

Ocean Beach Master Plan  
Public Workshop #3: Draft Recommendations  
October 29th, 2011  
Summary and Transcription of Online Public Feedback

Ocean Beach Master Plan Draft Recommendations Feedback





1. Do you have any general comments, suggestions ideas? Include them in writing on each of the following pages, or here:

	Response Count
	64
answered question	64
skipped question	21

[See written comments below]

**KEY MOVE 1. REROUTE GREAT HIGHWAY BEHIND THE ZOO VIA SLOAT BLVD AND SKYLINE**

**2. In general, do you agree with this key move?**

		Response Percent	Response Count
Yes		93.8%	76
No		7.4%	6
answered question			81
skipped question			4


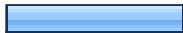
**3. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)**

		Response Count
		45
answered question		45
skipped question		40

[See written comments below]

## KEY MOVE 2: INTRODUCE A MULTI-PURPOSE COASTAL PROTECTION / RESTORATION / ACCESS SYSTEM

4. In general, do you agree with this key move?

		Response Percent	Response Count
Yes		86.1%	62
No		15.3%	11
		answered question	72
		skipped question	13



5. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)

		Response Count
		43
		answered question
		43
		skipped question
		42

[See written comments below]

**KEY MOVE 3: REDUCE THE WIDTH OF GREAT HIGHWAY TO PROVIDE AMENITIES / MANAGED RETREAT**

**6. In general, do you agree with this key move?**

		Response Percent	Response Count
Yes		84.0%	63
No		17.3%	13
answered question			75
skipped question			10



**7. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)**

	Response Count
	48
answered question	48
skipped question	37

[See written comments below]

## KEY MOVE 4: MIDDLE REACH NATIVE DUNE RESTORATION

8. In general, do you agree with this key move?

		Response Percent	Response Count
Yes		92.0%	69
No		8.0%	6
answered question			75
skipped question			10

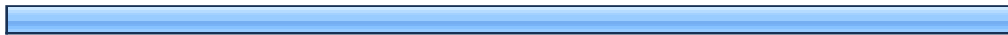

9. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)

	Response Count
	25
answered question	25
skipped question	60

[See written comments below]

## KEY MOVE 5: BETTER CONNECTION BETWEEN GOLDEN GATE PARK AND THE BEACH

10. In general, do you agree with this key move?

		Response Percent	Response Count
Yes		87.5%	63
No		15.3%	11
answered question			72
skipped question			13



11. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)

		Response Count
		41
answered question		41
skipped question		44

[See written comments below]

## KEY MOVE 6: BICYCLE + PEDESTRIAN IMPROVEMENTS NORTH OF BALBOA

12. In general, do you agree with this key move?

		Response Percent	Response Count
Yes		90.5%	67
No		9.5%	7
answered question			74
skipped question			11

13. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)

		Response Count
		31
answered question		31
skipped question		54

[See written comments below]

## GENERAL COMMENTS, SUGGESTION, IDEAS

Page 2, Q1. Do you have any general comments, suggestions ideas? Include them in writing on each of the following pages, or here:

- |   |  |                      |
|---|--|----------------------|
| 1 | <p>The concept of managed retreat is a losing strategy because it will force the construction of a giant seawall in the not too distant future. Every attempt should be made to preserve the existing coastline, the adjacent land and infrastructure. Rerouting the Great Highway around the east side of the Zoo will create traffic problems on a road that is already very crowded on some days, just as it did when the road was closed last year. The existing armoring of the beach must remain to protect the bluffs from erosion during future El Nino events. Protecting the existing shore by dumping massive amounts of sand would be far less costly than your foolish plan to abandon the west lanes of the highway, which will eventually necessitate a seawall to protect the sewer. Let me say it again, the only logical plan is sand, lots of sand.</p>   | Dec 1, 2011 10:27 PM |
| 2 | <p>Closing Great Highway and rerouting traffic was not handled successfully when it was done temporarily. Traffic signs did not alert drivers to traffic changes, huge traffic blockage/build-up was experienced. If the L muni train was to be extended over to the zoo, it would increase the traffic impediment from the overflow of traffic coming from the great highway. Extending the L from its present location will remove parking from Sloat for the zoo and increase overflow of traffic from zoo into the neighborhood. A one block walk to the L does not seem like an issue and the cost to extend the line will cause more harm than good, it does not seem to decrease flow of traffic or benefit those that use public transportation. If the concern is for foot traffic crossing Sloat impeding traffic, then an overpass or underpass across Sloat or a traffic light at 47th avenue to assist foot traffic seems a better solution. If traffic lanes were to be adjusted on Sloat, free street parking for the zoo should remain with the same number of slots to prevent overflow parking into the neighborhoods. Proposals to improve areas along the Ocean beach, restrooms, sitting areas etc. are only cosmetic and will not decrease the flow of traffic to Ocean beach, be it auto or people. I would rather see the money spent toward prevention of further erosion of the area than a superficial beautification. Money should be spent to clean the constant accumulation of trash from weekend visitors, prevention of trashing the beach by educating the public, attempt to instill a respect for the land. Proposed pebble erosion plan appears to be a smaller scale rock abutment solution. Please look into the Ladder erosion plan: <a href="http://ip.com/patent/US5509755">http:// ip.com/patent/US5509755</a> US Patent Publication (Source: USPTO) Publication No. US 5509755 published on 23-Apr-1996 Application No. US 8/173604 filed on 27-Dec-1993 Abstract (English) The subject invention is directed to a beach-front ecosystem erosion prevention system which can be comprised of the combination of a sand ladder located at a sand dune of the beach-front ecosystem and a sand ladder reef submerged in the water of the beach-front ecosystem. The sand ladder has a curved surface facing the water, while the sand ladder reef has at least one such curved surface facing the shore-line of the beach-front ecosystem. Each of the curved surfaces of the sand ladder and/or sand ladder reef is comprised of a plurality of individual plank members arranged in an overlapping, non-touching manner so that openings between the plank members are created. The curved surfaces of the sand ladder and sand ladder reef are concave in shape and act to work with the force of the approaching wave, or retreating undertow wave. The open spaced (slotted) configuration of the plank members allows sand which is carried within the wave and/or undertow wave, to be deposited within the openings between the plank members. This sand retention and holding system maintains the sand ladder and/or sand ladder reef securely in their positions, while also performing the ultimate required task of the system of retaining sand at the sand dune and/or in the surf area between the shore-line and the main body of the water. As a long time resident of the Sunset/Parkside area and a new homeowner in the by 47th and Taraval, I am particularly concerned for how these issues are addressed..</p> | Nov 24, 2011 3:20 AM |



## GENERAL COMMENTS, SUGGESTION, IDEAS

Page 2, Q1. Do you have any general comments, suggestions ideas? Include them in writing on each of the following pages, or here:

- 3 Hi Ben, Ilana Bar-David here. Thanks for all of your outstanding community effort. I do want to point out to you that the short road from Lake Merced to Sloat and the Great Highway that passes in front of the treatment plant is far more heavily used by cars than you indicate in your report - not such a minor road! I take it all the time - as do many other people who live in the Outer Sunset and Richmond districts. It might currently handle as much traffic as the alternative route that you are proposing. (Has your frequency assessment been documented on both week and weekend days - also during commute hours?) You also indicate that the road is often closed. I have not found it to be true in the years I have lived here. I believe that the length of the last closure was partly due to not knowing how to solve the problem last winter. The solution to one lane of traffic each way could have been determined earlier and thus opened the road much sooner. In general, my experience is that the road has not been closed that much - I take it to work at Stanford every week. When it has been closed, the traffic back-up on 35 west of Lake Merced between Sloat and this spur road was much more extensive, proving how much this short road is used. I recognize the challenge of maintaining this road and the desire to be more auto-free in that area. However, it significantly shortens the time (avoids the stop sign at Sloat and long, slow traffic signal on Sloat by Sloat Gardens) traveled and thus reduces air pollution - and, it is a stunning entry into/exit from the southern part of SF. I would miss this access! Please consider its frequent use and how it might be possible to hybrid your wonderful ideas for a visitor center, etc., with maintaining one lane each way. Many of us who use it all the time would be very grateful!
- Nov 24, 2011 12:25 AM
- 4 The Good: (1) Planning for much better connections with Golden Gate Park. However, I don't see anything substantial towards that end in the powerpoint. Perhaps it is just too early in the process to show specific improvements? (Suggestions include: (a) the removal of chain link/wood wind fence along the park's far west side long Great Hwy. Instead, use selective vegetation to accomplish the same goals. (b) significant thinning out the overgrown trees & bushes on the far west side of Golden Gate Park along Great Hwy. Currently this area of the park is dark & foreboding when viewed from OB.) (2) Plans call for significant improvements to the north end parking lots (with permeable surfaces wherever feasible) and hopefully to the promenade, adjacent landscaping and seawall from Lincoln to Balboa. Currently, these components of OB are atrocious by any measure. (3) Eventual flattening out/lowering of the huge sand berms from Lincoln to Noriega; and from Rivera to Sloat; provided that protection from the waves can be accomplished. For me, the significant benefit is to improve the views of the ocean from Great Hwy and Sunset neighborhoods. (4) The plans call for continued unobstructed views from the housing units on Great Highway from Fulton to Balboa. This should continue (i.e., don't build or plant anything above the seawall height along this stretch). (5) Changing from 4 lanes to 2 if traffic flow permits. Use the extra lane space for usable bike lanes and more open space. Other: (1) The constant references to sea level rise are overstated. The local area conditions, including storm waves, sandbars, bay currents and other factors will dominate the shape and landscape of the beach in my opinion. At least the plans do not call for overly dramatic ' (2) The primary opportunities for improving visitors experiences at OB are on the north end. Consider eventually adding a tasteful food concessions structure just south & across Great Hwy from Beach Chalet. (3) Fee parking only on very high usagae day may be acceptable. E.g., open parking toll booths only on summer weekends when the weather is expected to be good.
- Nov 23, 2011 9:53 PM

## GENERAL COMMENTS, SUGGESTION, IDEAS

Page 2, Q1. Do you have any general comments, suggestions ideas? Include them in writing on each of the following pages, or here:

5	<p>Thank you for such a wonderful public process. I have been involved with this project for a while through Surfrider Foundation and I know it is very important to many beachgoers and surfers. I support the concept of managed retreat and i think the proposed changes at Sloat are a great start. I think the agencies and City of SF are in a good position to be leaders in coastal management because issues like this will only become more common in the future as the sea level rises with climate change. I have two main comments: 1. Please use alternatives to hard structures on the beach. Seawalls and rip rap revetments have only proven to be problems on the beach and cause additional environmental issues. Also, often such structures block the beach and cause the beach to erode more. It would be good to evaluate the option of actually moving the tunnel to a different location. It may be costly but it may be worth it - it was put in the wrong place! I am impressed with the agency coordination to expand the official dredged material disposal site at Ocean Beach. Also, it would be great if equipment was developed that could pump sand directly onto the beach. 2. Please DO NOT move forward with charging for beach parking. The beach is a special place for many people and it is wrong to pay for beach parking. This limits the beach to people. Thanks so much!</p>	Nov 23, 2011 4:37 PM
6	<p>I am excited to see some enhancements to support the recreational activities especially at the middle of the beach. I would like the area designed to highlight our beautiful beach (vs. looking like a highway). I also like an approach that takes all the considerations (i.e., recreational activities, infrastructure needs, environmental impact, preservation of the beach). As a surfer, I am interested in whether or not there will be an impact to the surf.</p>	Nov 23, 2011 3:37 PM
7	<p>Parking should remain free at Sloat and along great highway. Managed retreat should be employed at sloat and no rip rap or sea walls should be used.</p>	Nov 23, 2011 1:50 PM
8	<p>Ocean Beach Master Plan Draft Recommendations Nick Arlas - SF Surfrider Education Program Leader - 11/20/11 prepared for <a href="http://www.spur.org/ocean-beach">www.spur.org/ocean-beach</a> This report is intended to be feedback on the Ocean Beach Master Plan round 3 of Draft Recommendations. As the Program Lead for SF Surfrider Education I was in a position to receive a large amount of public feedback on the issues surrounding ocean beach. I've numbered the points below, and they are not in order of importance. Thank you for all your hard work. 1) Improved lighting during the night and better security for the neighborhood through an increased number of police patrols. This point was developed by my friends at Ocean Beach Barra Brothers ( <a href="http://www.barrabrothersacademy.com">www.barrabrothersacademy.com</a> ). 2) Construct public bathrooms near the north end of Ocean Beach. This point was developed through much public feedback. Local businesses like Fredy's Ocean Beach Deli and his patrons support this issue and would like there to be more bathrooms available at the north end of ocean beach. Perhaps there is existing infrastructure that could be used to build this? Also it would be nice to have showers available for surfers and beach goers to rinse off with. They have them at other beaches like Lindamar down in Pacifica. The facilities could also provide drinking fountains. 3) Continue to make Ocean Beach more dog accessible. Expand signage so that people understand where the off leash area is. Build boxes that will supply people with biodegradable waste bags to cleanup after their pets. Marin County Open Space District provides a similar box at the Crown road trailhead to Baltimore Canyon. 4) Work with the public, non-profits, local businesses, and schools to provide comprehensive coastal education programs about our environment. These programs include: field trips, water testing, beach cleanups, debris</p>	Nov 23, 2011 12:27 PM

## GENERAL COMMENTS, SUGGESTION, IDEAS

Page 2, Q1. Do you have any general comments, suggestions ideas? Include them in writing on each of the following pages, or here:

artwork, ocean friendly gardens, environmental science, contributions to public policy, music, leadership training, and entrepreneurship. 5) My dream is to open the San Francisco Community Surfing Center in the vacant space at 728 La Playa Street. It will be modeled after the San Francisco Community Music Center and will provide access to all of the educational materials I have and can get my hands on. Our surfing community is fragmented, and when we get to the beach all we have is waves on the brain. This space will give us the opportunity to unite our community through surfing, art, and music and provide much needed educational opportunities to the public. 6) Have social workers come down and walk around our neighborhood to make their services available to our neighborhood's homeless and people in need. Last night (11/19/11) I was walking home from Safeway with a ton of groceries and I met a man who is sleeping outside the Burger King on La Playa. He called himself Dog and said he was originally from Northern Idaho. Dog asked me for change but I had no money. Instead I gave him a loaf of bread and a pack of turkey cold cuts. He said he hadn't eaten in two days and that the food I gave him would feed him for the next three days. I told him he needs to help himself get a job by taking the 5 down to the civic center and asking around about where he can speak to a social worker. He wants a job and wants help, but if social services could make trips down to Ocean Beach the help would come to him. I also met Chris, a homeless re-cycler who hits up the dumpsters at Fort Miley where we keep our beach cleanup supplies. I was dropping off the supplies early one morning after the contest and struck up a conversation with him. He told me that he didn't get a lot of bottles and cans at the Rip Curl Pro Search because the organizers had good systems in place for managing their waste. 7) Hold more events that benefit our community. I support events like the Bluegrass Festival and the Rip Curl Pro Search because it brings consumers who spend their money at our neighborhood businesses. Abby and Jessica are two sisters who own Park and Pond on Grant Avenue in North Beach, it's a retail shop that sells only local products. I purchased a dog bowl from them and brought it down to the contest to give to Dan and Sam who were from the SF private event company running the booth at the contest tent. I asked them to offer people with dogs water so that the event could be more dog accessible. I also brought them info on Destination Art because it turned out that they donate to local youth art programs. More info at [www.destinationartsf.com/](http://www.destinationartsf.com/). I ran into some friends from out of town and I was able to tell them, "hey, Fredy makes an awesome pulled pork sandwich on Wednesdays, you guys should go buy your lunch there and support local business." Another business that benefited from the publicity of the contest was San Franpsycho. San Franpsycho is a great local company that is co-owned by Andy, a kindergarden teacher in the Sunset. He and I worked a beach cleanup that his company sponsored. The event also gave me a chance to approach the public about our SF Surfrider coastal education programs ([www.sfsurfrider.org](http://www.sfsurfrider.org) & [www.surfscholars.blogspot.com](http://www.surfscholars.blogspot.com))

- 9 Overall, I am very pleased with most of these draft improvements. Great slidedeck and renderings! I would like to say that for all the effort and money I would like to see more parking, restrooms, etc along the coast. I have been surfing at Sloat for years and the thought of removing the parking lot and restrooms will all create more congestion in the neighborhoods, more people crossing the road to check the waves, and human waste ending up in places it does not belong. I am not sure of the benefits of the Sand re-nourishment but please be very mindful that the surfing is as good as it is due to sandbars. If additional sand is required to expand the beach then do but please make sure the last step is to lay out and create some sandbars to assist nature and to reduce the time for great waves to return to the area. I have seen beach be expanded on the east coast and it always destroys the sandbars and they never attempt to recreate sandbars at the end
- Nov 23, 2011 12:24 PM

## GENERAL COMMENTS, SUGGESTION, IDEAS

Page 2, Q1. Do you have any general comments, suggestions ideas? Include them in writing on each of the following pages, or here:

of the projects. Most of the time it take a full year for the sandbars to recreate with out human assistance. If you would like assistance with sandbar design ideas I am sure some of the members of the local surf site will assist, stokereport.com.

