

OCEAN BEACH OPEN HOUSE (05/10/14) - FEEDBACK RECEIVED VIA EMAIL

Received 05/10/2014:

Subject: Presentations at county fair building 5/10

I spent about 45 minutes there early (I had to go to meetings at CAS starting at 9:45) and read all of the material. I think it looks great. It erosion work sounds as reasonable as possible under the circumstances and I think the Sloat rework with the roundabouts is excellent. I think the only issue will be finding the \$\$.

As a SPUR member I really appreciate the work you folks do.

Received 05/10/2014:

"I have notice while about the master plan, and is someone who has lived in the outer sunset all my life. I don't see anything special or great about the Ocean Beach Master Paln at all. At best it just how people who live the Outer Sunset would react, when their neighborhood street is being worked on again or still have not for a very long time.

If I gave any input like other people who live in the Outer Sunset, I would say beautifi it so that everyone who live in the Outer Sunset from 29th Ave Noriega to Irving and all the way down to 41 Ave and from Lake Merced to 20th Ave Sloat can enjoy going there. I would say look at parts of the Pacific Coast Highway going toward Southern California as a reference guide on what to do. IF they want more business to open near or by Ocean Beach, they need to look at The Grove down in Los Angeles and Americana At Brand in Glendale as a reference guide. NOT for what kind of business or retail are there, but for the architecture and landscaping. So they know what to do in fixing up the area for business and that it is warm and inviting. The business that open do up can be kept local and should be local. As I remember sometime last year I searched online and found that the people that run the Thunder Valley Casino buffet, after ten years they wanted to update or remodel a little of it. So what they did was go and use the Bellagio Casino and Wynn Casino buffet as a reference gudie. They visited the place. I think it was on the Sacramento Bee's site. So that how I would want done to Ocean Beach, use I what said as a reference guide.

I wonder the main people that support this plan and want to see it happen do they even live in the Outer Sunset at all or long enough to know what they are even saying. I hope they DID NOT just come in from other parts of the city and said this should be done to it. Because that would be stupid and not smart at all."

Received 05/12/2014:

Subject: OBMP updates & Secant pile wall and cobble

Thank you for the fine presentation Saturday. I still doubt the efficacy of the plans to protect the LMT, but applaud the resolve to do so. Also, you have done an advanced failure analysis, and seem to know the geologic conditions, two correct steps. I did not ascertain whether there are cost estimates for what is planned, say in today's dollars, and provision for quickly finding the needed funds when the ocean suddenly threatens--as it likely will one day. Perhaps cost estimates are next steps?

Please consider the above and below my comment in lieu of writing it on the Comment and Response form.

I continue to be skeptical of plans for a secant pile wall, capped, to protect the LMT. Also of the cobble berm. I feel it will be too difficult to install, and too expensive. Also, I doubt its effectiveness. Perhaps the Corps has some experience? some engineer in their vast system who might give the best ideas of your consultants a look, and give either blessing or recommendations? You can ask.

If I am right and engineers lack confidence in jet grout or secant, or it's too expensive, please keep plan B in mind, hateful tho it is: artificial reef, perhaps jazzed up with wave power juice (electricity) generation. Whatever is decided, let's do it timely; the ocean has a bad habit of failing to wait for humans' convenience.

Thank you for your efforts, the outreach and explanations, and best wishes in this endeavor.

Received 05/16/2014:

The open house at the hall of flowers was really informative. I appreciated all the info and presentations. And the breakfast too...

My comments:

- warm water showers somewhere wd be great
- I'm a big fan of public transportation and walking and biking. Not a big fan of cars, but there were sine people there who were obsessed with not providing any parking which I think isn't realistic. The same amount is, I think, appropriate.

Keep up the good work.

Received 05/17/2014:

"I would say the people behind it should think about these words and terms. For the Ocean Beach Master Plan.

