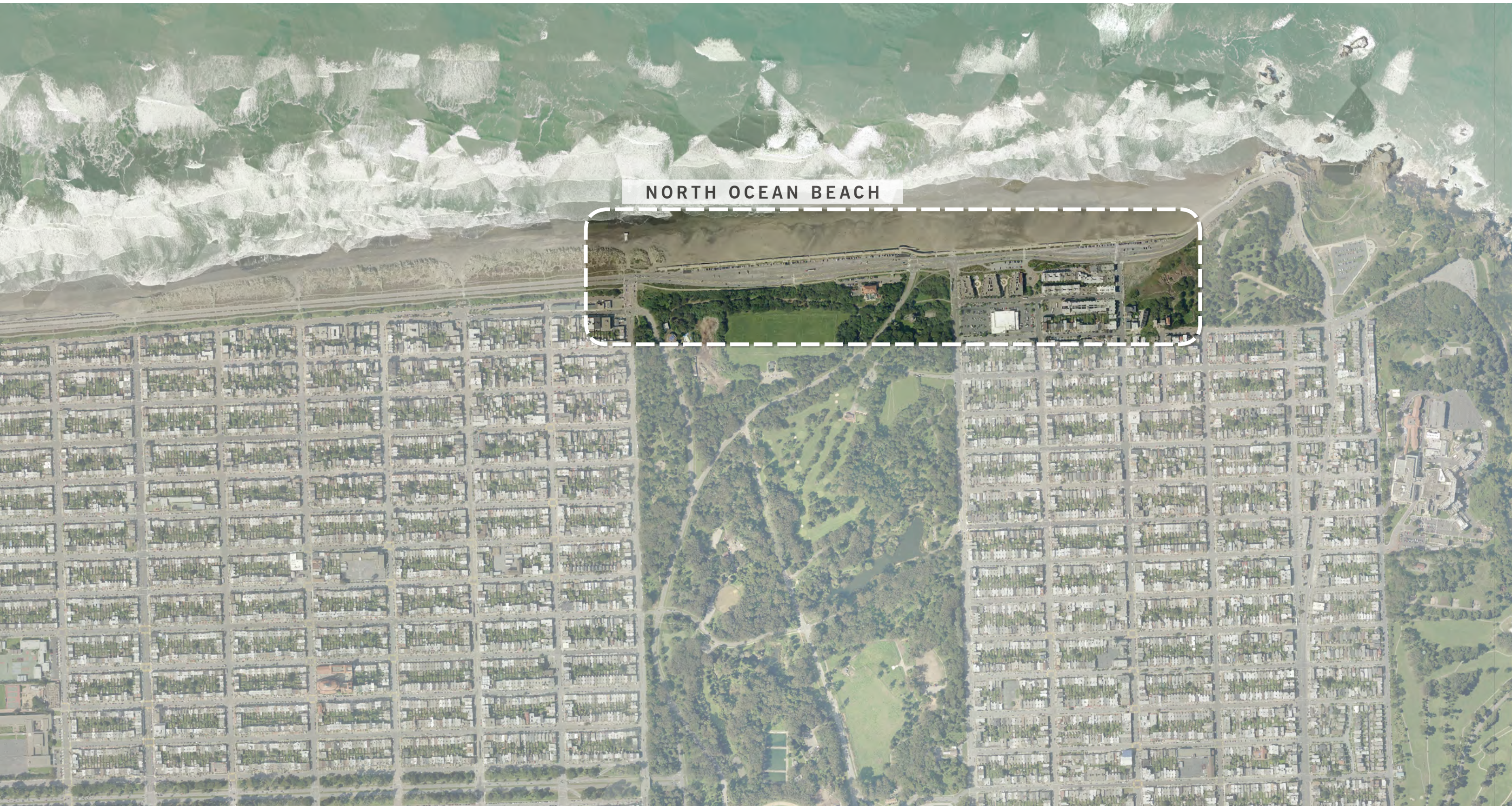
About this document:  
Ocean Beach Open Space  
Design Focus Areas

This document presents schematic design improvements for two portions of Ocean Beach, which present very different conditions and opportunities. The North Ocean Beach focus area comprises the parking lots and promenade between Lincoln Avenue and Balboa Streets. The South Ocean Beach focus area comprises the roadway, parking lots, and beach access points South of Sloat Boulevard.

The designs presented here develop concepts recommended in the Ocean Beach Master Plan (2012) which was developed through a robust interagency and public process. They are designed to be integrated into the Master Plan implementation efforts being pursued by multiple agencies.







NORTH OCEAN BEACH



# south ocean beach







South Ocean Beach is an environment in flux, with a variety of interacting constraints and exposure to intense wave energy. South of Sloat Boulevard, coastal erosion threatens the Great Highway, beach parking lots, and – most significantly – critical wastewater infrastructure. This section presents design for an adaptive landscape that can improve public access as conditions change over time.



Open Space Relationships

Legend

- Open Space Resource
- Ocean Beach / Pacific Ocean
- Study Area
- Lower Great Highway Path / California Coastal Trail
- Lake Merced Trail / Bay Area Ridge Trail









## South Ocean Beach Overview

South of Sloat Boulevard, Ocean Beach reflects the history of human intervention, coastal erosion, and ad hoc response. In contrast to the wide sandy beach at the north end, this area has a narrow beach, backed by a combination of natural sandstone bluffs, exposed construction fill, and engineered coastal protections. The Great Highway and adjacent parking lots were extended seaward during the construction of the wastewater infrastructure in the 1980s and 90s, which included the Oceanside Water Pollution Control Plant, the Westside Pump Station, and the Lake Merced Tunnel.

This, among other factors have resulted in a narrow beach and limited public access. In response to severe erosion, particularly during El Nino winters, the city placed boulder revetments to protect coastal infrastructure, further degrading beach conditions and resulting in regulatory compliance issues. The Ocean Beach Master Plan process brought affected agencies and the public together to propose a way forward, which will allow the removal of the revetments. The approach includes closure of the Great Highway south of Sloat, sensitively designed structural protections for threatened infrastructure, and a coastal trail connecting Fort Funston, Lake Merced, the San Francisco Zoo, Ocean Beach, and Golden Gate Park.











View 1

Fort Funston | 2014 by AECOM



View 3

Erosion - Reach 2 | 2013 ESA/PWA



View 2

Erosion - Reach 1 (2010 Emergency Bluff Toe Protection) | 2013 ESA/PWA



View 4

Erosion - Rubble Reach | 2013 ESA/PWA





View 5 Erosion - EQR Reach (1997 Emergency Bluff Toe Protection) | 2013 ESA/PWA



View 7 Erosion - North Lot Reach (2012 Sand Placement) | 2012



View 6 Erosion - Reach 3 (2011 Sandbag Revetment) | 2013 ESA/PWA

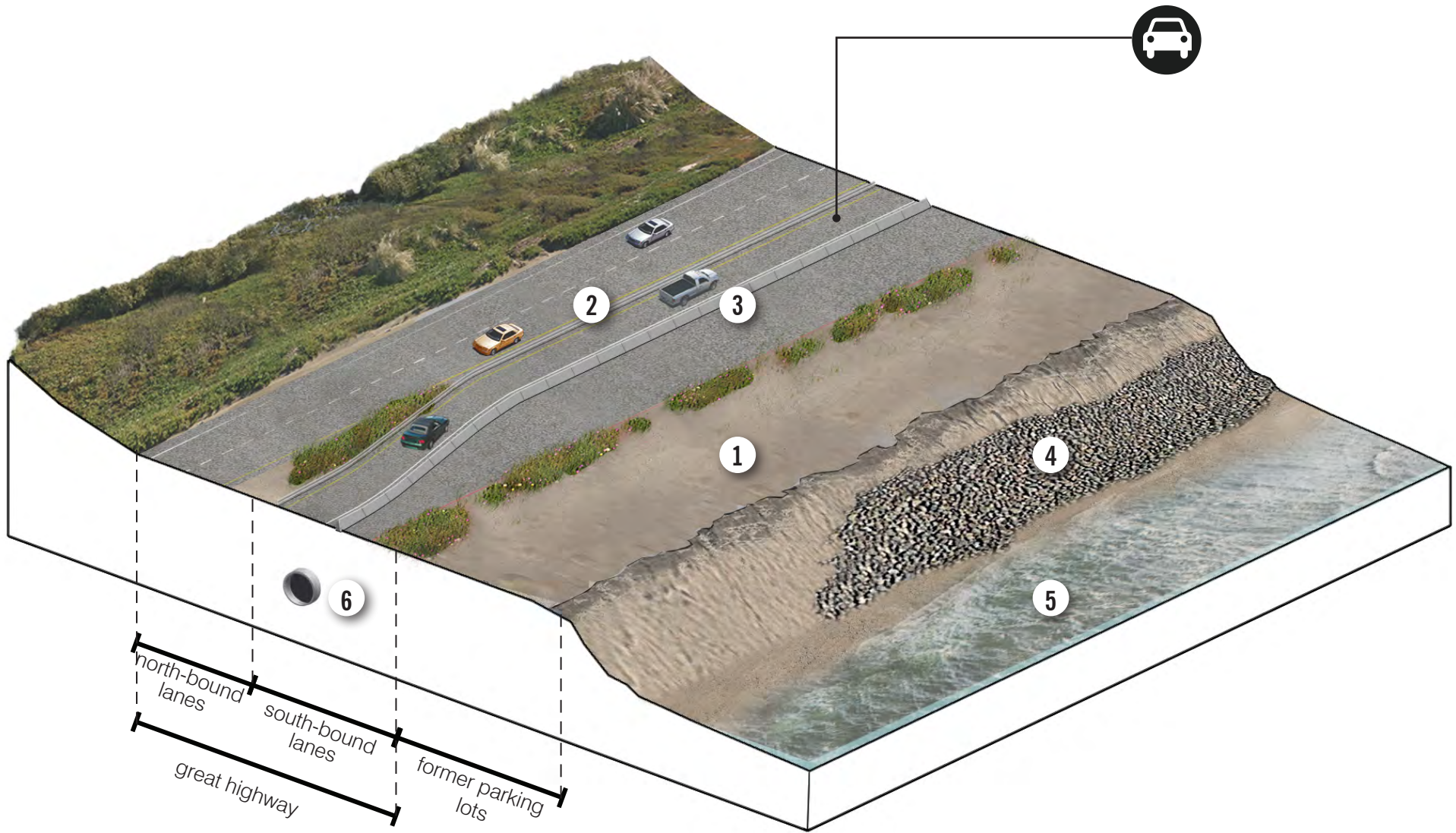


View 8 Connection to Lower Great Highway Park | 2014 AECOM



# Existing Conditions

Typical conditions along the Great Highway south of Sloat Boulevard reflect the installation of the roadway and parking lots atop construction fill and the Lake Merced sewer tunnel, and the subsequent coastal erosion and city response. With erosion undercutting the paved areas and threatening the tunnel, concrete barriers have been used to narrow portions of the roadway, and the beach is narrow, backed by exposed fill and boulder revetments.



- 1 Exposed bluff top at former federal parking lots
- 2 Guardrail between North and South lanes
- 3 Temporary k-rail barrier installed in response to ongoing erosion issues
- 4 Emergency quarry stone revetment placed at foot of bluff in response to erosion
- 5 Pacific Ocean
- 6 Lake Merced Tunnel, located roughly at same elevation as Ocean Beach.

Existing Conditions Typical Condition





Existing Conditions Plan Diagram



# Jurisdiction and Infrastructure

A basic challenge of managing changes at Ocean Beach is the complex, overlapping jurisdictions. The beach and parking lots, along with the Ft Funston bluff tops are Federal property, part of the Golden Gate National Recreation Area (GGNRA). Inland, the city property is generally owned by the San Francisco Recreation and Parks Department (Rec-Park). The SF Public Utilities Commission (SFPUC) owns and operates the wastewater infrastructure, including the Lake Merced Tunnel under the Great Highway. The roadway is managed and maintained by SF Public Works, and the SF Zoo sits on property leased from Rec-Park. In addition, Public Works and SFPUC have been issued permits by GGNRA to conduct coastal management (armoring, sand, and sandbag placement) on its property, and much of the area lies in the Coastal Zone, subject to permitting by the California Coastal Commission.