- |    |   |                       |
|----|---|-----------------------|
| 10 | I have been surfing San Francisco's Ocean Beach for 40 (forty) years. Here are my suggestions for improving this magical area. 1) Stop Great Highway traffic between Sloat and Lake Merced. 2) Create wetlands / marsh between Lake Merced and the Pacific Ocean integrating the entire area with Fort Funston. 3) Restore the former Fleishhacker Pool House to be a restaurant and surfing / water-sports recreation hub / ocean information center associated with the rowing facility at Lake Merced and servicing surfers, stand up paddle surfers, boat paddlers and prone surf paddlers. 4) Fleishhacker Pool House to be set up for food service, community events and presentations. 5) Fleishhacker Pool House to have a restaurant showers / lockers / equipment storage areas for teams with restaurant revenues and clubs dues to support sustainability of the effort. 6) Open the area to designated overnight camping sites (with proper facilities) so that people can enjoy the great outdoors so close to S.F. 7) Remove concrete rubble from the beach. 8) Continue with beach sand nourishment programs as required. 9) Improve the bathrooms at Ocean Beach. 10) Improve the parking at Ocean Beach - especially for family safety and enjoyment. 11) Incorporate managed retreat planning of any infrastructure that could potentially cause raw sewerage discharge into the ocean. 12) Treat sewerage to the highest level to minimize health impacts of any ocean discharge. | Nov 23, 2011 11:57 AM |
| 11 | I'm supportive of the plan overall, but want to emphasis that support for the proposed changes to the southern reach. Moving the L-Taraval to the Zoo entrance is a no-brainer that should have been done years ago. One thing that isn't noted in the drawings is a means of traffic control at 47th and Sloat - that intersection is already dangerous and will become more so w/ rerouting traffic from the Great Highway up sloat. I'm also supportive of the beach renourishment via the army corp of engineers to replace the rip rap that is there now. Hopefully this can be accomplished via the retrofit of their boats to pump sand to the beach rather than trucking it in.   | Nov 23, 2011 6:33 AM  |
| 12 | Sloat is primordial into our surfing community. Just as officials want to save any other sacred place, please allow them to recognize that this as ours as an Ocean Beach and American and International subculture.  | Nov 23, 2011 12:07 AM |
| 13 | General Comments A comprehensive discussion of the parking impacts of each scenario would have been helpful. It might be useful to encourage the Zoo to use mechanized structured parking to save space. The small businesses and residents will want to know how these recommendations will impact parking. It was hard to understand the maps without legends. I found a legend on a previous presentation, but I could not print it.   | Nov 22, 2011 10:46 PM |
| 14 | I think that overall this is a great plan and I commend the effort. I have spent a lot of time at Ocean Beach over the years and hope to continue doing so for many more. I really like the native dune restoration in the middle of the beach and in general like the re routing of the great highway on the southern end. My two biggest issues on this plan are listed below. 1. Parking Access: This plan removes all of the parking on the southern side, adds some parking to the middle beach,   | Nov 22, 2011 6:32 PM  |

## GENERAL COMMENTS, SUGGESTION, IDEAS

Page 2, Q1. Do you have any general comments, suggestions ideas? Include them in writing on each of the following pages, or here:

and then "tightens" (ie reduce) the parking in northern parking lot. While I think it is great to encourage bicycle, pedestrian lanes, and mass transit options realistically we need to at a minimum preserve the existing number of parking spaces. I would recommend considering increasing the parking availability. On hot days and or during events parking is extremely limited and typically the lot turns into gridlock. I do think it is reasonable to consider making this parking metered to help defray some of the costs of maintaining this area but do not decrease the total number of spaces further. 2. I strongly urge you to consider relocating the sewage and stormwater treatment to an inland location specifically the Lake Merced tunnel. Although this will add considerable cost to this plan the short term solutions to protect this infrastructure have caused considerable damage to this portion of Ocean Beach and this will continue to be an issue with the constant movement of the sand in this location.

15	It would be very nice if some areas of the beach had showers, also I am highly concerned about the traffic impact this would have because in the future I will be taking the great highway daily to get to and back from college	Nov 22, 2011 5:22 PM
16	This plan is very good - very nice graphics. Well thought out.	Nov 22, 2011 4:33 PM
17	Managed retreat should be the approach used for all elements of the project, including the LMTB. If the LMTB cannot be completed immediately, it should be incorporated as part of the present plan to account for it's relocation in the future.	Nov 22, 2011 4:20 PM
18	Please adhere to the California Coastal act and remove all rip rap and hardened rocks/boulders etc. from the beach below Sloat Blvd. We have been encouraging long term and sustainable solutions on this issue for nearly 20 years now and the options put forth by SPUR, Surfrider Foundation and Save the Waves are viable long term solutions to the issue and can be supported by the community.	Nov 22, 2011 4:07 PM
19	I drive a truck and live at the beach. Persevere the car crazies - they will attack viciously but please, persevere. Bikes, walking, people, transit, and ecology are all so much more important than cars. I love all these ideas - get the money, approvals and make it happen! Ocean Beach loves you. What about some wind power at the beach?	Nov 22, 2011 3:18 PM
20	I was skeptical when I first heard about the planning effort but I like a lot of what I see. I use Ocean Beach several ways -- the Great Highway is a handy, scenic driving route from the Richmond District to Mom's or trips down the coast versus trafficky 19th Ave. (worth going out of my way for). Can live without GH south of Sloat Blvd if the transition from Sloat to Skyline is done well. I walk on Ocean Beach whenever I can, and I lead the annual San Francisco Bay Coastwalk and similar walks; we often make Ocean Beach part of our walk. Very hard to plan a walk south of Sloat Blvd. due to riprap and erosion. Transit to trails access is important (L, N, 5, 31, 38). Seeing the bike lanes and crosswalk illustrations reminds me how wide open the roadscape feels when shepherding a group (or grandkids) across the weekend traffic; better definition of pedestrian realm is welcome. Would also welcome a real signaled or marked pedestrian crossing of Skyline Blvd at the south end of Great Highway -- Ocean Beach to Lake Merced is a natural connection that's now highly dangerous (and may be less so with less turning/merging traffic). (I publish The Walker's Map of San Francisco and appreciate any efforts that make our trail system more complete). The Great Highway could be much less of a (35 mph)	Nov 22, 2011 11:02 AM

## GENERAL COMMENTS, SUGGESTION, IDEAS

Page 2, Q1. Do you have any general comments, suggestions ideas? Include them in writing on each of the following pages, or here:

	<p>public access and use have created. I like the greening of the space, making it more user friendly and the attention to public use. I am a car driver and use the GH to access the beach and points south but would be willing to use another route for the sake of encouraging citizens to access the beach. As a surfer I would strongly encourage the inclusion of showers at all of the rest areas. This sends a clear message that recreational use of the beach, swimmers, surfers sun bathers are encourage to enjoy the beach and supported through the addition of showers by the planners.</p>	
25	<p>i appreciate the creative and new ideas that this document is indicative of. i am especially stoked to see the ENTIRE beach addressed, NOT just the critically threatened areas to the southern end. as a resident of the outer richmond i am also very glad to see the beach become better integrated with the neighborhood AND the park.</p>	Nov 21, 2011 6:41 PM
26	<p>Well, out of the mouths of babes: adding sand never seems to be a good idea. Keeping sand replenishing waterways unobstructed, from mountain to river to stream to sea, is the only thing that needs to be done.</p>	Nov 21, 2011 5:28 PM
27	<p>Please continue to value the natural beauty of Ocean Beach and the naturalistic design of Golden Gate Park. These are more important than providing additional 'amenities,' which are often a term for development. Ocean Beach is a treasure for San Franciscans. We value it for its wildness and the direct contact it gives us with the forces of nature. Please help to keep it that way.</p>	Nov 21, 2011 10:16 AM
28	<p>I like the multi-modal pathway along the great highway. Like the rode diet, there is no need for 4 lanes of car traffic. It is often closed do to sand anyway. Other bike and pedestrian improvements look good.</p>	Nov 19, 2011 5:23 PM
29	<p>More parking is needed especially in the sloat blvd access area. The master plan does not address parking at sloat which is heavily used year round. The zoo parking lot is not adequate for public and zoo use combined.</p>	Nov 18, 2011 1:41 PM
30	<p>Rename Great Highway to Ocean Drive. Reduce total lanes from 4 to 2. Integrate with sunset neighborhood better and intersect with local street.</p>	Nov 18, 2011 12:27 PM
31	<p>Don not start charging for parking! Please!</p>	Nov 18, 2011 11:33 AM
32	<p>The traffic situation shown in the plan really worries me. I have lived on lower Great Highway since the mid-1970s. Needless to say, the traffic has changed considerably out here. The Highway has gone from an 8-lane (only 6 lanes used and the rest covered in sand) highway to a 4-lane highway while the number of cars using the Highway has increased. This has forced many drivers onto the residential streets. Where once I played with my friends in the street on lower Great Highway, I now have trouble getting my kids across the street, even at the crosswalk, because the drivers who are trying to bypass the congested upper Highway don't even bother stopping at the stop signs. This is particularly bad when the upper Highway is closed (so many more days than ever before). On those days, there is an endless stream of commuters, easily breaking the 25 mph speed limit, who don't even notice that there are stop signs along the residential street. How will reducing the number of lanes on the upper Highway from 4 to 2 impact the streets in the</p>	Nov 18, 2011 11:30 AM

## GENERAL COMMENTS, SUGGESTION, IDEAS

Page 2, Q1. Do you have any general comments, suggestions ideas? Include them in writing on each of the following pages, or here:

Sunset? On days when there are festivals in the park, the upper Highway is bumper-to-bumper for hours as the park and the Sunset empties out. During regular commute hours during the week, the traffic on the upper highway is slow and thick. How will putting all that extra highway traffic onto residential streets impact the neighborhood? Will reducing Sloat from 6 lanes to 2 lanes really help with that future traffic congestion? I love the idea of reducing beach-side traffic and opening the area up to more recreational uses but not at the expense of turning a two-lane, badly paved, residential street into a highway by-pass. This plan does not deal with the entire eco-system/city-system out here. Where once the Sunset was a vast dune and coastal area that absorbed the impact of the ocean and the winds, the residential Sunset is now the street system that must absorb the traffic that comes into the city from the south. This plan needs to deal with how the traffic from the upper Highway and Sloat/Highway intersection will flow into the city smoothly without seriously impacting the quality of life of those who have chosen to live on the city edge. Right now, this plan only deals with a small rim around the Sunset.

- |    |   |                       |
|----|---|-----------------------|
| 33 | The existing traffic flow pattern is negatively impacted by a slow stoplight at the corner of Sloat and Great Highway, a 4-way stop at the corner of Skyline and Great Highway, and another 4-way stop at the corner of Skyline and Sloat. With some intelligent traffic engineering, traffic flow could likely be improved, not impacted by the changes proposed in the Master Plan. The stoplight at Sloat and Great Highway could be removed or modified for continuous traffic flow while allowing for occasional truck traffic into the wastewater plant. The 4-way stop at Skyline and Great Highway could be removed. The 4-way stop at the Corner of Skyline and Sloat could be replaced with a traffic signal. The SFPUC has plans to spend upwards of \$10 Billion dollars on an array of capital improvements to the San Francisco Sewer System over a 30-year period. Key Sewer System Improvement Program (SSIP) goals include Seismic Reliability and Resilience to Climate Change. The Lake Merced Transport Sewer appears to not be of sufficient reliability to withstand ordinary 10-year storm(wave) events without repeated emergency repairs, much less a tsunami, earthquake, or the impacts of sea level rise. The impact of less frequent storm (wave) events such as 100-year wave events also needs to be considered. The omission of any concerted alternatives or planning effort in the SSIP regarding the Lake Merced Transport Sewer appears to be a glaring omission. Without a long term strategic improvement in place to address sea level rise induced failures of the Lake Merced Transport Sewer, the SFPUC is unlikely to realize the goals of their SSIP Capital Improvement Program. | Nov 18, 2011 11:06 AM |
| 34 | 1. Bathrooms and Showers every 3/4 of a mile along the Great Hwy. We need them for all the beach users. Best locations: 1. Riviera and Great Hwy 3. Noriega and Great Hwy 4. Judah and Great Hwy 5. South of Sloat and old Great Hwy 6. VFW's (Across from the Beach Chalet) 7. Kelly's Cove 2. Keep the Beach Dog Friendly and have a designated area for Dogs to run free on the middle of the beach.   | Nov 17, 2011 6:23 PM  |
| 35 | Please save the parking lot at Sloat for the surfers. It is a vital access point to the beach. Surfrider are a bunch of kooks and not everyone in the surfing community agrees with their nonsense ideas. Saving the roadway and parking lot in a cost effective manner is what I am for. Good luck! Aloha. Max Tom   | Nov 17, 2011 5:05 PM  |

## GENERAL COMMENTS, SUGGESTION, IDEAS

Page 2, Q1. Do you have any general comments, suggestions ideas? Include them in writing on each of the following pages, or here:

36	Ban fires on the beach. It can't be good for the ecology and its currently like walking in an ash tray. Could there be strategically located vendors, temporary kiosks etc for beach oriented activity. Snacks, coffee, surf supplies, yoga/exercise, etc.... Could there be protected picnic areas adjacent to the beach?	Nov 17, 2011 4:35 PM
37	1. We need BATHROOMS. Forcing people to go in the dunes, as they do all the time, is not right. 2. Restricting Great Hwy thru traffic will drive more traffic to LOWER GREAT HWY, which is NOT a good idea. We don't need parking on Great Hwy. There's plenty of parking at Sloat and at VF's (Beach Chalet). 3. We need TRASH CANS so people don't leave their trash on the beach. Also some firepits in the middle reach, because people have fires there all the time anyway. Let's control it. 4. Recognize this is an URBAN Beach, there are miles of un-developed beach, but this has already been claimed by man. Make it accessible to people. 5. The "NATIVE" idea is a hoax. Plant whatever works, don't tear out ice plant. At some point, the "Native" plants were dropped by passing birds, or floated in, or were introduced in some other way. "Native" is a false dichotomy.	Nov 17, 2011 9:44 AM
38	I am against charging for parking at any time on Ocean Beach. This would restrict access.	Nov 17, 2011 7:44 AM
39	- strong beach restoration plan - wetlands area is long overdue - an additional wetlands area near park would be very beneficial (between the Beach Chalet & Lincoln). This area already has a water accumulation issues in the wet months. - the middle beach parking and bathroom ideas are undesirable. It's surprising that the impacts do not mention increases in crime and homeless population in the surrounding area. The new parking areas will attract undesirables in off hours. Crime from these areas will impact runners and homeowners in the areas. Additionally, the Snowy Plover zone will be greatly impacted. The added access points will saturate all areas of the beach versus the current status which focus use on the north and south ends of the beach. - Traffic will be a major problem. Where are the traffic mitigation measures? For the plan to succeed, north and southbound traffic needs to be teased inward to Sunset. If you've ever driven down the lower great highway on a rainy day with great highway lane closures, you'll know what I'm talking about. It's hazardous to your health. Children walking to school in the morning are in grave danger. People drive way too fast. They don't think clearly in the morning. All they care about is attempting to get to work on time while talking on there cells phones. Thats right, that law is not having the desired impact. - As a home owner in the middle great highway area, this plan will be opposed as currently envisioned. Suggestions: - more needs to be done to moved traffic inland - the plan should be more like mid-peninsula open space. Less development=less cost. Focus on the existing parking and more hiking, walking, and biking. Wildlife habitat should be the top priority; that's why it a designated snowy plover reserve and national treasure. - adding parking in the residential area will increase crime; think increased graffiti, public intoxication, theft,and assault in the area. - Additional bathrooms is a not acceptable. They end up being drug/sex dens. Check out the bathroom at Taraval. Sex for sales on any day of the week. The existing restrooms are poorly maintained, adding more makes the problem worse. Tell me that you'd let you child se one alone.... I did'nt think so. Bathrooms are homeless and drug magnets (I'm not talking weed, think meth and heroin).	Nov 17, 2011 7:42 AM
40	Overall it seems super. Nice job.	Nov 17, 2011 12:00 AM