- sunset
- sunrise
- soft rock
- Mediterranean
- warm and inviting
- architectural decor(for near by mom and pop businesses)
- architectural street lights
- commercial architectural street lights
- Spanish
- colorful plants
- relax
- sand
- mom and pop
- desert
- enjoyment"

Received 05/20/2014:

Subject: Sloat Boulevard - L Taraval Extension up to Stern Grove.

The most obvious connective link not shown is to extend the L-Taraval back up Sloat Blvd. to the M-Line at St. Francis Woods, or look at routes that connect north to south on sunset blvd. along Lake Merced Blvd. and Parkmerced or Lake Merced's western edges out to Daly City BART inland from the great highway. I submitted sketches to the SFMTA/SFCTA Peter Albert and Liz Brisson on the suggested alternative routes that could greatly help the congestion and turn-back system currently in place by looping and linking train systems.

Without adequately addressing the traffic and congestion that occurs during warm weather on the ocean beach front, and up sloat blvd. during stern grove, there is no solution to the ongoing transit/traffic issues.

There should also be investigation on housing density and development along Sloat or other areas of the sunset to ensure housing supply and re-densification occurs in relation to coastal changes. Many home-owners and apartment buildings lie on the flood and tsunami path on the ocean beach areas, and significant housing loss may occur in a disaster. We need to plan as part of a sustainable effort where and how shopping malls, and low-scale retail can be densified further inland to provide for the loss in possible housing, jobs, and infrastructure.

Sincerely

Received 05/21/2014:

Subject: Comments after (partly) attending 5/10, and viewing online slides

CMF: My focus has been protecting the LMT. I continue to doubt plans. I fear the ocean will invade suddenly, before protection can be implemented. As I understand it, hard protection will await more erosion. (Pipe has been found stronger than expected earlier, which is all good.) I fear pipe will float. My experience teaches: the ocean rises beyond our imagination, and destroys quickly, surprising us. While I've no knowledge of jet grout, it sounds unreinforced, and thus I fear of little protective value. Let's keep looking for protection that will work, not cost too much, and not offend aesthetic or environmental values.

OPEN SPACE: only add is do have some bike racks so cyclists can walk beach. I approve all.

TRANSPORTATION: 1. Sloat Reconfig: excellent; looking forward to roundabouts; consider removing ugly fence mid-road, consider landscape improvements mid-road and less hardscape. I don't quite understand the pedestrian access along Zoo without road crossing, but like the idea. 2. Grt Hwy north of Sloat: like it. To chicanes consider adding "fish" artworks consisting of a standard cast (concrete?) fish on a short pedestal, which can be colored (by school kids?) in various forms and colors*, changing these periodically so that they add whimsy and interest, and bring kids or other volunteers into cooperative work benefiting ocean beach. The fish should be big enough and undesirable enough so that they won't be stolen, and rugged enough to avoid damage, hopefully rounded. I imagine them as low, coming only maybe 40" high. 3. Trail west of Zoo: good ideas.

Thank you for all of the hard work on Ocean Beach, and for the opportunity to comment.
Steve Lawrence

* To elaborate, my idea is that there would be a head to the fish, an eye, a body, a tail, perhaps fins, and all of these could be different colors. Also, the bottom of the fish could be say white, and the top half could be say a darker color, all to make opportunity for variety, creativity, and involvement.

Received 05/23/2014:

Hi, below is some feedback that I have regarding the OBMP Open House presentation boards from 5/10. In general, the work and plans in these presentations look great and hopefully these visions can be achieved as soon as possible.

Ocean Beach Transportation Study Update

Of the three options for the two narrowed lanes south of Sloat Blvd, the 1 lane in each direction option is best. The second best choice would be 2 lanes northbound, but I cannot see an advantage to making the road as one-way with two lanes. 2 lanes southbound sounds like a very bad idea.

The Transit System Diagram appears to keep the L-Taraval terminus at Wawona. This terminus should be extended to Sloat Blvd, closer to the zoo, making it safer for riders to get to the zoo and cause less traffic stoppage on Sloat Blvd due to pedestrians crossing the street. The current terminus resides in a residential area - a terrible location for a major train terminal. In the current route formation, the trains turn from 47th Ave to Wawona St. and from Wawona to 46th Ave, causing constant double-dose of screeching metal wheels that can be heard for blocks with every turn. Moving the terminal across Sloat would alleviate this noise pollution for the surrounding residents and would be an enormous quality-of-life benefit for everyone.