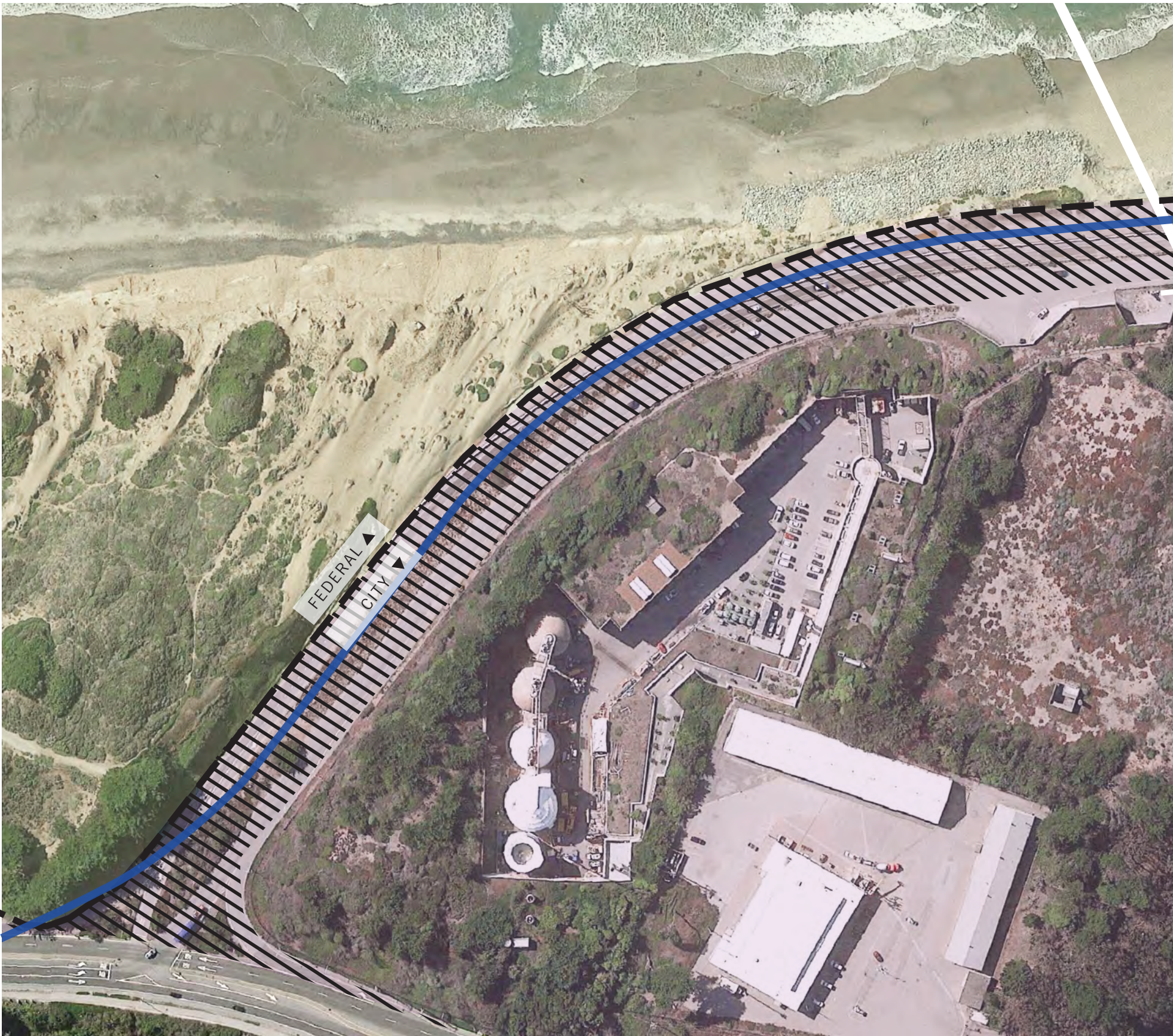
## Legend

### Infrastructure

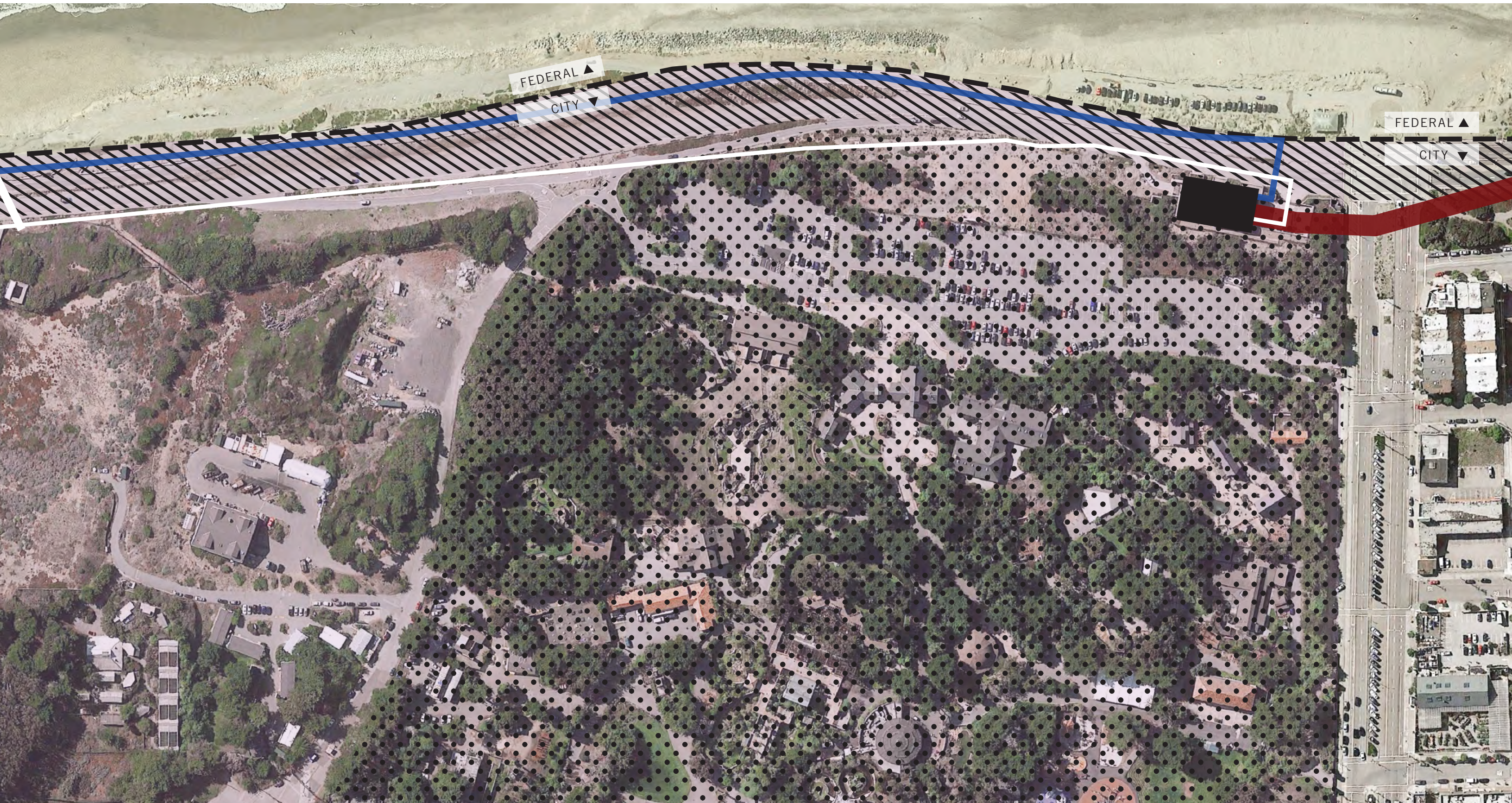
- Transport box
- Sewer outfall
- Lake Merced Tunnel
- Pump station

### Jurisdiction

- Federal land
- City land
- City/Federal boundary
- Managed by Public Works
- Leased by San Francisco Zoo











Existing Conditions Open Space Usage

Legend




<div></div>	45%	114,250 SF	Closed area
<div></div>	28%	70,500 SF	Median planting
<div></div>	19%	46,000 SF	Informal parking
<div></div>	08%	19,100 SF	Parking area





## Existing Conditions Pedestrian and Vehicular Access

### Legend







-  Vehicular access
-  Vehicular parking lot access
-  Pedestrian access



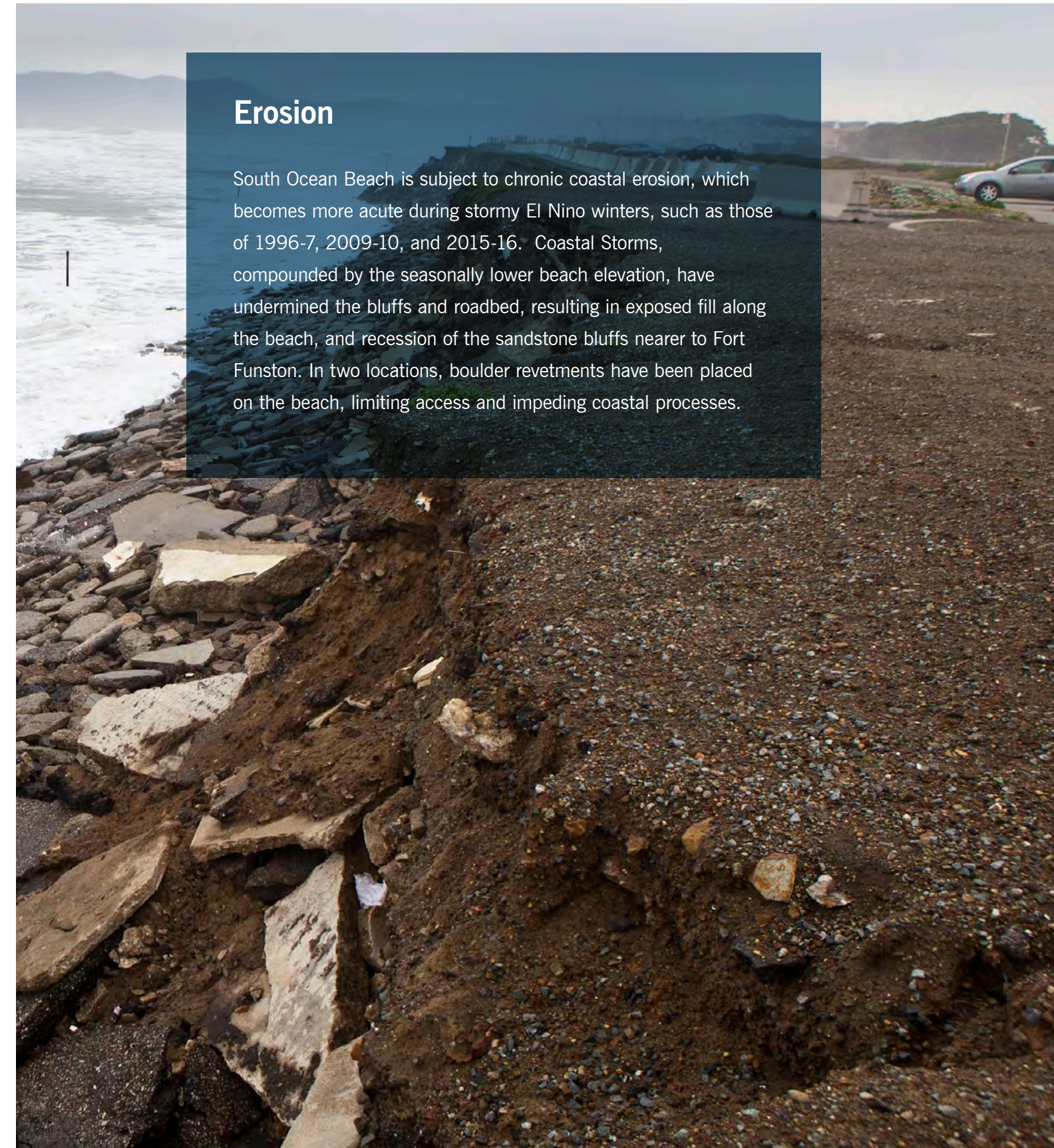
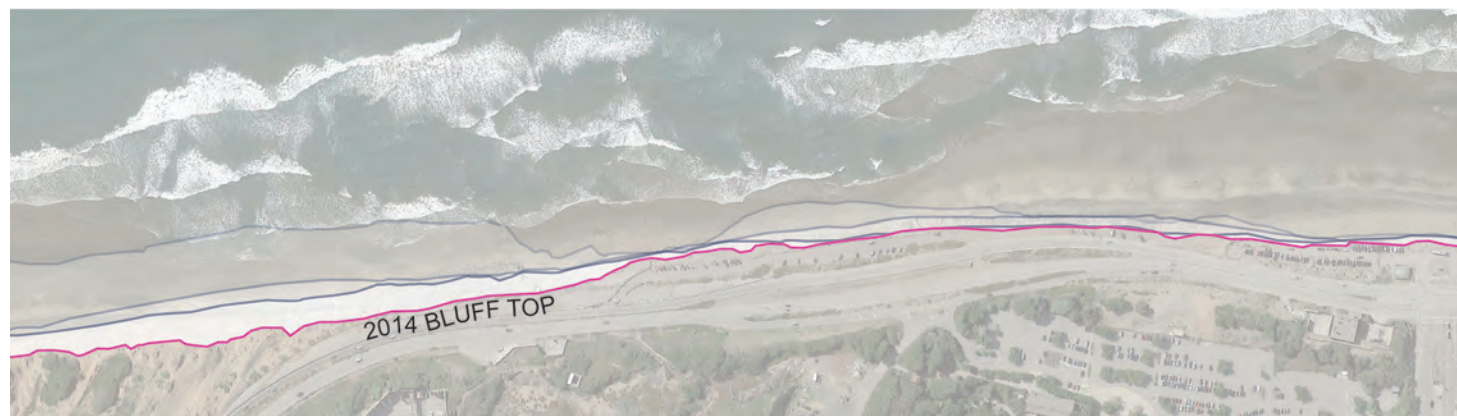
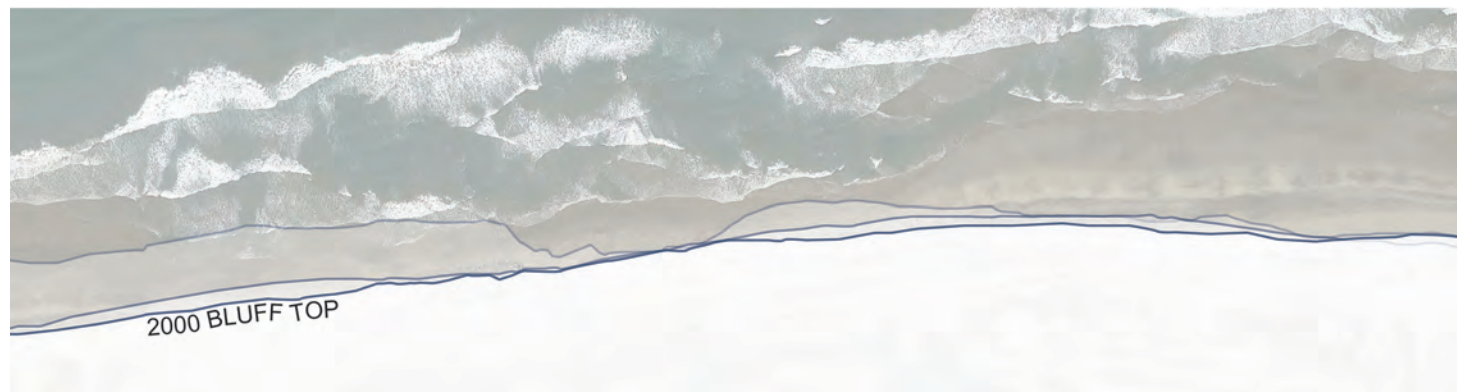


Existing Conditions Site Analysis

Legend

-  Critical erosion area
-  Top of bluff 2014
-  Existing k-rail
-  Steep topography
-  Existing beach access
-  Bank swallow nesting





## Erosion

South Ocean Beach is subject to chronic coastal erosion, which becomes more acute during stormy El Nino winters, such as those of 1996-7, 2009-10, and 2015-16. Coastal Storms, compounded by the seasonally lower beach elevation, have undermined the bluffs and roadbed, resulting in exposed fill along the beach, and recession of the sandstone bluffs nearer to Fort Funston. In two locations, boulder revetments have been placed on the beach, limiting access and impeding coastal processes.



## Building on the Ocean Beach Master Plan: Key Move 1

The designs presented here are intended to guide incremental implementation of the Ocean Beach Master Plan vision, and to be coordinated with other efforts, including the Master Plan's coastal management strategy and roadway and intersection improvements.

These proposals are based on the Ocean Beach Master Plan's "Key Moves" 1 and 2, which recommend the phased closure of the Great Highway south of Sloat Boulevard, re-routing of north-south traffic behind the Zoo via Sloat and Skyline Boulevards, and introducing integrated coastal management, environmental restoration, and open space access improvements. These actions are central to the Ocean Beach Master plan vision, and will result in a spectacular coastal open space amenity as developed in this document.

**Opposite Page: Excerpt from Ocean Beach Master Plan - Key Move 1**





## Key Move 1:

Reroute the Great Highway behind the zoo via Sloat and Skyline Boulevards.

- 1.1 Reconfigure and signalize Sloat–Great Highway and Sloat–Skyline intersections.
- 1.2 Maintain one-lane driveway from Skyline to treatment plant for trucks.
- 1.3 Reconfigure Sloat with two lanes each way, angle parking along zoo boundary, integrated stormwater management, bikeway and coastal access amenities.
- 1.4 Extend Muni L Taraval south across Sloat, with terminus at zoo entrance.
- 1.5 Introduce coastal trail to Fort Funston and Lake Merced, including a crosswalk at Skyline.
- 1.6 Integrate with California Coastal Trail, linking Lake Merced all the way to Marin County.
- 1.7 Replace beach/zoo parking along Armory Road and at Skyline trailhead.
- 1.8 Reopen Armory Road from Zoo Road to zoo parking lot to provide zoo access.









South parking lot (now closed)

Area temporarily closed with k-rail

Access to Oceanside Treatment Plant

Beach access via sand placement



# phased approach

South Ocean Beach is imagined as an “adaptive landscape”, which takes shape over several phases as coastal erosion – and efforts to manage it – proceeds. This approach is important in the context of uncertainties about the pace of erosion, sea level rise, and related, interdependent implementation projects.