## GENERAL COMMENTS, SUGGESTION, IDEAS

Page 2, Q1. Do you have any general comments, suggestions ideas? Include them in writing on each of the following pages, or here:

41	Close the road west of the zoo. Make the Great Hwy less traffic lanes. More open space for walking, biking and nature!	Nov 16, 2011 10:59 PM
42	In general, I think this is a fantastic plan. Thanks to all who have put forth such thoughtful, forward thinking, sustainable and all around inclusive input- it shows and I'm crossing my fingers that our community will be able to experience such an amazing place in our lifetime!	Nov 16, 2011 8:51 PM
43	Please, please do not charge for parking at Ocean Beach. This makes me very sad.	Nov 16, 2011 6:31 PM
44	we like the beach the way it is. don't change anything. rough, rugged and raw is who we are!!!	Nov 16, 2011 4:53 PM
45	Plan sounda good.	Nov 16, 2011 4:19 PM
46	I know it has nothing to do with the erosion but some type of skateable ramp would be awesome!	Nov 16, 2011 4:09 PM
47	Would like to see parking and pedestrian access detail for South Sloat areas. I drive to Sloat on a regular basis to surf throughout the year (40-50 days) and have to park and then access coastline from treatment plant north to sloat. Would also like to see improved restroom facilities up and down beach. The current restrooms are horrible and completely insufficient.	Nov 16, 2011 3:54 PM
48	I use the beach 3-4 times a week for surfing & visiting with my family. Please find a way to maintain access & use for all of us who live in the city. Ocean Beach is one of the distinguishing characteristics of San Francisco, and is one of the greatly underutilized & under appreciated assets we have. Building a great Ocean Beach waterfront will have a dramatic positive impact on our city.	Nov 16, 2011 3:19 PM
49	1. Re-route the Lake Merced Transport Tunnel and the connections from the Westside Transport Box and Pump Station so that they enter through the back side of the treatment plant. The southern section of the Westside Transport Box may also require modification to reduce the potential for exposure and loss of beach. 2. Re-route the Great Highway around the backside of the zoo. 3. Relocate Sloat's North Parking Lot and bathroom facilities eastward from the current location to the area immediately in front of the Westside Pump Station. 4. Eliminate the Muni Bus turnaround. 5. At the south end of the affected area, relocate the south parking lot to the endpoint of the Great Highway (just before the intersection at Skyline Boulevard). 6. When opportunistic sand is available for beach nourishment, begin removal of all quarry stone revetments and rubble now littering the beach and construct a large sand berm to serve as a protective barrier for the entire area. Strengthen the dune with native plants, install sand ladder access trails, and construct a bike/walking path on the eastern side of the restored dune. 7. A plan for monitoring the new berm, as well as a plan for periodic sand nourishment should be in in place upon completion of the project.	Nov 16, 2011 2:52 PM
50	I think that revising the road from Sloat St. south should include a general retreat from the ocean shoreline. and the use of boulders should begin from a pulled back position. But the major need is for large public bathrooms at each parking	Nov 16, 2011 2:16 PM

## GENERAL COMMENTS, SUGGESTION, IDEAS

Page 2, Q1. Do you have any general comments, suggestions ideas? Include them in writing on each of the following pages, or here:

area along the Great Highway. Especially at the North end. It is really crazy that a City with as much wealth as SF does not have public bathrooms for its coastal beach users. As a standard, I suggest looking at the bathrooms on the Marin side, for Ft. Chronkite / Rodeo Beach.

51 As a member of the San Francisco Chapter of the Surfrider Foundation, my position is that the City of San Francisco should focus on managed retreat and restoration measures for Sloat Boulevard. We need a low-impact emergency erosion plan that goes into effect now. We need to provide proper short-term protection for wastewater infrastructure, in case a major erosion emergency takes place before the Ocean Beach Master Plan has been finalized and implemented. The interim plan should have minimal environmental impact - specifically excluding armoring projects such as large scale quarry stone revetments - and should have a strict expiration mechanism. I support re-routing the Great Highway around the back of the zoo, rubble clean-up, pull back of the parking lots, and sand dune restoration. I request an expeditious time frame for the Lake Merced Transport Box study. When considering the future of the Lake Merced Transport Box, please note that I do not support a seawall and would instead advocate for a relocation of the box. I do not support armoring projects on the beach and again prefer managed retreat. The Surfrider Foundation supports and advocates for public beach access. As such, I am strongly opposed to any beach access fee for the northern part of Ocean Beach. As a chapter, we run bi-weekly beach cleanups, often in the north end area of Ocean Beach. The volunteers who come to our cleanups to help clean up the beach, learn about ocean conservation and marine debris represent many different Bay Area communities. I have personally coordinated cleanups that have attracted nearby college student clubs, a young person's birthday party guests, my undergraduate alma mater's San Francisco Alumni Club (we have made the cleanup an annual event for our club!), and many residents who often bring their children along. Our chapter also partnered with the band State Radio when the band came through San Francisco for a show at the Independent last year. The band directed their fans to join members of the band, and the Surfrider Foundation a Surfrider beach cleanup held in the north end of Ocean Beach. (Photographs and summary of cleanup here: <http://surfridermop.blogspot.com/2010/06/state-radio-independent-san-francisco.html>) These beach cleanup volunteers might not have come to help us clean up the beach, and learn about ocean conservation and marine debris if they had to pay to access the beach. I do not support a beach access fee. Additionally, I transport my dog to the north end of Ocean Beach and the more southern Sloat turnout area by car on a weekly basis, year-round. I value the public parking spaces. Being able to take my dog to Ocean Beach is one of my favorite things about living in San Francisco. I request that the city preserve most of the parking in the north end of Ocean Beach, and that if the city moves parking from the first Sloat Boulevard turnout (the northernmost parking lot) to Sloat Boulevard, that the city provide an adequate number of parking spots for free public use. Ocean Beach is very important to me because it is a wild place within the city, accessible by public transit and a refuge to many San Franciscans and tourists. We should preserve beach access for all. And we should preserve the wildness and environmental integrity of the beach by prioritizing managed retreat over any sort of armoring that does not actually work, anyway. San Francisco has always been a model for smart environmental decisions within the State of California and elsewhere in the world. I hope that this will be the case yet again as we move forward with the Ocean Beach Master Plan. Thank you for your consideration. Nicole Parisi-Smith

Nov 16, 2011 1:53 PM

## GENERAL COMMENTS, SUGGESTION, IDEAS

Page 2, Q1. Do you have any general comments, suggestions ideas? Include them in writing on each of the following pages, or here:

52	On the surface the plan shows an ideal beach area, but it does not show any specific and concrete traffic mitigations once the lanes on the Great Highway are reduced. The outer Sunset residents of which I am one, have used the Great Highway as a major through fare to get to our homes without going through downtown San Francisco. Traffic is bad on a good day with 4 lanes. To reduce it to 2 lanes without replacing those lanes of traffic is irresponsible. The outer Sunset is now a sleepy beach town.	Nov 16, 2011 1:29 PM
53	The removal of the Great Highway along the South Reach is a great idea. Habitat restoration along coastal regions is one of the most viable solutions to degrading development and transportation corridors. I also completely support the sand dune restoration and need for better pedestrian and bike lanes. My main concern with the master plan is the charging for parking in the north end of Ocean Beach. As frequent visitor to Ocean Beach, free parking access is important to many economically disadvantaged populations. Charging for parking will place an immediate economic roadblock to many families who depend on Ocean Beach being a free public space. I anticipate that charging for parking will also force many people to park in the residential neighborhoods adjacent to Ocean Beach. This will result in congested traffic and parking.	Nov 16, 2011 12:49 PM
54	The parking should not be funded by parking fees, in this time of economic unsure funding, this natural resource (ocean beach, and others in San Francisco, and other beach towns) at public beaches, where people have a chance to bring themselves as well as their children to eat, play and enjoy the wonders of Nature. Please carefully consider this issue.	Nov 16, 2011 12:14 PM
55	I do not like the paid parking idea on the North End of the Beach. Keep the beach free and accessible for everybody.	Nov 15, 2011 6:03 PM
56	Regarding "reinforcement in place" option for Merced Tunnel, you really need an isometric (3-D) view that shows how much of the Merced Tunnel is potentially exposed. It's something I wanted to see for the short term emergency. The tunnel slopes and turns along coastal bluffs; policy makers really need to understand where it is in three dimensions, rather than just a side view or partial isometric. Also "reinforcement" will have a range of options which include reduction in capacity. In theory, this should be coupled with DPW's efforts to reduce the amount of run-off going into the sewers with more permeable surfaces, so the capacity of the tunnel for storage can also be reduced. "Coastal access" is a super important point in terms of reducing erosion and keeping dunes healthy. It's low cost, but not easy to predict the best place to move people, where to limit people, and how to get people to stay within designated areas on designated paths. Biking down Point Lobos Ave is nice, but maybe not worth the cost, at least in the short term. More bike parking is an easy way to make the beach more inviting. Including coin drop lockers will allow people without cars to store valuables (right now available only at zoo). Rerouting L is a fantastic idea.	Nov 15, 2011 10:19 AM
57	We need more specific details on the items in the draft. For example, the vegetative seawall - where does it exactly begin and end. Parking for beach access for Sloat - how many spaces will be available within a 1 block distance from the beach? RE: Study of Leaving the Lake Merced Transport Box - when will that be completed? What will happen if there is heavy erosion between now and when such a plan is implemented? etc...	Nov 14, 2011 9:44 PM
58	1. The Tunnel - I believe that we need to move the pipe, eventually. Putting the coastal armoring underground and	Nov 14, 2011 3:06 PM

## GENERAL COMMENTS, SUGGESTION, IDEAS

Page 2, Q1. Do you have any general comments, suggestions ideas? Include them in writing on each of the following pages, or here:

adding an artificial berm does not seem to address the problem: the pipe is too close to the water. Why not "bite the bullet" as part of this process? The "double cobblestone berm" is not appealing to me and I believe this beach will eat it alive over the next 25 years. It will require constant maintenance in the meantime. The proposed solution seems ineffective and does not deal with the problem. All experts seem to agree, the tunnel is too close to the beach. MOVE IT!!! 2. Ground cover - I like the idea of permeable surfaces for water drainage. However, the examples in your presentation are really ugly. They look like material for making a soviet-era prison. If we are planning 50 years out, I would love to see something more clever and visual appealing than those awful concrete grids. As part of the "plant don't pave" program, SF Surfrider installed permeable pavers at my house that are solid, not hallow (but water can drain through them) and can enable much more artistic and visually stimulating arrangements. 3. Great Highway - I think that a lane reduction and a real bike lane is a nice idea but wonder how necessary it is. There are plenty of days when there are two lanes worth of traffic and it would cause folks to take La Playa which should be for local traffic only. I wonder if a real bike lane is even possible with all the blowing sand. Right now, it's very hard to bike on side of the GHW due to sand build up. Maybe the bike lane should be on La Playa, with bike boxes, designated lane, etc. and keep the upper area for walking. 4. Dunes - Restoration is wonderful. I had no idea that ice-plants were non-indigenous! However, the ice plants seem to do an OK job holding the sand. However, the more natural and native, the better. I hate to see the heavy equipment moving sand around all the time, seeming to no avail. 5. Bikes - Yes, yes, yes, the more bikes out here the better. Bike boxes, bike parking, keep it coming. 6. Off-the-grid amenity stations are a wonderful idea and I'd love to see some local art work incorporated into the designs.

- |    |  |                      |
|----|--|----------------------|
| 59 | Finally the City &/or GGNRA are about to make some definite and positive improvements to our beautiful coastal regions. I have always enjoyed a visit to the ocean beach and walk along the promenade, or go down to the sandy beach by the water's edge where the sand is more compact. I always wondered when the fragmented promenade was going to connect north with Lincoln and continue its extension south, to possibly as far as Fort Funston. It would be a good five mile leisure walk along our scenic coast on a nicely paved stretch. This gives our residents and tourists a chance to come to visit and explore our magnificent coast. The weather could be windy at times and slightly overcast, but I tell the complainers that the moisture is beneficial to the skin, and nature's fresh ocean breezes, with a tinge of salty brine, brings out the rosiness to our cheeks. So not to whine and brace themselves to our ever invigorating coolish environment. I am so looking forward to these exciting changes, and offer my stamp of approval to its implementation. Oscar Collaço 2642 45th Avenue SF CA 94116. | Nov 13, 2011 9:54 AM |
| 60 | we are looking forward to seeing Ocean Beach become structurally sound as possible and the beautification of our neighborhood continue. I have been an "Ocean Beach" resident since 1970 and have seen the neighborhood demographics change over the years. This is the first time that I feel residents truly feel invested in our community and small businesses. It's crazy to think this neighborhood has become a destination to these cool and hip small businesses and restaurants (zagate rated at that!). Santa Cruz meets Mission St. definitely describes the younger generation of this community but us older "OGs" always saw it's potential...that's why we never left and continue to invest and advocate for what makes this little corner of SF unique and cool.   | Nov 13, 2011 9:27 AM |

## GENERAL COMMENTS, SUGGESTION, IDEAS

Page 2, Q1. Do you have any general comments, suggestions ideas? Include them in writing on each of the following pages, or here:

- |    |   |                      |
|----|---|----------------------|
| 61 | In general, the proposal for the Ocean Beach Master Plan is incredibly exciting. I've lived in San Francisco for over 15 years, and decided to make the Ocean Beach area my home for the past 8 years. Three years ago my husband and I made one of the biggest decisions in our lives to become homeowners in this neighborhood because we love it so much. I feel like there are so many benefits about this part of the city many don't see, and bringing out the natural beauty and history of this unique location is long overdue. It is clear to see that a lot of careful thought went into the Master Plan, and reviewing every detail has been very exciting. | Nov 10, 2011 6:51 PM |
| 62 | The City's westside coast has been neglected far too long. Many city resources have gone into improving the Embarcadero in the east & Crissy Field/Presidio in the North, and it is long past time to improve Ocean Beach and the Sloat Blvd area. Converting the Great Hwy and Sloat Blvd into two lanes would lead to spectacular improvements in terms of recreation and the environment. Traffic patterns would naturally migrate to Sunset Blvd - a six-lane street that is rarely if ever congested, and far fewer cars would travel along the Avenues where most of the residents live.  | Nov 10, 2011 6:46 PM |
| 63 | Unfortunately I got interrupted yesterday when I had started to fill out the survey and I was not able to get back to the page. So here again are the comments of SPEAK (Sunset Parkside Education and Action Committee). Congratulations on the progress you made. We generally agreed with the proposals but have a few serious concerns.   | Nov 5, 2011 2:14 PM  |
| 64 | SPEAK (Sunset Parkside Education and Action Committee) congratulates you on the progress made with the draft recommendations. After a few members of the Board of Directors met today, we are submitting our input.   | Nov 4, 2011 5:13 PM  |

## KEY MOVE 1. REROUTE GREAT HIGHWAY BEHIND THE ZOO VIA SLOAT BLVD AND SKYLINE

Page 3, Q3. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)