The new turnaround for the Muni 23 bus should go around Lower Great Hwy to Wawona to 47th Ave, which would allow the bus to make its left turn back onto Sloat Blvd at the new traffic light that is scheduled for 47th at Sloat in the next year. It would be difficult for the 23 Muni to make a left onto Sloat at the unsignalized 46th ave.

Very excited about closing Great Highway south of Sloat and re-routing traffic via Sloat and Skyline. Eliminating the traffic light at GH and Sloat would allow for steady traffic flow and less backups along GH. Hopefully, these "gradual" changes can be implemented much, much sooner than later.

The creation of the roadless coastal trail south of Sloat is a wonderful idea. We regularly jog from Sloat to Fort Funston along the eroding road, and it can be a tough experience to avoid the traffic and parked cars along the coast. Connecting our major open spaces is a fantastic idea that needs to happen as soon as possible (Ocean Beach, Fort Funston, Lake Merced, the SF Zoo, Golden Gate Park).

The designs for the Sloat Blvd Reconfiguration look gorgeous. The street is such a concrete jungle as is, and is in desperate need of trees, greening, pedestrian pathways, and permeable surfaces. The changes to parking seem very well thought out. These changes to Sloat should be fast-tracked by all applicable agencies to make these designs a reality as soon as possible.

The idea of the proposed roundabouts presents a masterful approach to solving these chaotic intersections. Pure genius.

The idea to remove the traffic lights on Great Highway between Sloat and Lincoln is intriguing. I like the ideas of the "chicanes," but worry about pedestrian access safety to Ocean Beach from the neighborhood. If the chicanes can truly manage traffic speeding, then this could be a good proposal.

Ocean Beach Open Space Design Study Update

When the Great Highway is narrowed to two lanes south of Sloat Blvd, the road should be redesigned to maximize recreation over maximizing parking. This area has too much scenic potential to be used as a parking lot, as it is used currently. Local surfers who live in the neighborhood easily walk the few blocks from our homes to this spot to surf, and there is no reason to keep this road as a drive-up lot for surfers, especially when there is plenty of parking around the Sloat Blvd area. The lower Great Highway between Sloat and Taraval nearly always has plenty of unused parallel parking, providing an easy, short walk for surfers from out of the area who want to surf south of Sloat. Concerns about "coastal access parking" being further from the beach should not hinder the magnificent opportunity to create a world-class, spectacular coastal trail.

The materials + character proposed for south of Sloat should be as natural as possible to compliment the environment of the coast. Art installations are not necessary and would only serve to detract from the beauty of the ocean, beach, and Fort Funston. No contrived "Gateway" is needed, as the ocean itself can already function as the gateway for south of Sloat.

Thank you very much for all of these well-thought out ideas and hard work. I strongly hope and encourage that these proposals, studies, funding, and implementation can happen as soon as possible. As a resident of the neighborhood, I would hate to have to wait 10-20 years for these changes, as they present incredible benefits to an area long neglected by the City of San Francisco and GGNRA.

Received 05/23/2014:

Please see my comments pertaining to the Open House on 5/10/14. There is so much good work in these studies and proposed designs. Let's get going in making these great concepts for our Ocean Beach a reality.

Transportation Study

For the short term narrowing of lanes south of Sloat, I believe **option 1** is the best option. The stretch of road is short, and one lane each way is sufficient while maintaining vehicular accessibility.

I am in agreement and personally can't wait for the long term vision when all vehicular traffic will be closed south of Sloat. It makes so much sense to make this a more natural trail (similar to Land's End). It will be stunning to connect Ocean Beach seamlessly to Fort Funston so people can access it on foot. Now this is nearly impossible to navigate since one has to either hope for low tide to cross on the beach below or dodge cars and jump metal traffic barriers above.