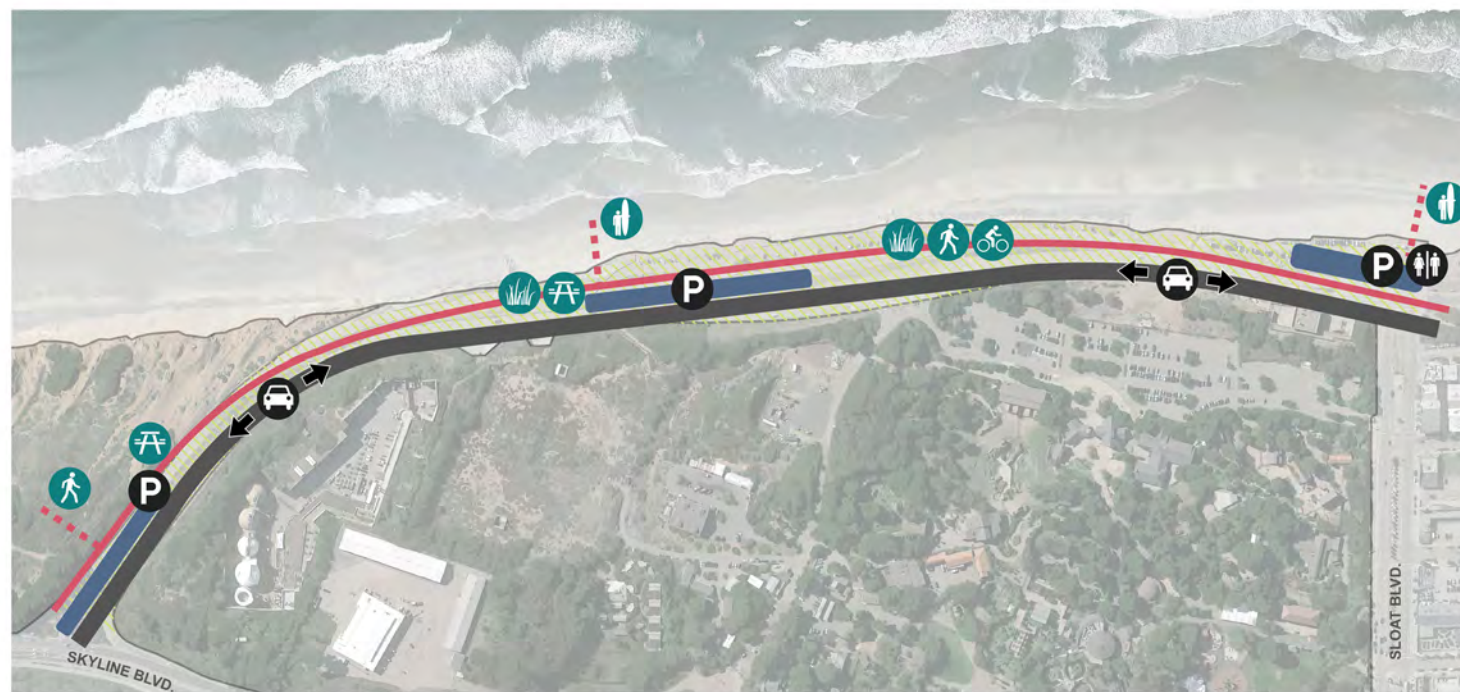
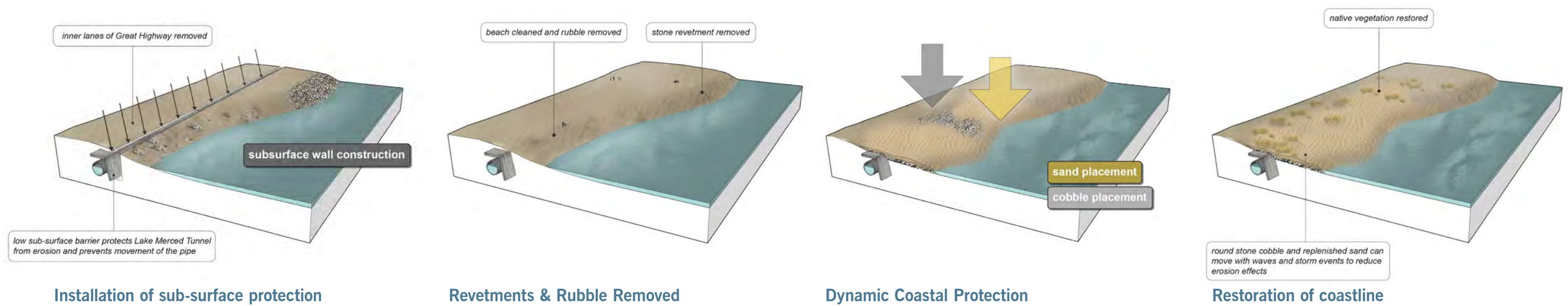


Existing Condition



Phase 0





Phase 1

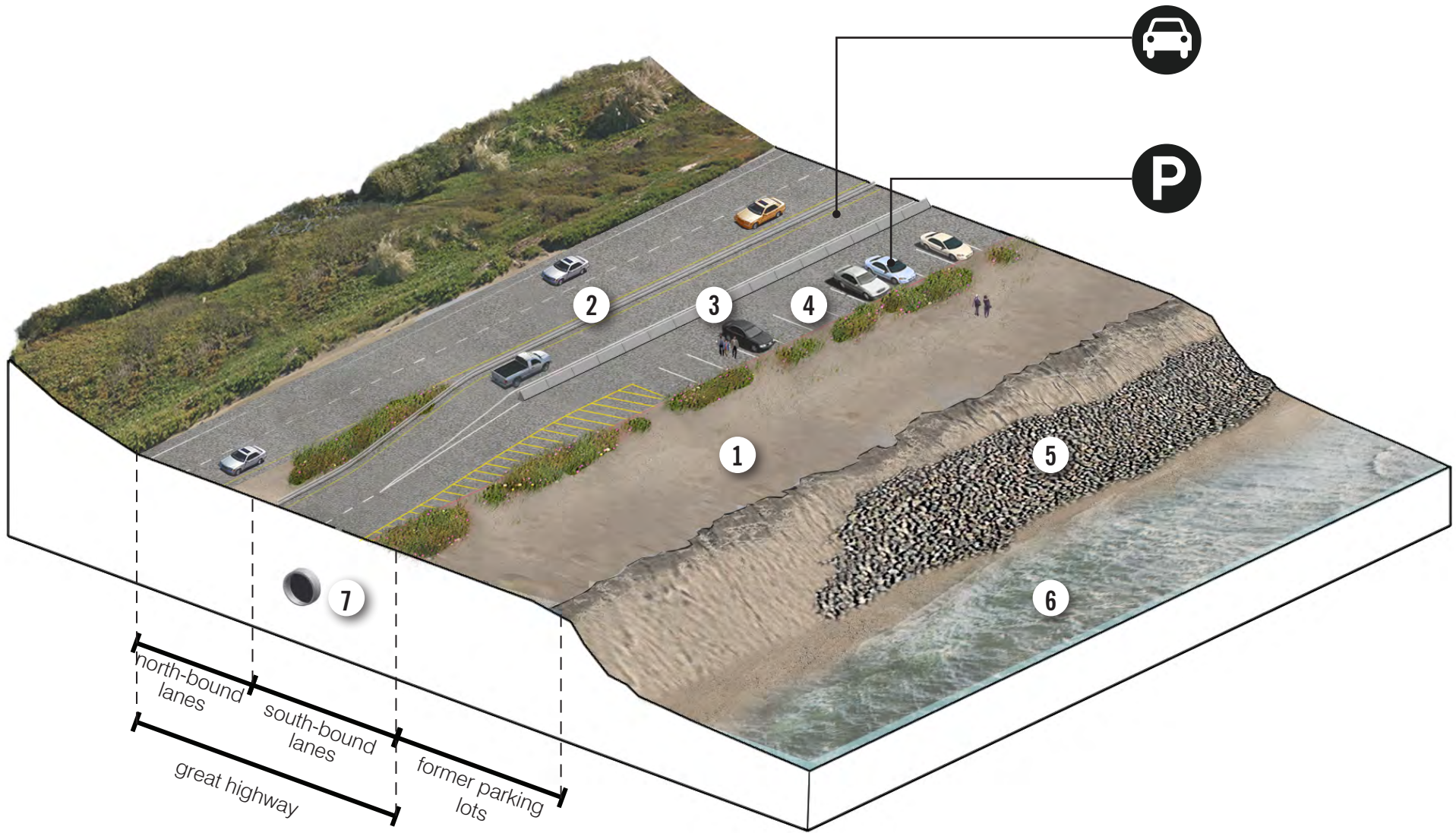


Phase 2



Phase 0

This phase represents thinking about what could be improved at South Ocean beach immediately, without changing the roadway footprint. It includes the reorganization of concrete barriers and parking areas, creation of a safe pedestrian route along the shore, and informational signage. Because of timelines and jurisdictional constraints, many of these actions appear unlikely to proceed, but are included here as a record of the design team’s thinking and a source of ideas should conditions shift.



- 1 Exposed bluff top at former federal parking lots
- 2 Steel barrier between North and South lanes
- 3 Temporary k-rail barrier re-arranged to form temporary parking area adjacent to exposed bluff top
- 4 Temporary parking area in closed roadway.
- 5 Emergency quarry stone revetment placed at foot of bluff in response to erosion
- 6 Pacific Ocean
- 7 Lake Merced Tunnel, located roughly at same elevation as Ocean Beach.

Phase 0 Axon





Phase 0 Plan Diagram



# phase 1







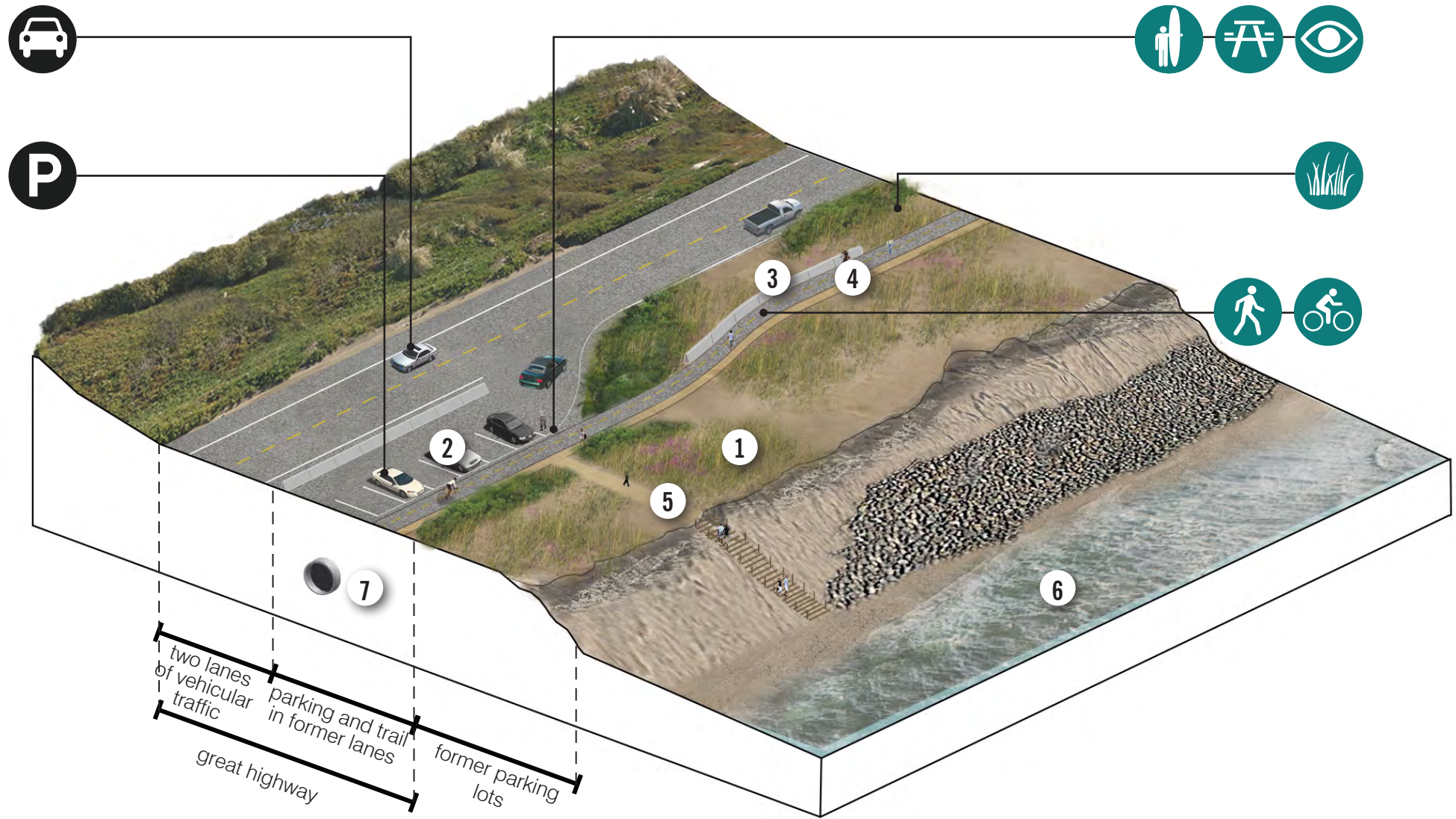


# Phase 1: Great Highway Narrowed and Multi-use Path

This phase is enabled by the narrowing of the Great Highway to two lanes (one each way) south of Sloat Boulevard as part of the city of San Francisco's recovery from the 2010 erosion events. It includes:

- multi-use bicycle/pedestrian path in the vacated southbound lanes,
- reconfiguration of the Great Highway/Skyline Boulevard intersection for safe crossing
- replacement coastal access parking away from coastal hazards
- depaving and revegetation along blufftops
- signage and site fixtures at coastal access points.
- temporary public art and interpretive materials

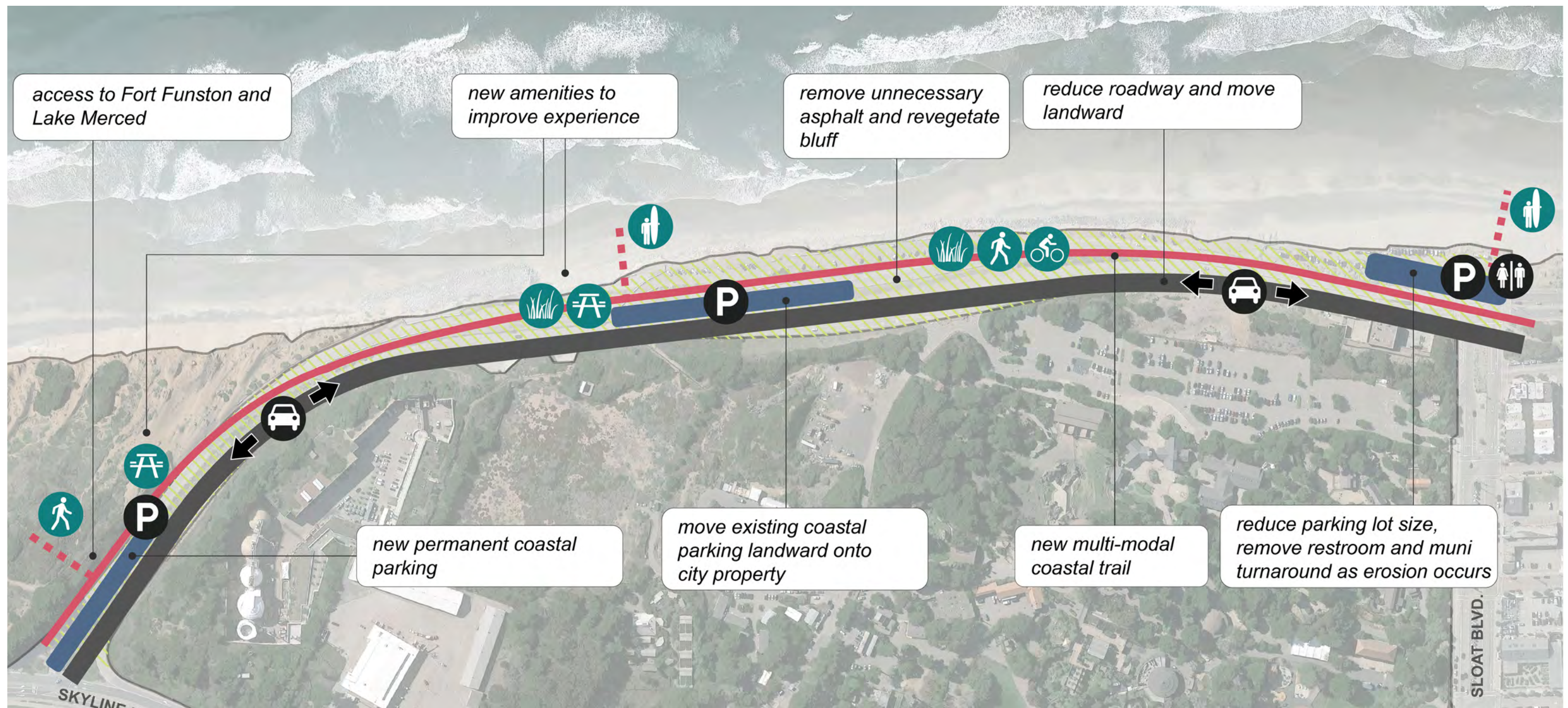
Several related projects from different agencies need to be coordinated to achieve these improvements, but they will result in a significantly improved condition for the public, including safe connections to Fort Funston and Lake Merced.



- 1 Exposed bluff top at former federal parking lots with areas of sand management and revegetation
- 2 New parking area constructed in abandoned South-bound lanes
- 3 Temporary k-rail barrier re-arranged to manage sand and create distinct planting areas
- 4 Multi-use pathway connecting Ocean Beach to Fort Funston and Lake Merced, located in former South-bound lanes
- 5 Improved coastal access through Federally owned bluff
- 6 Pacific Ocean
- 7 Lake Merced Tunnel, located roughly at same elevation as Ocean Beach.

Phase 1 Typical Condition





Phase 1 Plan Diagram



## Phase 1 Overview

The designs presented here are intended to better connect Ocean Beach to Golden Gate Park and other open space amenities through several related interventions.