1	1.1 and 1.3 will increase traffic congestion on other north-south arteries. 1.3 Reopen Zoo entrance on Sloat Blvd so people don't have to walk a mile to enter.	Dec 1, 2011 10:33 PM
2	Hi Ben, Ilana Bar-David here. Thanks for all of your outstanding community effort. I do want to point out to you that the short road from Lake Merced to Sloat and the Great Highway that passes in front of the treatment plant is far more heavily used by cars than you indicate in your report - not such a minor road! I take it all the time - as do many other people who live in the Outer Sunset and Richmond districts. It might currently handle as much traffic as the alternative route that you are proposing. (Has your frequency assessment been documented on both week and weekend days - also during commute hours?) You also indicate that the road is often closed. I have not found it to be true in the years I have lived here. I believe that the length of the last closure was partly due to not knowing how to solve the problem last winter. The solution to one lane of traffic each way could have been determined earlier and thus opened the road much sooner. In general, my experience is that the road has not been closed that much - I take it to work at Stanford every week. When it has been closed, the traffic back-up on 35 west of Lake Merced between Sloat and this spur road was much more extensive, proving how much this short road is used. I recognize the challenge of maintaining this road and the desire to be more auto-free in that area. However, it significantly shortens the time (avoids the stop sign at Sloat and long, slow traffic signal on Sloat by Sloat Gardens) traveled and thus reduces air pollution - and, it is a stunning entry into/exit from the southern part of SF. I would miss this access! Please consider its frequent use and how it might be possible to hybrid your wonderful ideas for a visitor center, etc., with maintaining one lane each way. Many of us who use it all the time would be very grateful!	Nov 24, 2011 12:27 AM
3	As a resident of 46th, I am concerned over traffic impact. I believe I understand the design (i.e., reduce traffic on Sloat and Great Highway, motivate people to use Sloat) though I want to be assured via a systematic approach (e.g., simulations) to ensure it doesn't increase traffic. We currently already get a fair number of people who speed down the street. It is not safe for children to play in the front yard.	Nov 23, 2011 3:40 PM
4	1.3 I love the look of the reconfigured Sloat. Right now Sloat feels too highway like, which is out of place in the Sunset District. 1.4 I like the idea of getting the L closer to the Zoo, but I am concerned by how traffic on Sloat would slow down the L when it crosses over the street and back. 1.7 I am concerned about the safety of the Oceanside Treatment Plant. I am unsure that putting cars/people on its roof is a good idea.	Nov 23, 2011 2:39 PM
5	Please keep and expand the parking at the beach at Sloat street. Please add new and more restrooms too!	Nov 23, 2011 12:25 PM
6	CHANGE 1.2 AS FOLLOWS: 1.2 - CREATE TRUCK TURNAROUND AT OCEANSIDE TREATMENT PLANT SO THAT TRUCKS CAN ENTER AND EXIT FROM THE EAST SIDE OF THE OCEANSIDE TREATMENT PLANT. (This option would allow the natural landscape on the west side of the plant to be restored, improve integration with Fort Funston and allow the potential watershed restoration between Ocean Beach and Lake Merced.)	Nov 23, 2011 12:06 PM

## KEY MOVE 1. REROUTE GREAT HIGHWAY BEHIND THE ZOO VIA SLOAT BLVD AND SKYLINE

Page 3, Q3. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)

7	1.7 - not sure if this will be enough parking - potential negative impact on neighborhood residents.	Nov 23, 2011 6:36 AM
8	1. Key Move #1: You should explore the possibility of reconnecting Lake Merced to the Ocean. 1.4. It might not be worth the expense to extend the L Train the last block or so. If this is built, there should be a pocket park or a nice green plaza near the terminus. 2. 1.3. What does reconfigure Sloat mean? Does that mean reduce it to one lane in each direction? Is a traffic study going to be performed to analyze the impact of this change prior to the adoption of the plan? 3. Page 47- This appears to show the removal of street parking on the north side of Sloat. This will generate significant opposition from adjacent businesses. 4. Page 49- Does this graphic suggest an internal travel lane on the north side of Sloat?	Nov 22, 2011 10:47 PM
9	1.3: The plan to reconfigure Sloat Blvd would be fantastic! Very few cars travel down Sloat between Sunset Blvd and the Great Highway. Changing Sloat from a six-lane road to a two-lane road with a middle turning lane would be practical and allow for all of the greening improvements in the plan. A win-win situation. 1.4: Yes, the L-Taraval station needs to be moved one block south to the Zoo entrance. The current location of the train terminal is in a terrible location - smack dab in the middle of a residential neighborhood. 1.5 & 1.6: Creating a trail and natural environment along the coast makes perfect sense. The area south of Sloat Blvd would be vastly improved if we could shape it much in the same way as the Land's End trails or Crissy Field.	Nov 22, 2011 6:50 PM
10	As mentioned previously, please ensure that the total number of parking spaces is not reduced (from pre 2010 levels). Also for the long term master plan we need to move sewage treatment inland.	Nov 22, 2011 6:35 PM
11	More traffic	Nov 22, 2011 5:23 PM
12	Genius. I got in a car accident because of that ridiculous diagonal parking along Sloat. Maintain # of parking spots at Zoo to avoid excessive impact on community parking resources. Connect Ft. Funston!	Nov 22, 2011 3:20 PM
13	Agree with pretty much everything. 1.1 Pay attention to the flow of Sloat/Skyline intersection for drivers, bicyclists, walkers. 1.2 In addition to driveway for treatment plant, a safe pedestrian and/or bike route from Lake Merced to Ocean Beach would be welcome (crossing Skyline is now hazardous). 1.2 and 1.5 Connect to old armory road along spine of Fort Funston near the current peak of Great Highway to be removed. 1.6 Coastal Trail should be sure to link both the beach and the Funston bluffs (an essential detour around the sewer/stormwater outfalls a mile south). 1.8 would have to be done properly to avoid hazard to Janet Pomeroy Center users; ensure decent parking and off-road sidewalks from parking to entrance. (Right now the road is quiet enough that people access the center via the road).	Nov 22, 2011 11:08 AM
14	Overall this is a pretty good plan. 1.2 Do we really need any roads here? Why not turn it all into dunes/natural area with distinct trails throughout, that would be beautiful. 1.7 While I'm not a huge fan of parking lots, lets face it, sloat is a popular surf spot. If there aren't some decent sized lots the surrounding neighborhood will become one. 1.6 awesome	Nov 22, 2011 8:55 AM

## KEY MOVE 1. REROUTE GREAT HIGHWAY BEHIND THE ZOO VIA SLOAT BLVD AND SKYLINE

Page 3, Q3. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)

	idea! Maybe I'm asking for too much here but why not restore lake merced to its original state? It used to breach, would that not naturally replenish the area of the beach that is suffering the most erosion?	
15	My only concern would be competition for parking spots between beach goers and Zoo attendees. Has there been any studies on the number of users for each?	Nov 21, 2011 7:24 PM
16	1.1, 1.7, & 1.8 - I understand that the Great Hwy is eroding into the ocean, but completely removing the Great Hwy will cut off beach access/remove parking for those who surf. Are we supposed to park at the Zoo and then walk to the beach? How much parking will be here? I'm concerned that surfers will be competing for parking with zoo patrons. Assuming this plan goes through, will there be a trail or connection for easy access to the beach. 1.3 - There's tons of street parking here and it gets filled on weekends/nice days. If you remove the street parking on Sloat, where will you replace them? I'm concerned that reconfiguring Sloat will remove a lot of these spots for guests.	Nov 21, 2011 4:21 PM
17	Please be sure to reserve 2 acres behind the Zoo and/or near the Armory for the Westside Water Treatment Plant. It must not be built in Golden Gate Park, and this is a good location for it. Also, that project was going to finance some clean-up in Golden Gate Park; the funding could be used instead to help build the new parking lot planned for this project.	Nov 21, 2011 10:18 AM
18	It's not really a highway, it should be more multi-modal.	Nov 19, 2011 5:24 PM
19	Need parking on west side of zoo. Do not pull L travel across Sloat will only cause additional traffic delay	Nov 18, 2011 1:44 PM
20	1.3, 1.4, 1.5, 1.6. Yes, move the traffic away from the ocean and improve busing, walking and biking access. 1.3 What are you thinking? This is a busy intersection. You plan to reduce six, well-used lanes on Sloat to two lanes. You plan to re-route two roads incoming and outgoing onto the upper Highway (a total of five lanes in each direction - two from the ocean-side of the treatment plant and three from Sloat) into one lane in each direction. How is that going to work? During commute time, all ten of these lanes are full. When all those cars drop into only two lanes, it's going to be very hard to leave or go to the zoo, no matter how much parking you add.	Nov 18, 2011 11:36 AM
21	The existing traffic flow pattern is negatively impacted by a slow stoplight at the corner of Sloat and Great Highway, a 4-way stop at the corner of Skyline and Great Highway, and another 4-way stop at the corner of Skyline and Sloat. With some intelligent traffic engineering, traffic flow could likely be improved, not impacted by the changes proposed in the Master Plan. The stoplight at Sloat and Great Highway could be removed or modified for continuous traffic flow while allowing for occasional truck traffic into the wastewater plant. The 4-way stop at Skyline and Great Highway could be removed. The 4-way stop at the Corner of Skyline and Sloat could be replaced with a traffic signal.	Nov 18, 2011 11:07 AM
22	Strongly agree, moving the road provides the best opportunities to implement a strategic relocation strategy, including beach and dune restoration and a restoration of the entire south end of OB.	Nov 18, 2011 10:06 AM