All of the greening and natural landscaping along Sloat is long overdue. There is no reason this gateway should be so depressing looking as it currently is. I can't wait for these improvements.

The roundabouts will be a great solution to the current traffic issues around Sloat and Skyline. I like the idea of calming traffic while also greening the space.

I think moving the L Taraval turnaround next to the Zoo should be revisited. This seems very practical. I would also route the bus lines out to 48th, where they would be closer to the beach entry points like the N Judah.

Open Space Design Study

I really like a lot of the materials and their applications proposed in the Design Study. The natural beauty of Ocean Beach should shine through. I would suggest applying the funds that would be used for any art installations to be funneled into additional natural amenities such as benches for lookout points, sand ladders, trail materials, etc. I don't feel the gateway needs a fabricated artistic element that would compete with nature. Public art rarely works in a natural setting, especially one as dramatic as Ocean Beach. The current sculptures at Crissy Field are a case in point - they detract from the natural beauty - less is more.

Thank you,

Received 05/23/2014:

Subject: Sloat Blvd to Lincoln Wy

I am writing in response to the OB Master Plan which deals with the area between Sloat Blvd. and Lincoln Way. As a long time resident in the Sunset area I strongly oppose making the existing 4-lane upper Great highway a 2 lane road. Our city needs this 4 lane road to accommodate the existing, and future heavier traffic. If narrowed, it would cause a seeping of the traffic onto the lower Great Highway and neighborhood. We do not want this to happen. Keep it the way it is.

I also strongly oppose putting parking areas on the Upper Great Highway. Additional parking would invite loitering at night, teenage drinking i.e. broken glass, vandalism, and eventually

they would have to put up lighting to deter the crime in the parking lot which would ruin the residents' pristine night sky. We don't mind the way it is now with surfers and beach goers temporarily parking in our neighborhood. It is only for a couple of hours and is part of the beach culture.

It would be very beneficial if SPUR drew up plans on remediating the sand problem on the Upper Great Highway. Since the city absorbs the great cost of bull-dozing the sand off the highway-and detouring the traffic by paid police, I think it would be wise at this time to deal with this costly issue. I think it could be dealt with by plowing down the existing sand dunes that are NEAR the Upper Great Highway--thus creating a flat surface of sand and then planting ice plant along these bare sand areas near the highway. (picture #1 demonstrates my point of where there is iceplant, there isn't sand on the highway).



My next idea is narrowing the access areas to the beach. The wide access areas of bare sand create the problem of sand blowing onto the highway. --make a NARROW path and plant iceplant on both sides of this path. (see pictures #2,#3) In Picture #3 Polywood (recycled and durable) could be used. A narrow path lends a sense of adventure to the walker. Using ice plant instead of natives seems to be more successful with no maintenance required. Many Sunset gardeners have transitioned from natives to ice-plant and succulents for this same reason. Natives look scraggly and dry from high wind. Whereas ice plant holds up nicely to high wind.



I am in support of your proposal of a bathroom at the end of Lincoln Way. I think it is badly needed. Of course, it will cost money to maintain like the existing bathrooms we have at Sloat, Taraval, and Judah, but I think worth it as the multitude of crowds at that end of the beach need something.

In conclusion, I do not want any wind or art sculptures in front of the beach area from Lincoln to the Cliff House. We don't need visual clutter in front of our beautiful ocean view and sunset—it just takes away from it. I want to see the water and ships passing out there and the sun going down.

Received 05/24/2014:

Subject: Great Highway thoughts/feedback

Hi,

I wanted to give some thoughts on the plans for Ocean Beach/Great Highway--thanks for reading!

I am concerned about the impact of reducing the # of lanes on great highway. I can understand that the cost to the city of having to close/clean due to sand covering the road must be very high, but are there other things that can be done with the dunes to keep the sand on the beach? Maybe some kind of ice plant? When great highway is closed, so much traffic comes into inner great highway, where there are many more pedestrians.

I support adding bathrooms, though I hope the city knows how much it will cost to clean and maintain them.