- 1 Multi-modal coastal trail
- 2 Temporary coastal parking in abandoned South-bound lanes
- 3 Long term coastal parking removed from coastal hazards
- 4 De-paving and revegetation along bluffsides
- 5 Re-configuration of the Great Highway/Skyline Boulevard intersection for safe crossing
- 6 Existing coastal parking at end of Sloat Boulevard.





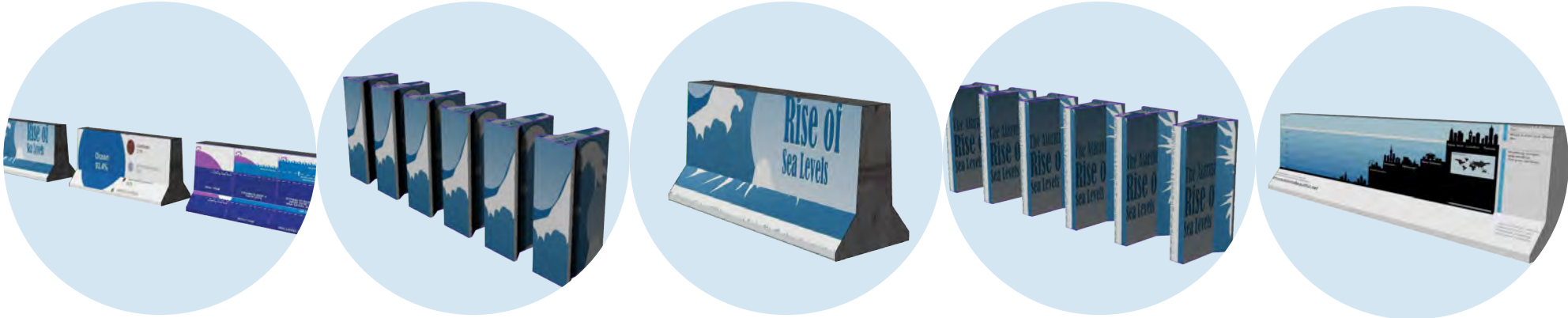
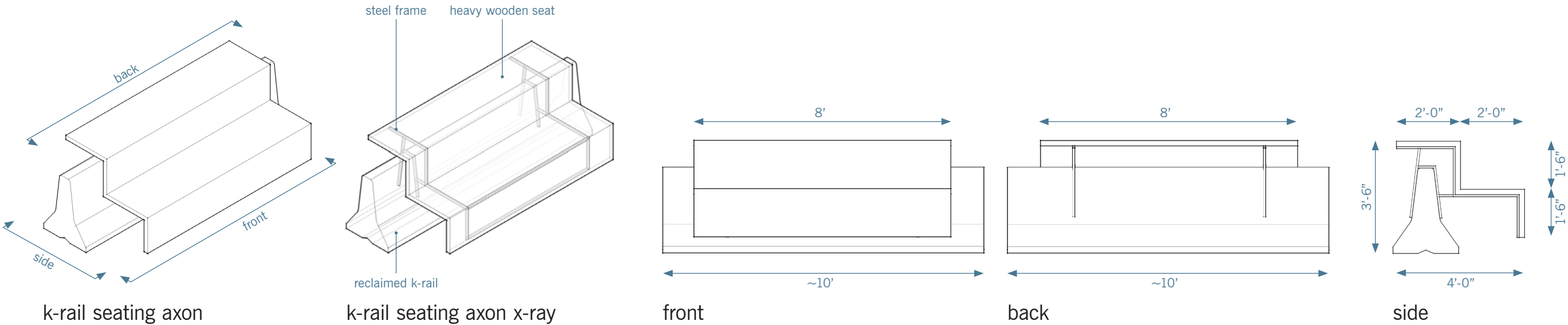
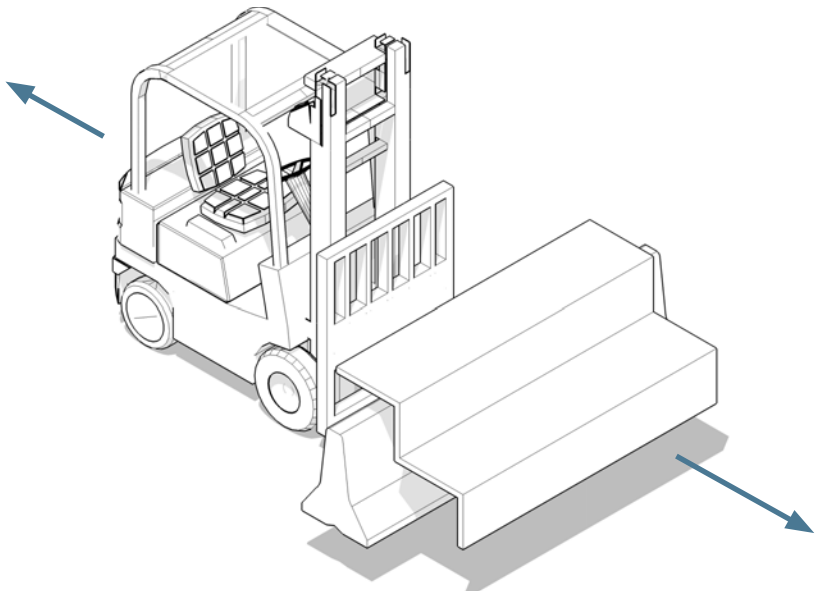




Moveable Site Furnishings for an Adaptive Landscape

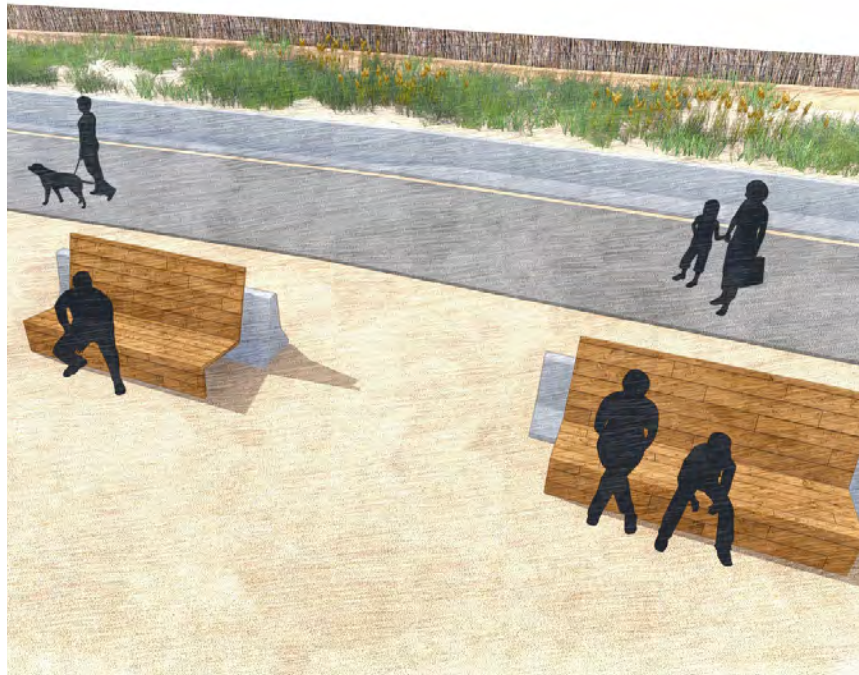
“K-rail” or concrete barriers are found throughout the landscape at Ocean Beach south of Sloat Boulevard. This proposal uses the barriers - normally a mundane solution to temporary channel traffic - as a framework for site furnishings in this interim open space.

Because K-rail is rugged, modular, and moveable, it presents a useful foundation for furnishings, signage, and art in an adaptive landscape - one that is designed to change with the evolving coastline over time.



k-rail graphic treatment studies





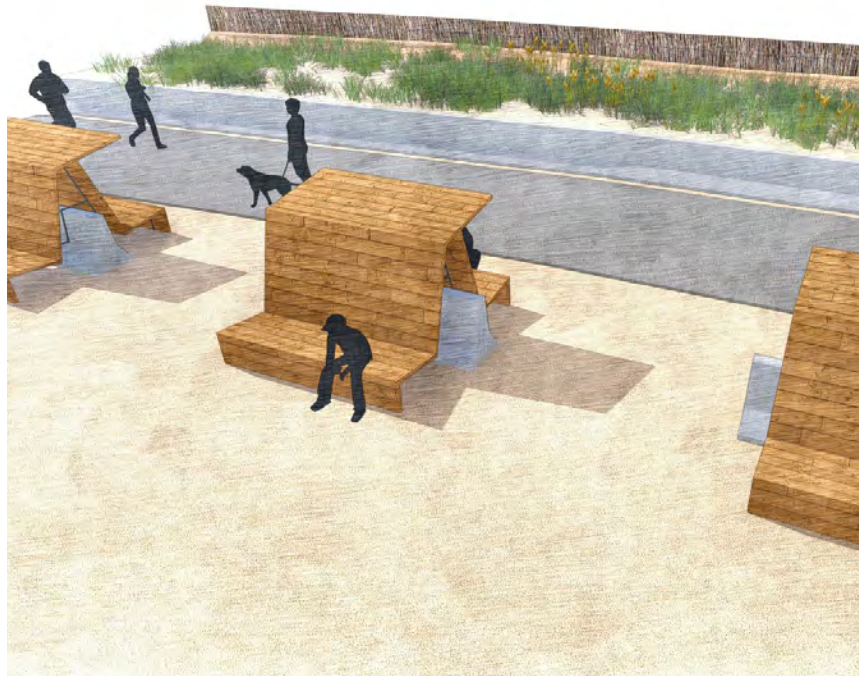
Simple Bench



Lounge



Group Seating



Shelter Bench - Ocean Side



Shelter Bench - Land Side



Bike Parking



# phase 1 concept renderings





Access to bluff top and beach

Sand management and re-vegetation

Temporary art & signage

Seating provides shelter from wind and airborne sand

Bike parking

Vehicle parking

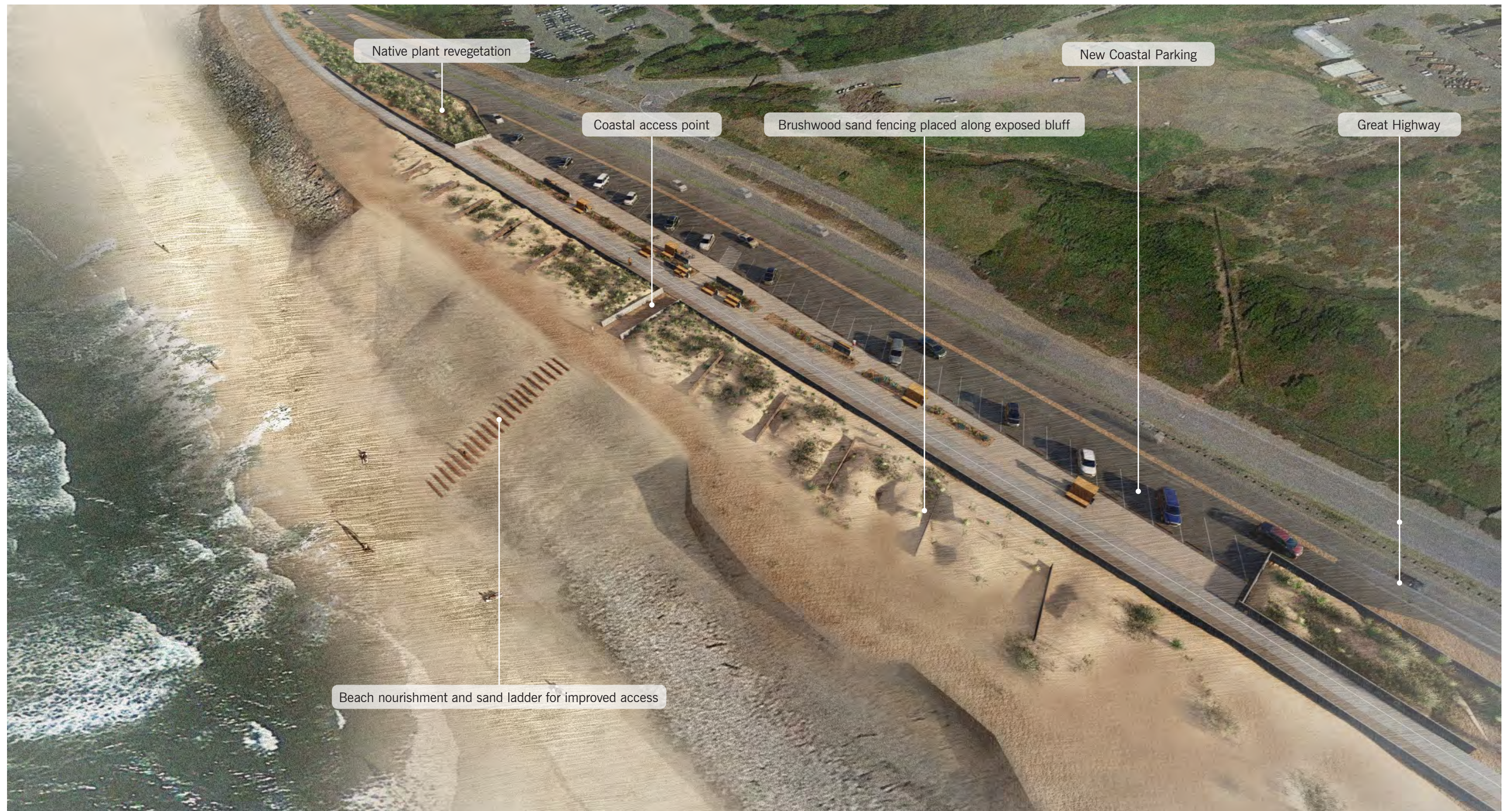
View 1: Coastal Access from Parking Area





**View 2: Multi-use Path at Coastal Parking**





View 3: Overview of Coastal Parking Area



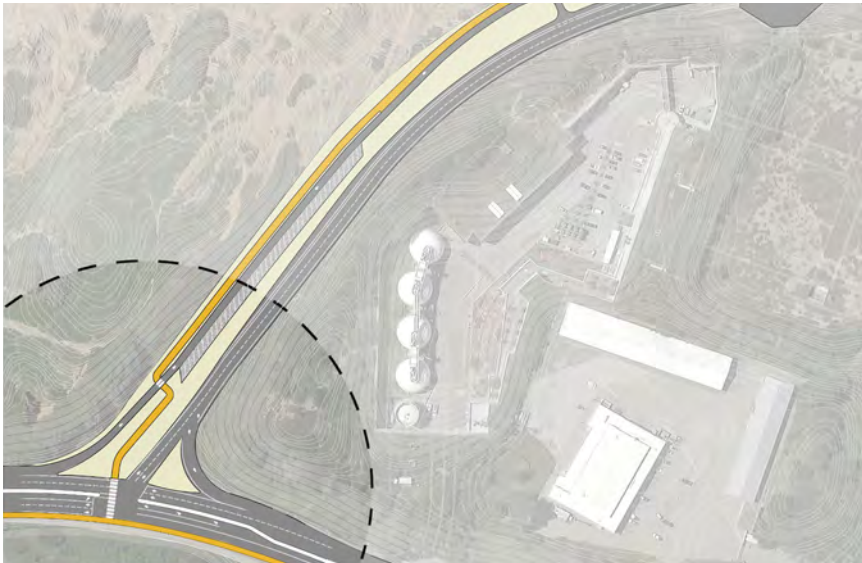
# Sloat and Skyline Phase 1 Sub-projects



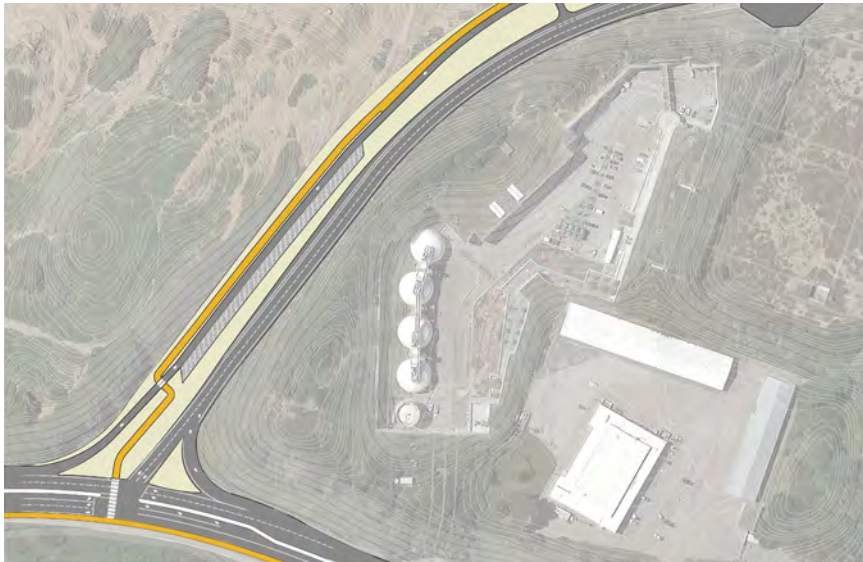
**Existing Conditions**  
The current condition at Sloat and Skyline has no safe pedestrian crossings, and the unusual condition of an un-regulated northbound lane that does not stop at all.