I hope adequate trash containers is part of the plan--after nice weekends, the trash cans are overflowing with piles of trash all around them.

I do not want any kind of sculptures added to the view of our lovely beach---keep things clean and simple.

Thanks!

Received 05/27/2014:

Subject: Transportation Plan and Traffic Study

Hello Ben,

You and Jeff offered a most competent presentation of your Transportation Plan at the SF County Fair Building on May 10. I was able to get some face time with Jeff after the presentations and learn more about the evolving traffic study. Your transportation Plan is nicely detailed in the Master Plan. I am, however, still very interested in seeing the Traffic Study. Is it available?

Attached is a flyer I shared with some of my neighbors before the May 10 meeting. Please add it to you comments file.

Thank you.

Great Highway Neighborhood Alert

SPUR, the San Francisco Planning and Urban Research Association, a pro-business advocate, is pushing a plan to create beach access tourist amenities on Ocean Beach by closing two of the four lanes of the Upper Great Highway, forcing more traffic onto the lower Great Highway. The impact on the Great Highway Neighborhood will be

**increased pedestrian hazards,
intensified air pollution,
more noise and congestion.**

To learn more about this plan please attend a workshop Saturday, May 10, at the County Fair Building in Golden Gate Park near 9th Avenue from 9:00 am till 12:00 noon.

To learn more about the program contact Benjamin Grant <bgrant@spur.org>.

Voice your concerns by contacting our Supervisor Katy Tang <katy.tang@sfgov.org>.

Received 05/27/2014:

While there are many useful ideas in the Ocean Beach Master Plan, the section covering Lincoln Way to Sloat Blvd. is beyond troubling.

1. Narrowing the Upper Great Highway from 4 lanes to 2 will inevitably shift much of that into the Lower Great Highway which is inadequate to handle the additional load. We already see that on days when the Upper Great Highway is closed. The traffic down here is so constant it becomes difficult to cross the street from a corner that does not have a stop sign. (I am NOT recommending a stop sign on every corner!)

Even as it is, there are times, particularly on Sunday afternoons, when southbound Upper Great Highway traffic is backed up as far as the eye can see (I assume this is because the stop light at Sloat acts as a bottleneck). On a recent Sunday when Upper Great Highway was closed the traffic on Lower Great Highway was so grid locked SFPD had to send officers to direct traffic between Taraval and Wawona. Shrinking the Upper Great Highway will be a big step in making this a permanent condition.

2. The plan to put parking areas on the Upper Great Highway is nothing short of a catastrophe for us. This is a quiet village-like neighborhood, full of surfers, walkers, and joggers, many of whom know each other at least by face if not name. Parking areas and attendant services between Lincoln Way and Sloat (especially south of Noriega) will make this stretch a destination like Ocean Beach around Fulton. The inevitable result will be increased congestion, noise, garbage, a likely increase in vandalism and perhaps crime. The village-like atmosphere of our neighborhood will be destroyed.

I urge you, plead, even beg you: please, please, please do not go forward with this plan as currently designed. Thank you for your kind attention.

Received 05/27/2014:

Subject: Don't ruin Ocean Beach

Hello,

I am an architect and have owned my house on 48th Avenue and Santiago for many years. I am also a surfer.

I don't believe that the individuals who are proposing "improvements" to our neighborhood have spent time in the neighborhood - or that they understand the character or dynamics of this unique and vibrant area of San Francisco.

The current configuration of the highway with two lanes running in each direction works very well. The existing planted linear island separating the north and southbound traffic works well. On busy warm days, when there are literally hundreds if not thousands of cars coming from and going to the beach, the 4 lanes are completely filled with cars - which allows all of these folks to come and go. Taking away half of these driving lanes as you propose would only divert hundreds of cars back into a neighborhood full of children, bike riders and pedestrians - a terrible and dangerous change that would have terrible consequences for the neighborhood.

Urban planning is often an abstract and misinformed process proposed by those unfamiliar with the city they propose to change. Please leave our unique and thriving neighborhood alone.

Thank you.