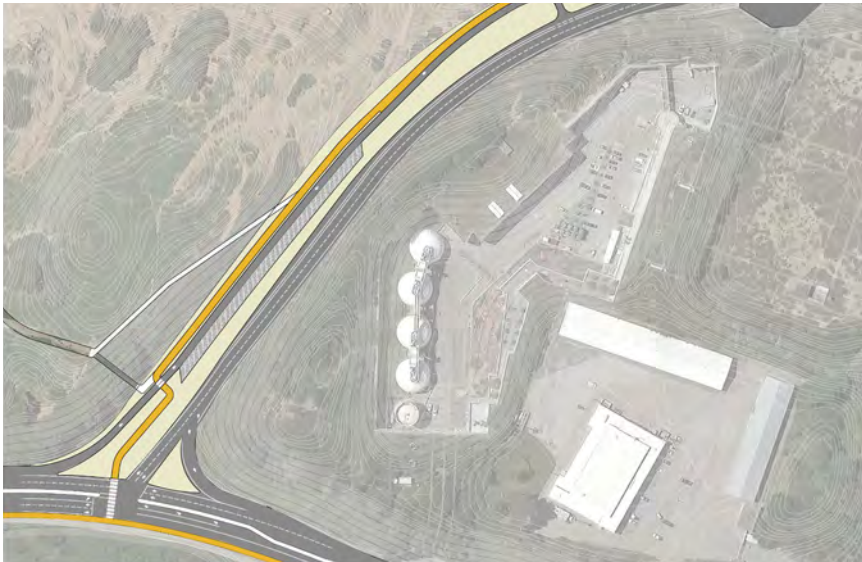
**Project 1.1 Road narrowing**  
The initial narrowing of the Great Highway as described in Phase 1 will not immediately affect the intersection at Sloat and Skyline - the intersection will remain as is for a brief period of time.



**Project 1.2 Intersection Signalization**  
After the completion of the Great Highway narrowing, the intersection at Sloat and Skyline will receive signalization or stop signs. This allows intersection improvements to occur in Project 1.3.

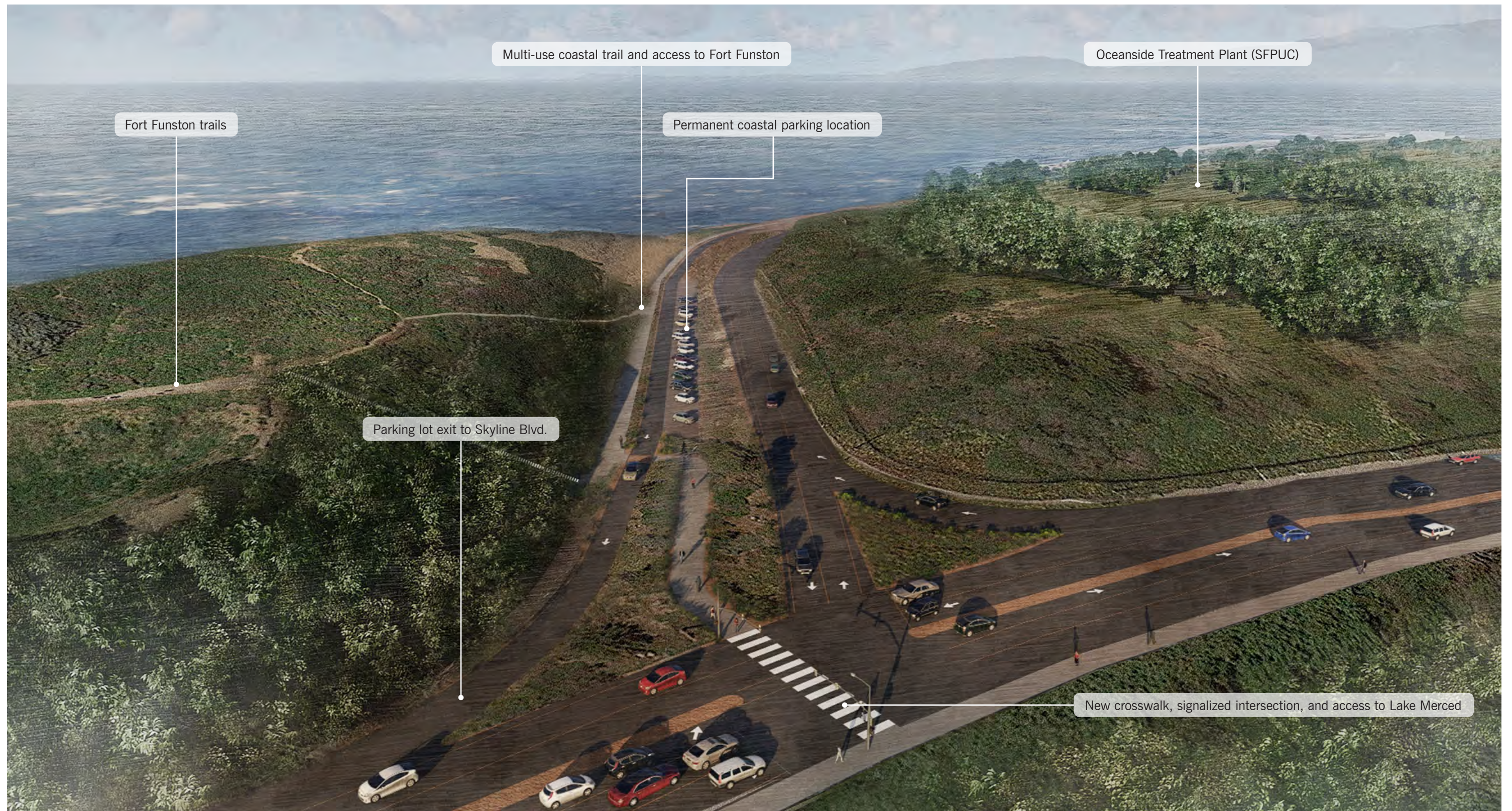


**Project 1.3 Multi-use trail**  
A multi-use trail will use the vacated southbound lanes to connect from Sloat Boulevard to the Lake Merced trail.



**Project 1.4 Ft. Funston trail connection**  
In addition to providing parking for Ocean Beach, new trail access will be provided to Fort Funston as well, as part of an independent project by the Golden Gate National Recreation Area.





View 4: Long Term Coastal Parking





View 5: Intersection of Sloat and Skyline Before





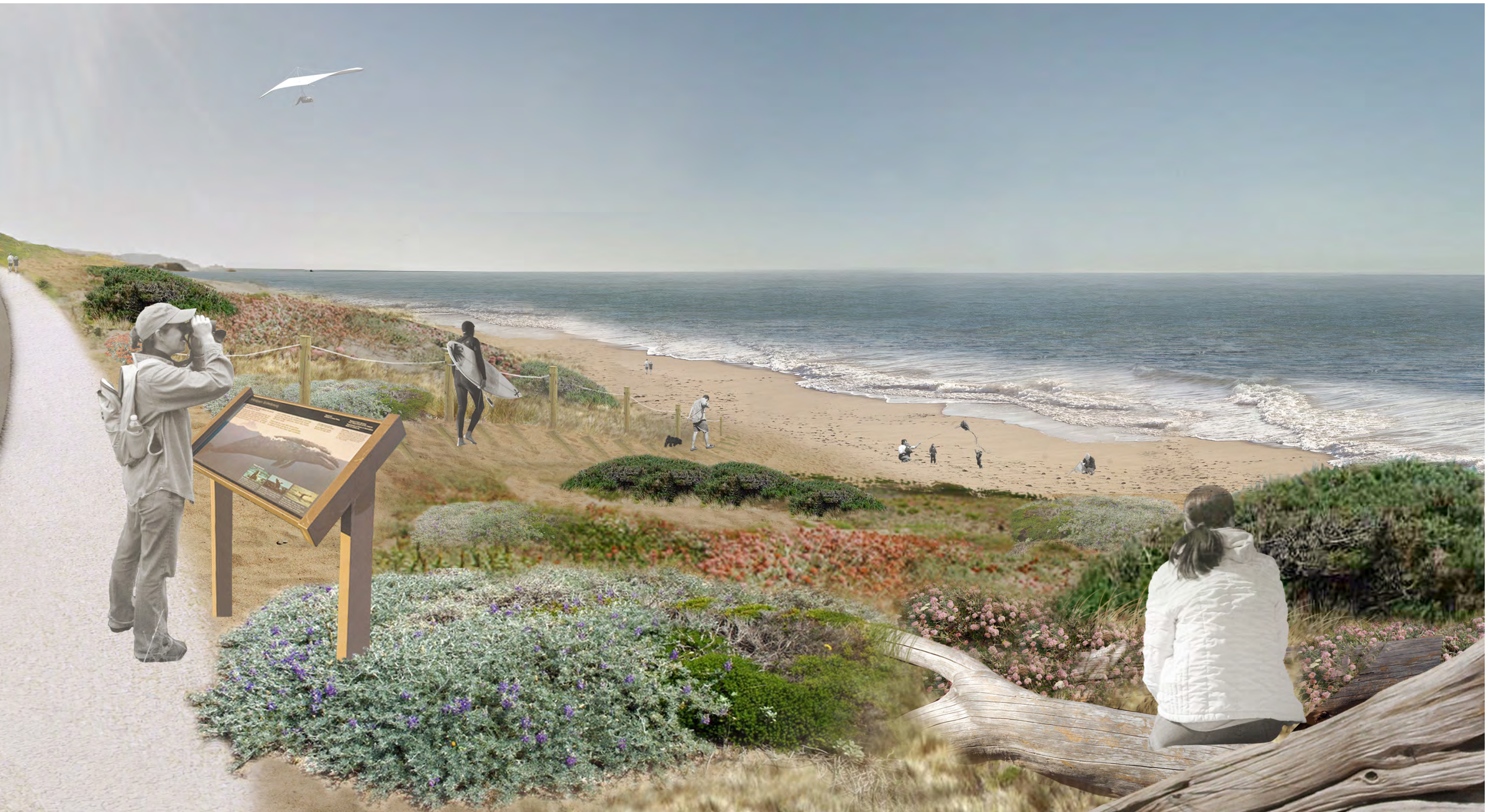
View 5: Intersection of Sloat and Skyline After



# phase 2





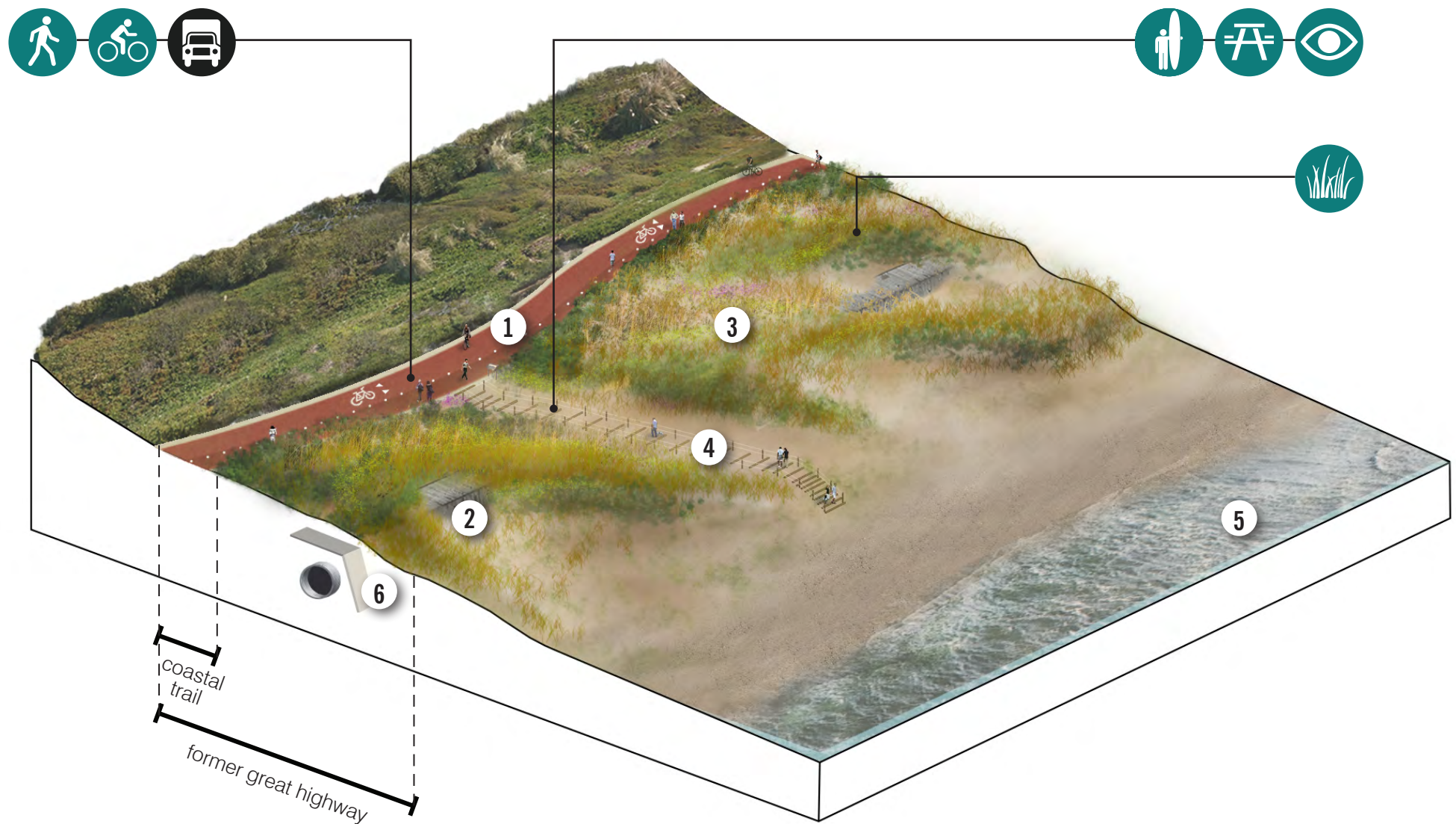




## Phase 2

This phase is to be coordinated with the full implementation of the Ocean Beach Master Plan vision, including the closure of the Great Highway south of Sloat Boulevard, the installation of low-profile structures to protect the Lake Merced Tunnel, and the removal of existing boulder revetments. This phase includes:

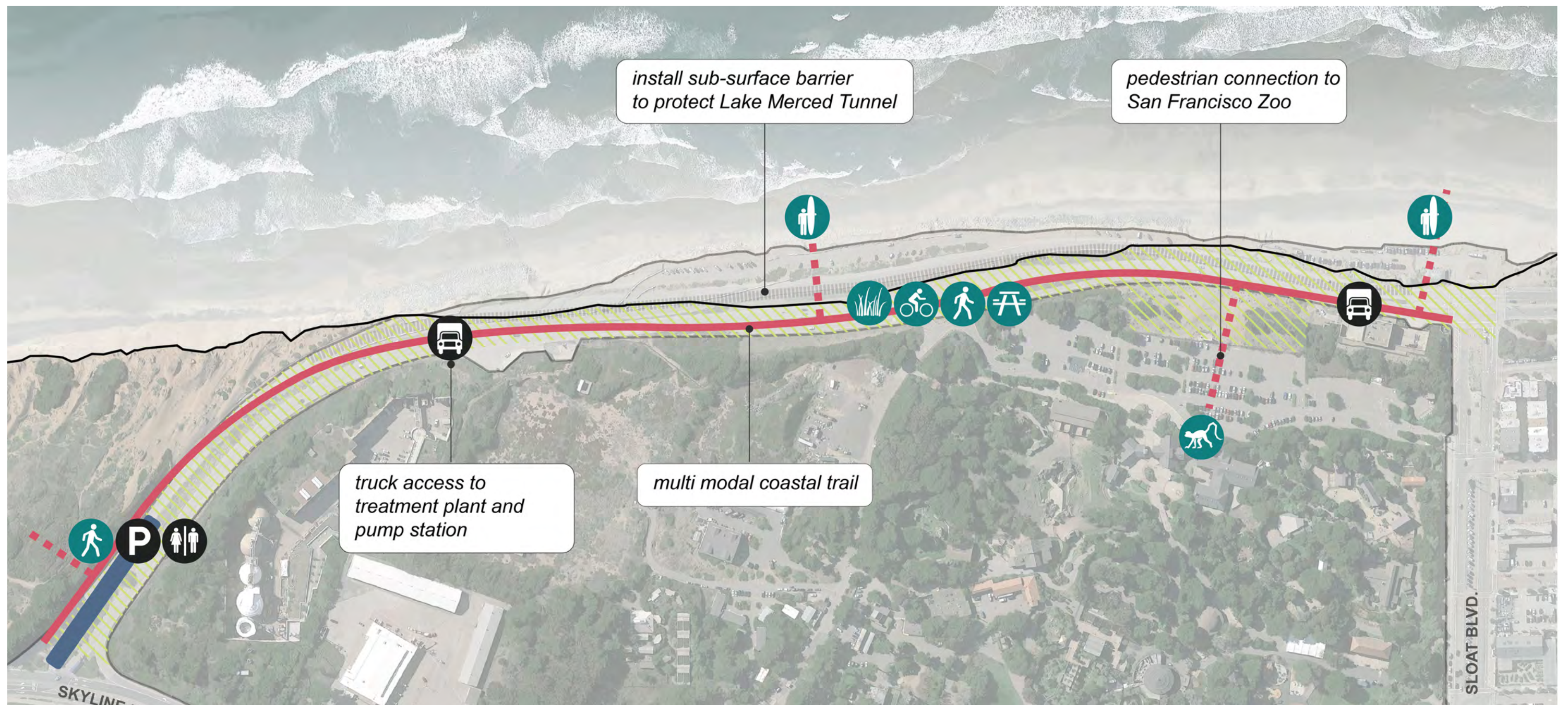
- A permanent coastal bicycle-pedestrian trail connecting to Fort Funston and Lake Merced
- Coastal Access and Ft Funston parking located away from coastal hazards
- Depaving and re-vegetation of blufftop areas
- Truck access to the Oceanside Treatment Plant and pump station designed for minimal impact on open space



Phase 2 Typical Condition

- 1 New coastal trail access from Ocean Beach to Fort Funston and Lake Merced, with sporadic truck access to SFPUC facilities
- 2 Lake Merced Tunnel protective wall and cap may become exposed at some times
- 3 Restored dune system where appropriate
- 4 Dedicated coastal access and rest points located along coastal trail
- 5 Pacific Ocean
- 6 Lake Merced Tunnel, located roughly at same elevation as Ocean Beach.





Phase 2 Plan Diagram

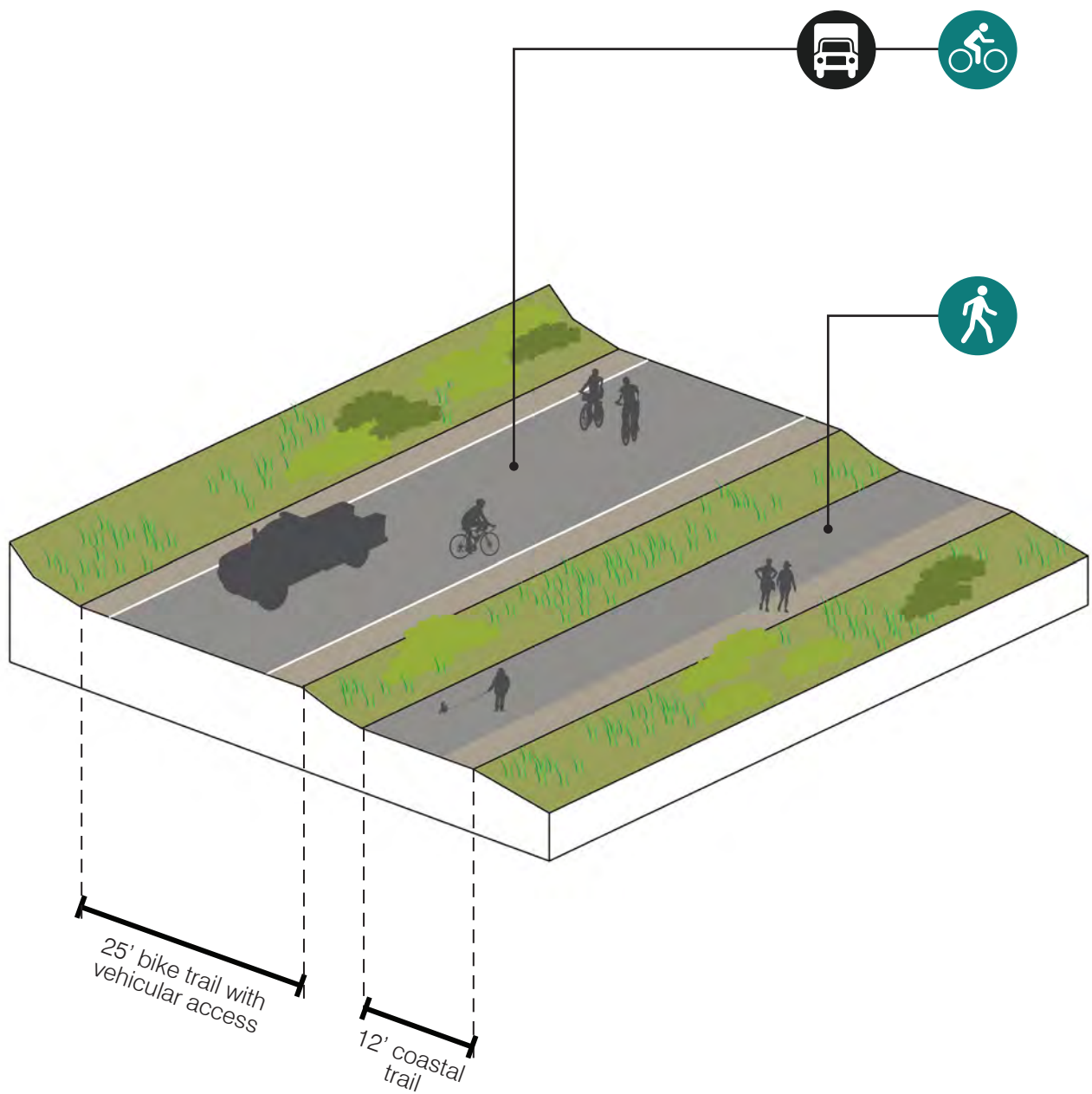


## Phase 2 Coastal Trail Options

In Phase 2, the coastal trail which connects South Ocean Beach with Fort Funston and Lake Merced will replace the Great Highway between Sloat and Skyline Boulevards. The San Francisco Public Utilities Commission will need to maintain occasional truck access to their facilities along the coast; the Oceanside Treatment Plant and the Westside Pump Station near the current intersection of Sloat and Skyline. These graphics show potential arrangements between the minimal vehicle traffic, pedestrians, and cyclists.

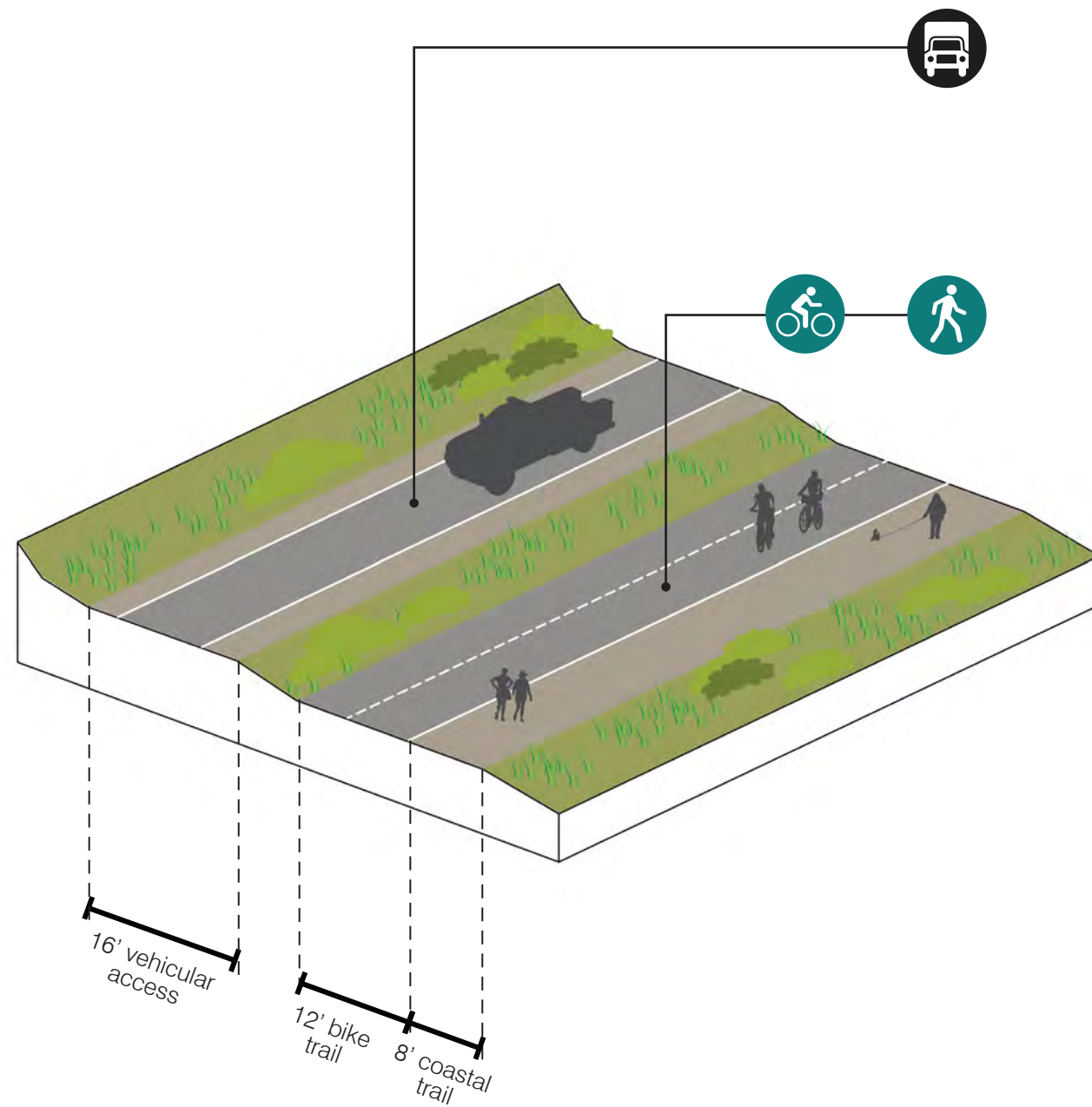
Wherever possible, truck access will use existing parallel access roads and driveways rather than the Great Highway alignment to minimize disruption of the public open space.

As the project moves forward, these options will be studied in more detail to determine the safest arrangement for all visitors to Ocean Beach.

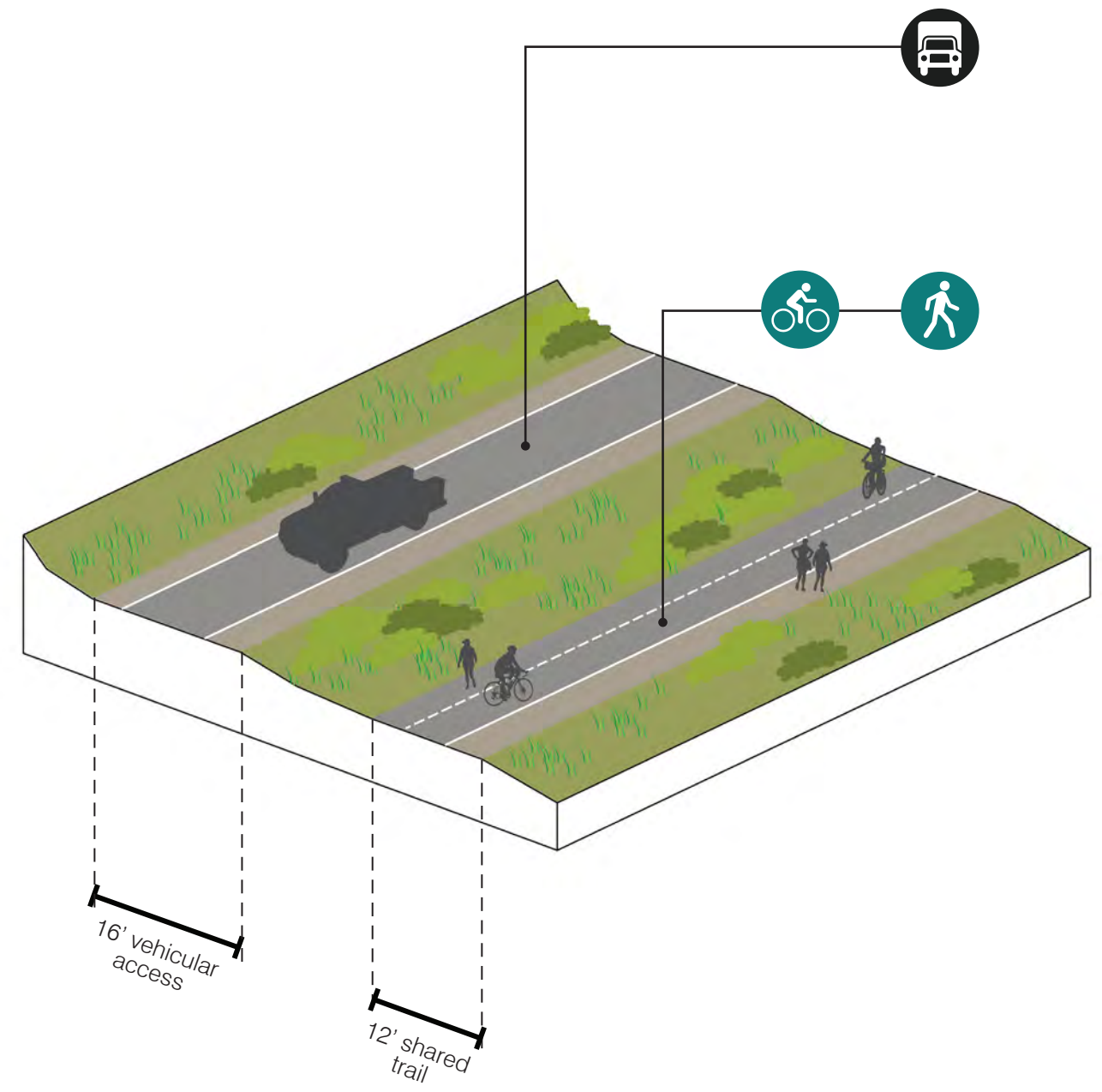


Coastal Trail Option 1





Coastal Trail Option 2



Coastal Trail Option 3



## Phase 2 Overview

The designs presented here are show a long term vision of the future of South Ocean Beach. This plan provides better and safer beach access, and connects the key open space resources in the area, while protecting our vital pieces of infrastructure from Sea Level Rise.

- 1 Multi-modal coastal trail
- 2 Long term coastal parking removed from coastal hazards
- 3 Re-configuration of the Great Highway/Skyline Boulevard intersection for safe crossing
- 4 Access to SFPUC Westside Treatment Plant
- 5 Revegetated Dune / Back Beach
- 6 SFPUC Pump Station











Existing View of Great Highway South of Sloat Boulevard





Conceptual Rendering of Coastal Trail and Restored Landscape



# north ocean beach







Ocean Beach north of Lincoln Boulevard is the most familiar, best-known, and busiest section of the beach. It is the capstone for Golden Gate Park, and San Francisco's western waterfront. The historic O'Shaughnessy seawall, lined with a beachfront promenade situates this stretch of beach into a long San Francisco tradition, especially during the precious few hot days in this famously cool city.



## North Reach Overview

North Ocean Beach offers a wide, sandy, urban sea strand, and is host to more visitors than any other section. Beginning just north of Lincoln it is backed by the O'Shaughnessy seawall and promenade, and a series of parking lots which serve the beach and host several major events. Golden Gate Park is across the Great Highway between Lincoln and Fulton. North of Balboa, steep cliffs emerge topped by the popular Cliff House with the Sutro Baths ruins and Land's End beyond. A multi-use path extends south from Lincoln, but is not fully connected to the promenade.











View 1

O'Shaughnessy Parking Lot | 2014 by AECOM



View 3

North End of O'Shaughnessy Parking Lot at Beach Entrance | 2014 AECOM



View 2

Historic Promenade at O'Shaughnessy Parking Lot | 2014 AECOM



View 4

Historic Planters and Promenade | 2014 AECOM





View 5 Sand Accumulation at Balboa Parking Lot | 2012 AECOM



View 7 Balboa Parking Lot | 2010 AECOM

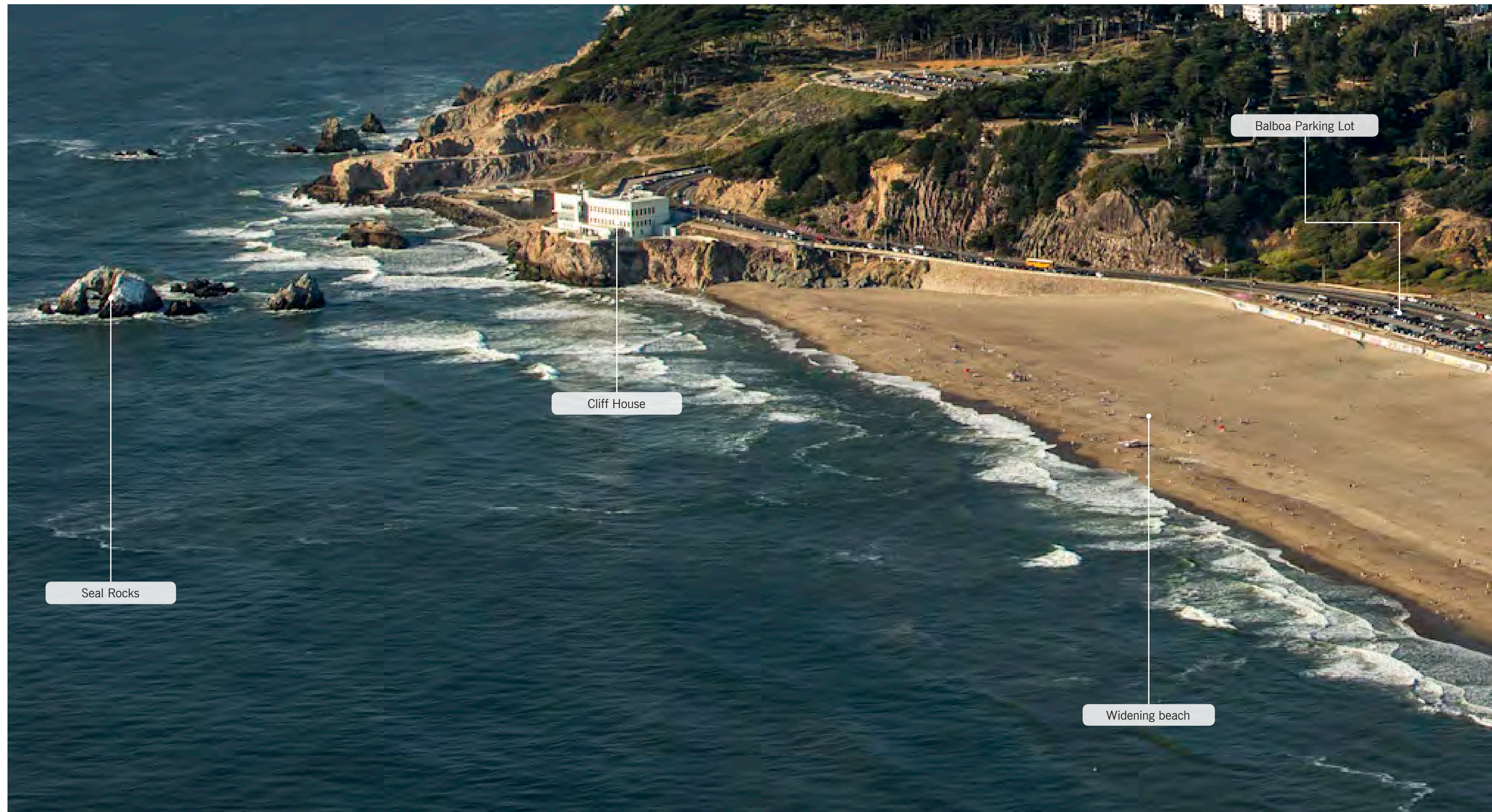


View 6 Beach Chalet from O'Shaughnessy Parking Lot | 2014 AECOM

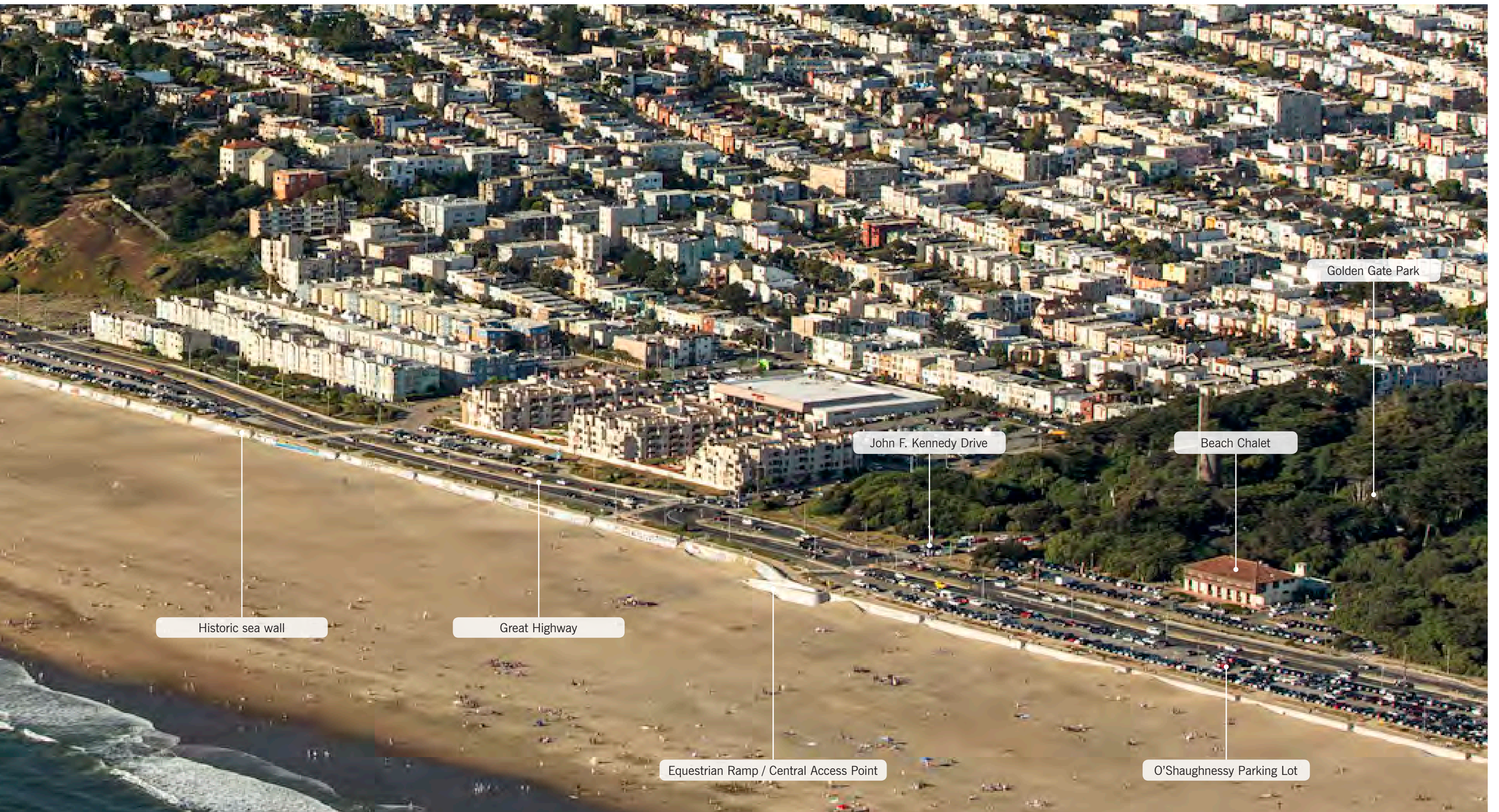


View 8 Bay 2 Breakers Finish Line at O'Shaughnessy Parking Lot | 2014 SPUR





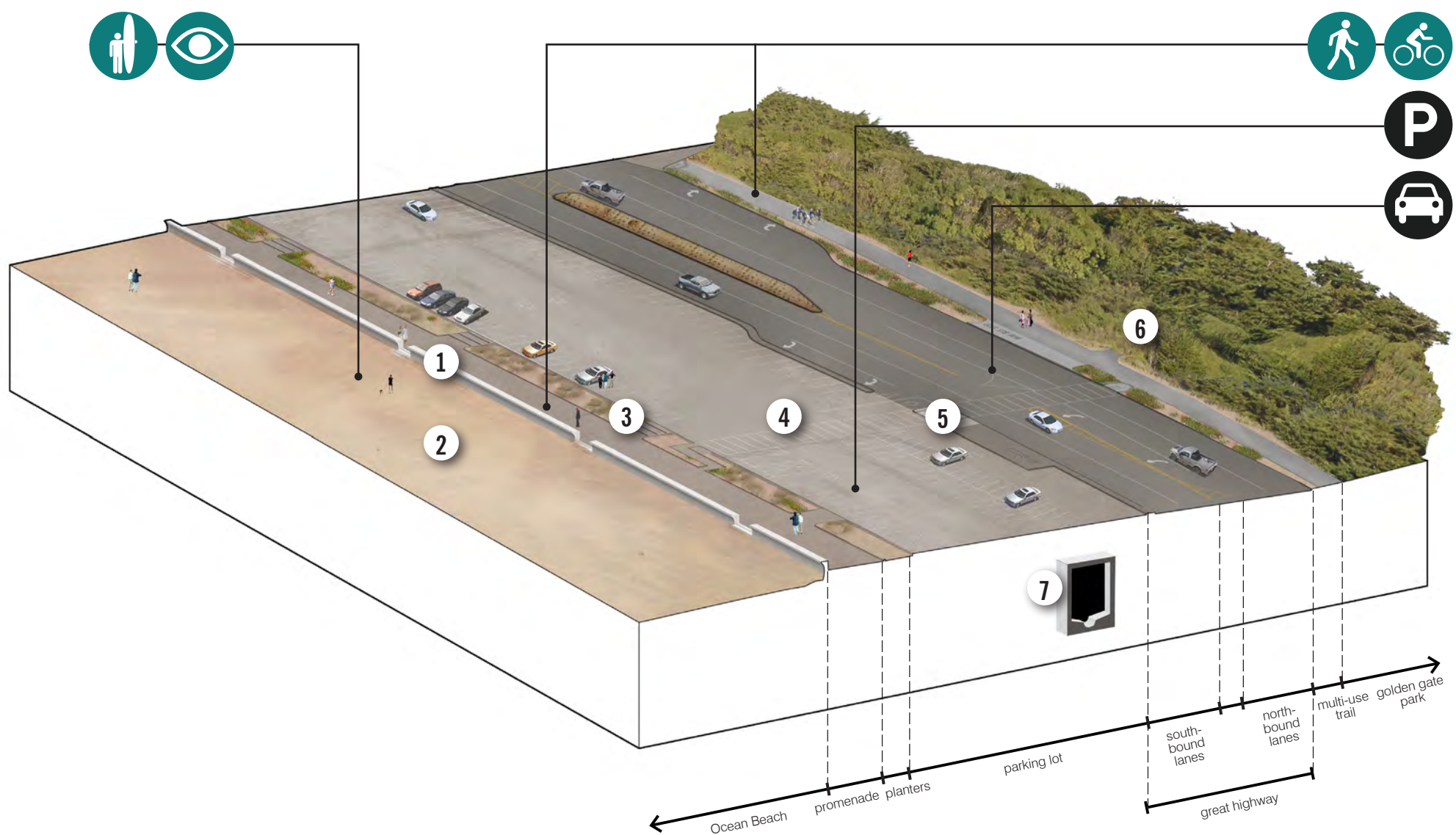






# Existing Condition

Although several iconic recreational spaces converge at north Ocean Beach, they are not as well-connected as they should be, particularly for cyclists and pedestrians. While the parking lots facilitate access for motorists and hosts events, they also serve to separate the beach from Golden Gate Park, presenting large undefined swaths of asphalt instead of the grand sense of welcome the space deserves, especially at the terminus of JFK Drive. This separation also compromises the sense of safety, as visitors must repeatedly cross auto access routes. At Lincoln, the promenade ends unceremoniously in the sand, creating a gap that prevents cyclists, wheelchair and stroller users, and those with limited mobility from continuing south on the multi-use path in the Great Highway median. Finally, this busy open space lacks basic amenities, including restrooms, food, and adequate seating and bicycle parking, inconveniencing users and burdening the services at the nearby Beach Chalet.



- 1 Historic Sea Wall and Promenade
- 2 North Ocean Beach
- 3 Historic Planters & Seating areas
- 4 Existing Parking Lots
- 5 Public Bus Stop
- 6 Access to Golden Gate Park
- 7 West Side Transport Box

Existing Conditions Axon







# Jurisdiction and Infrastructure

At North Ocean Beach, the beach, O'Shaughnessy seawall, promenade, and adjacent planting areas are all part of the GGNRA, while the parking lots and Great Highway are city property, owned by the SF Recreation and Parks Department. The SFPUC owns and operates the Westside Transport under the Great Highway and the combined sewer outfall visible on the beach south of Lincoln Way. All of these fall within the Coastal Zone and are thus subject to California Coastal Commission approval or Federal consistency processes.

## Legend Infrastructure

- Transport box
- Sewer outfall

## Jurisdiction

- Federal land
- City land
- City/Federal boundary
- Managed by Public Works









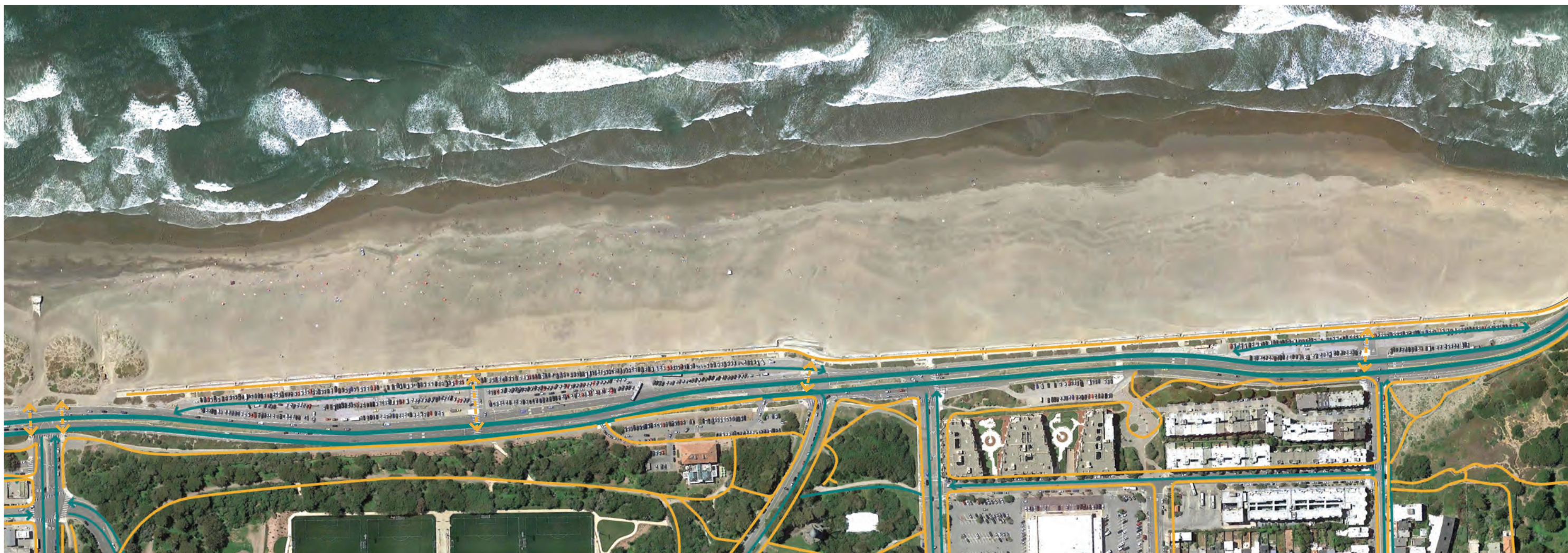


## Existing Conditions Open Space Usage

### Legend




	67%	228,663 SF	Parking area
	20%	769,598 SF	Promenade
	13%	44,782 SF	Planters





## Existing Conditions Pedestrian and Vehicular Access

### Legend

-  Vehicular access
-  Vehicular parking lot access
-  Pedestrian access



## Building on the Ocean Beach Master Plan: Key Move 5

The improvements presented here are intended to implement Ocean Beach Master Plan “Key Move 5: Better Connection Between Golden Gate Park and the Beach”. Some progress has already been made here through the installation of vegetated medians in the Great Highway north of Lincoln Way in 2013. This has created clarity in vehicular movements, shortened pedestrian crossings with median refuges, and introduced some visual respite from the excessive paving. These recommendations extend those improvements through the parking lots, expanding and clarifying pedestrian spaces and providing a welcoming sense of arrival.

Opposite Page: Excerpt from Ocean Beach Master Plan - Key Move 5





## Key Move 5:

Create a better connection between Golden Gate Park and Ocean Beach.

- 5.1** Tighten and renovate parking lot; add permeable paving; preserve flexible use and event capacity
- 5.2** Maintain row of "watching the water" parking spots
- 5.3** Modify parking entrances and improve pedestrian crossings at JFK and Beach Chalet
- 5.4** Use landscape features to mark the oceanfront termination of Lincoln and Fulton
- 5.5** Add a two-way, physically separated bikeway on the east side of the Great Highway north of Fulton, integrated with existing multiuse trail
- 5.6** Add abundant bike parking
- 5.7** Develop a joint city-federal parking management plan; consider some fee parking on peak days
- 5.8** Introduce landscape site elements and seating appropriate to rugged conditions; introduce and restore climate-appropriate/native landscape planting



Existing Framework

Legend

-  Major Access to Ocean Beach
-  Ocean Beach Promenade
-  Historic Planters
-  Access barrier - Great Highway
-  Access barrier - Parking Lots
-  Gateway









## Proposed Improvements: North Ocean Beach

The designs presented here are intended to better connect Ocean Beach to Golden Gate Park and other open space amenities through several related interventions.

- 1 Ocean Beach Plaza
- 2 Lincoln Connection
- 3 Efficient and safe parking lots
- 4 Modular timber seating and access features
- 5 Landscaped buffer between parking lots and Great Highway
- 6 Native dune revegetation



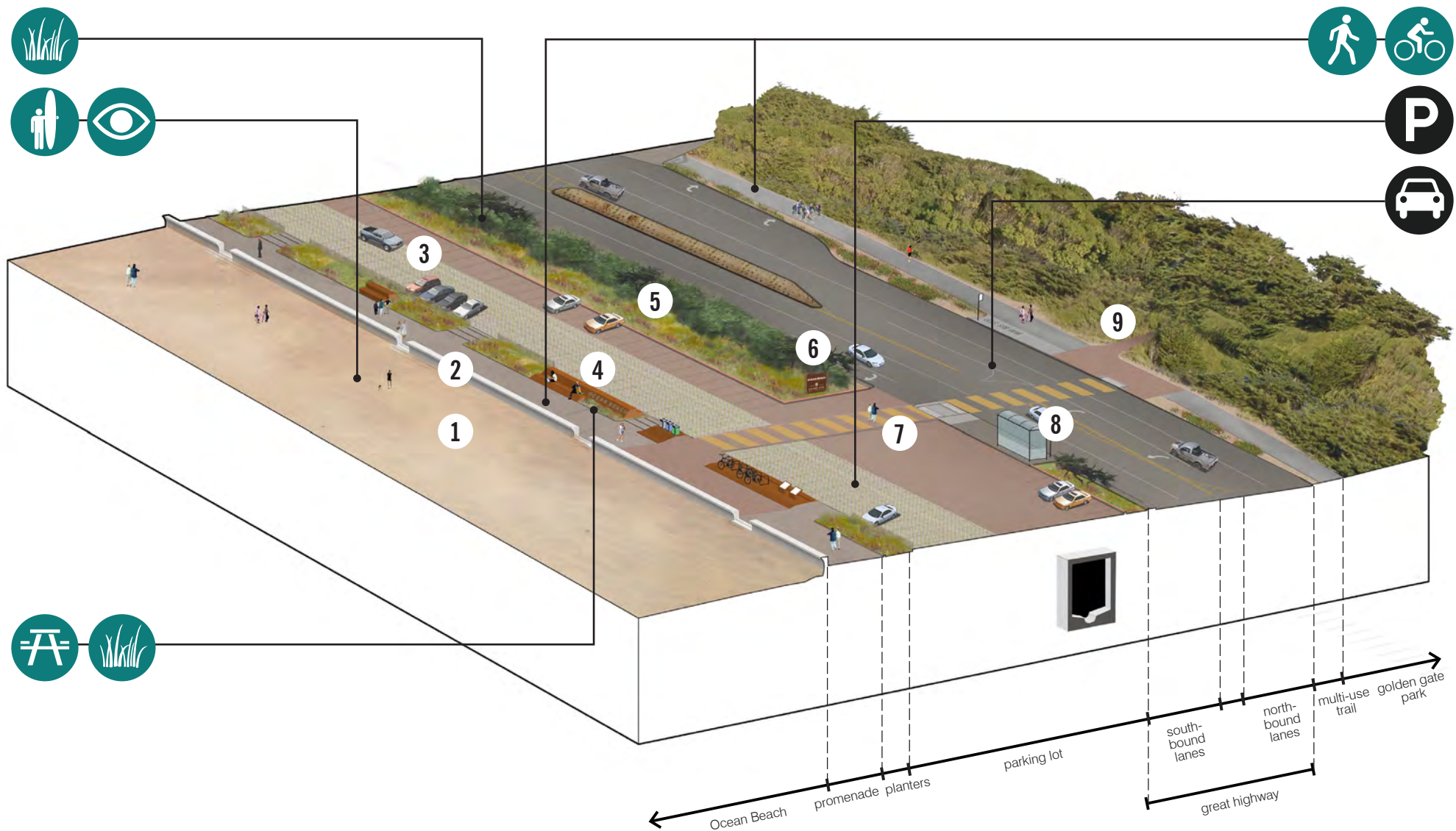






# Improving Connections to North Ocean Beach

- Repaving and restriping of the parking lots, using permeable pavement for portions of the lot, but maintaining conventional paving that can accommodate heavy trucks for event purposes as needed. The paving treatments would be visually distinct to further break down the visual monotony of the paved areas.
- Clearly marked pedestrian routes through the parking lots, aligned with crosswalks, bus stops, and the arrival plaza.
- Properly specified and installed climate-appropriate and native plantings in the planting areas, integrated with modular timber furnishings., and designed to prevent trampling.



- 1 Ocean Beach wide condition
- 2 Historic O'Shaughnessy sea wall
- 3 Replace asphalt with varied materials to define and breakdown large parking area. Use permeable materials where feasible
- 4 Modular seating, signage, and other elements at key locations
- 5 Through efficient parking layout, add planting buffer between parking area and Great Highway
- 6 Better and more visible signage
- 7 Improve pedestrian crossings through parking areas
- 8 Add shelter and seating to transit stations
- 9 Use materials to highlight entry into Golden Gate Park





Native Planting at Lands End



Native dune restoration



Median Planting - Great Highway



Native coastal planting



GGNRA welcome sign at Ocean Beach



"Sand-crete" permeable pavers in parking stall



Decorative permeable asphalt



Colored asphalt



Modular timber seating



Raised pedestrian crossing in parking lot

Material and Character Images



# Ocean Beach Plaza

An arrival plaza adjacent to the equestrian ramp, created by relocating the southbound parking lot entrance at JFK drive. The plaza would accommodate seating, signage, bike parking, and rugged, compact restrooms such as the “Portland loo.” It would also incorporate space for food trucks that would be available during busy days.



JKF Drive and Great Highway Existing Conditions





View 1: Proposed Ocean Beach Plaza





View 2: Overview of Ocean Beach Plaza



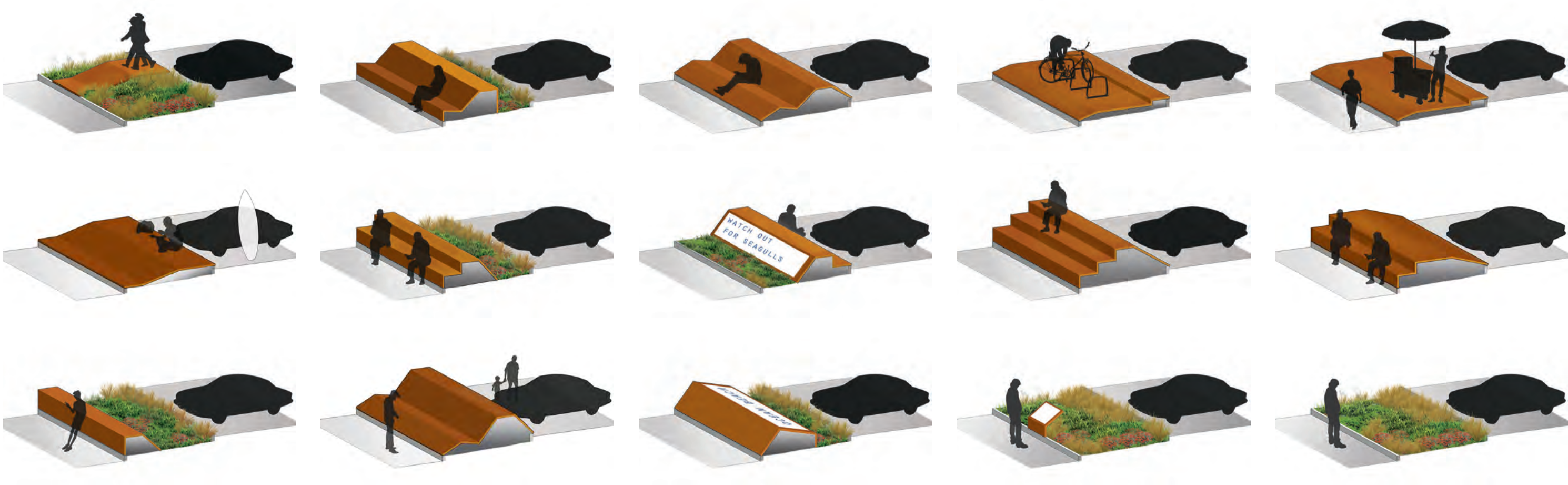


View 3: Seating and Flexible Use



# Modular Furnishings in Planter Zone

Timber furnishings designed to be set in the existing planted areas providing a range of amenities for seating, lounging, bike parking and additional circulation between the parking lots and promenade. These would be deployed according to context, with more furnishings in areas of greater circulation, and more planting elsewhere.



modular timber furnishings studies





Access



Seat



Stadium seating (view over sea wall)



Pad



Lounge



Node



# Lincoln Connection

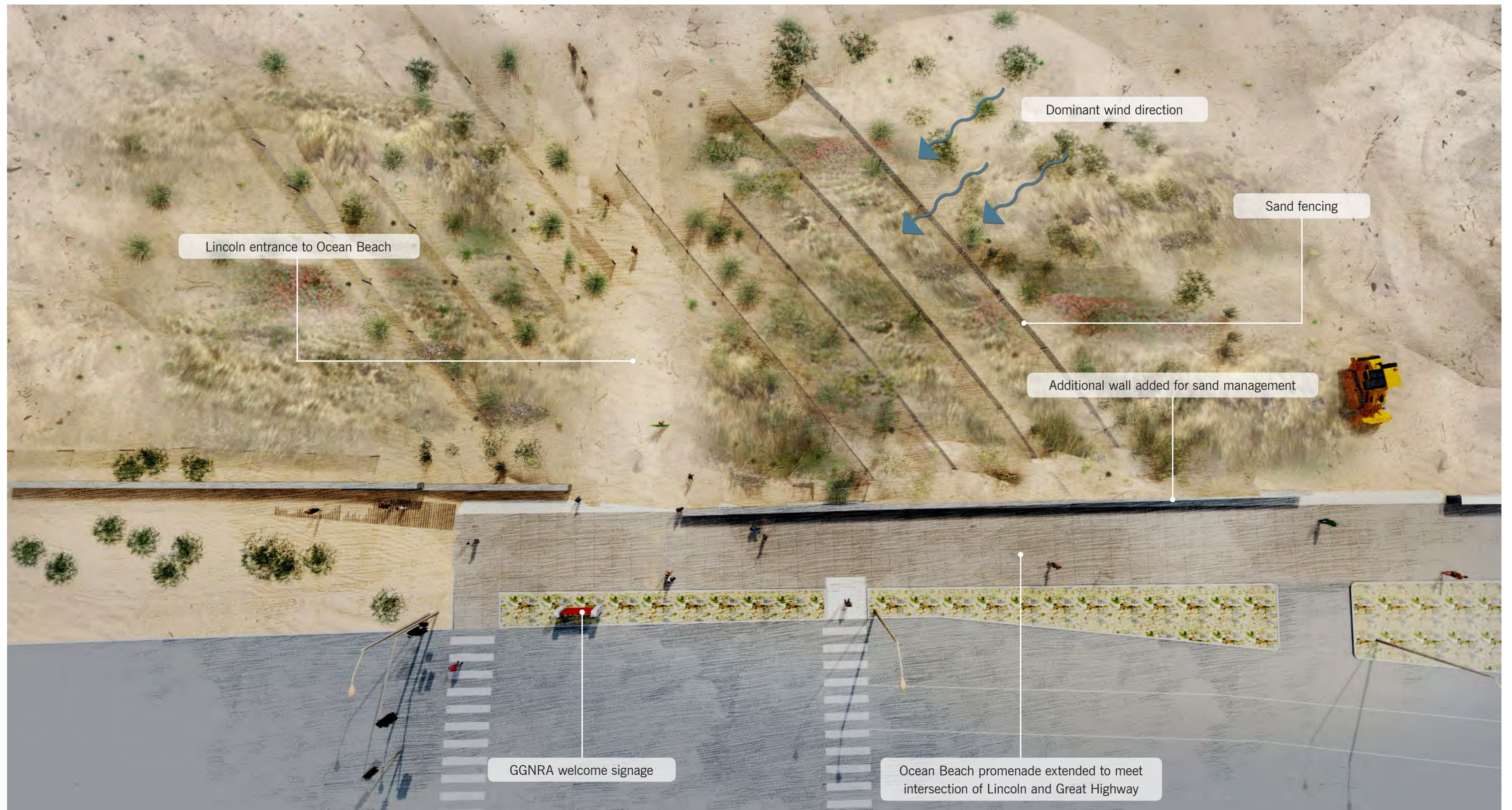
An extension of the paved promenade beyond its current southern terminus to the crosswalk south of Lincoln Way, connecting the promenade to the existing median multi-use path. A low concrete wall would help keep sand off the promenade and allow efficient mechanical sand removal.

Re-vegetation of the dunes at the Lincoln beach access point with native species would occur, and installation of sand fencing to limit windblown sand onto the promenade and roadway.



Lincoln Way and Great Highway Existing Conditions





View 1: Proposed Lincoln Entrance





**View 1: Pedestrian Crossing at Lincoln and Great Highway**





View 2: Overview of Lincoln Entrance