## KEY MOVE 1. REROUTE GREAT HIGHWAY BEHIND THE ZOO VIA SLOAT BLVD AND SKYLINE

Page 3, Q3. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)

23	1. Need second restroom and Shower 2. Designated beach access trail. This will prevent future erosion from people trying to access the beach from there.	Nov 17, 2011 6:26 PM
24	Sounds awesome. Thank you! Aloha. Max Tom	Nov 17, 2011 5:08 PM
25	It will be great to make bike connections from the great highway to lake merced, which will be a much nicer recreational ride. Now it's cumbersome to leave the path and join the traffic, and the way find could be more friendly.	Nov 17, 2011 4:37 PM
26	For Key Move 1 diverting all the north and south bound traffic on Sloat between the Great Highway and Skyline will creat traffic impacts that have not been identified. To state that the constraints as likely minor is not resoponsible and misleading since the magnitute of traffic volume, relationship of traffic increases to an area of residedential, mixed commercial and visitor serving has not been evaluauted from the standpoint of noise, traffic, air quality and constructability. While a nice to have more outreach to impacted communties need to occur berore a likely minor statemetn should be made.	Nov 17, 2011 10:09 AM
27	Look forward to the trail to Ft Funston. A little worried about traffic along Sloat if you remove all those lanes though. What about getting rid of the median and keeping that as another lane?	Nov 17, 2011 12:03 AM
28	Love the closing of the road and the terminus of the L at Zoo! See no need to replace parking, plenty of on street parking in outer sunset	Nov 16, 2011 11:02 PM
29	Maintaining the same number of parking spaces (that won't have competition for locals - i.e., away from residential) is essential. This plan does not speak to this issue with adequate detail. Without that info, I think it is unreasonable to fully discuss this part of the proposal.	Nov 16, 2011 9:20 PM
30	It makes sense but if push comes to shove I'm not sure I would put this key move above the others.	Nov 16, 2011 8:54 PM
31	it works now. why are you changing it? BOOOOOO!!!!	Nov 16, 2011 4:54 PM
32	More people in the area is always a concern right? As long as there are adequate recycling bins and such to keep things clean, I'm stoked.	Nov 16, 2011 4:10 PM
33	I particularly like 1.5, the coastal trail to Ft. Funston.	Nov 16, 2011 1:54 PM
34	1.4 Finally you are bringing the L Taraval to the correct terminus. 1.3 But again, you are narrowing the traffic lanes without solid mitigation. Families will not be using tandem bicycles to get to the beach or the zoo. You continue to sacrifice family needs with those of individuals.	Nov 16, 2011 1:29 PM

## KEY MOVE 1. REROUTE GREAT HIGHWAY BEHIND THE ZOO VIA SLOAT BLVD AND SKYLINE

Page 3, Q3. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)

35	I love this idea as it will help create an undeveloped beach habitat. My primary concern is that a zoo parking lot on or near the dunes will create negative impact to surrounding flora and fauna.	Nov 16, 2011 12:52 PM
36	The replace beach/zoo parking along Armory road, there must be a fiscal survey with the safety of children, family, and seniors involved, the parking at Ocean Beach helps it be accessible to all city dwellers as well as guest.	Nov 16, 2011 12:18 PM
37	Having a bike trail is very important and necessary for the South end of the area.	Nov 15, 2011 6:04 PM
38	Moving traffic in the area is a great way to get more real estate. Local homeowners won't be happy, but it's best for the city.	Nov 15, 2011 10:23 AM
39	+ Re-routing the Great Highway removes the erosion threat while freeing up more beach for restoration. This is necessary. Coastal Trails, Permeable Pavement, Bicycle access etc. - . Why does the Oceanside Treatment Plant need an oceanside roadway to gain access to the plant? Questions/Concerns: Can a parking lot really be built on top of the OTP roof? What would that look like for access to the beach? What is a parking pocket? I have questions regarding the configuration of parking on Sloat Boulevard.	Nov 14, 2011 10:15 PM
40	Not being an engineer by any means, I leave the arduous tasks to the professionals, and rely on their skill to make our ocean beach area a vast improvent to what it is today.	Nov 13, 2011 9:56 AM
41	I'm concerned that component 1:1 may cause traffic congestion on Great Highway and Sloat Blvd. This route has always been an alternative to get to the Richmond District and GG Bridge via Sea Cliff. It has become more popular over the years to use,	Nov 13, 2011 9:32 AM
42	1.1 - 1.3 These are great ideas and will calm traffic on both Great Highway and Sloat. Sloat Boulevard is currently too wide. There is never a lot of traffic but as a nearby resident who regularly walks and bikes near Sloat, I see many drivers speeding down Sloat and have even witnessed a bad accident at the intersection of 46th and Sloat approximately 3 years ago. Often I see families with small children running across the street with strollers to the Zoo entrance as many time cars do not yield at the crosswalks. I have even come close to being hit crossing Sloat. Besides the safety and calming enhancements, the aesthetic improvements will be stunning and beneficial to the environment. 1.4 I think this is a really smart move since the Zoo really is the destination. The current turnaround point is not ideal. Unfortunately Roberts Motel draws a lot of unsavory characters and the turnaround point is littered, poorly lit, and overall unpleasant. I have left this Muni stop prior to boarding the train as I was fearful of the unpredictable behavior of others waiting to board the train. 1.5 & 1.6 This is a very exciting prospect that I hope will be realized. Continuing the coast line with natural, recreational trails will be a huge plus for San Francisco residents. 1.7 I think this is a great solution to dispersing and providing alternate parking. It will be important to maintain some free parking slots so families can try to opt for free parking if it is available. Relying strictly on paid parking I think would dissuade many patrons from visiting the zoo. 1.8 This seems like a very	Nov 10, 2011 6:51 PM

## KEY MOVE 1. REROUTE GREAT HIGHWAY BEHIND THE ZOO VIA SLOAT BLVD AND SKYLINE

Page 3, Q3. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)

intelligent and practical solution to dispersing traffic. Utilizing Armory road as a thoroughfare makes perfect sense since it is basically a dead end road at this time. I don't see any drawbacks or negative impact at all.

- |    |   |                      |
|----|---|----------------------|
| 43 | <p>1.1 - Great idea. If Great Hwy is rerouted, then there would be less of a traffic light delay where Sloat meets the Great Hwy allowing for smoother traffic flow. Plus, the three-way intersection where Sloat meets Skyline is in desperate need of a reconfiguration. 1.2 - Makes perfect sense 1.3 - Reconfiguring Sloat Blvd in this fashion would be a huge benefit for the neighborhood. There is hardly any auto traffic on Sloat as is, and there is no need whatsoever for its six-lane highway configuration. As is, cars travel so fast on Sloat that my wife and I have been almost hit crossing on foot on numerous occasions. Two lanes would suffice easily. The street right now is a desolate, ugly eyesore that is keeping the surrounding neighborhood down. The proposed greenery, trees, and bike paths would instantly transform this area into a world-class neighborhood and improve quality of life. The permeable paving would help replenish the aquifer and help prevent storm drain sewage overflow into the ocean. 1.4 - Pulling the L-Taraval terminal across Sloat is a fantastic idea. 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 completely alleviate this noise pollution for the surrounding residents. Plus, there is way too much litter strewn about the residential area along the current terminal. Moving the terminal would be an enormous quality-of-life benefit for everyone. 1.5 - Great idea. It would be wonderful to be able to walk, jog, or bicycle to Fort Funston rather than drive. It is simply too dangerous to get to Fort Funston other than by car as is. Plus, what a great idea for the environment and wildlife. 1.6 - A genius idea 1.7 - Sounds like a great use of space - very creative way to mitigate any packing impacts on the surrounding neighborhoods. Although it would be great to possibly incorporate this area into the Zoo to enable an expansion of animal conservation. 1.8 - Makes perfect sense for cars coming from the south to connect with the Zoo parking lot without having to travel on Sloat.</p> | Nov 10, 2011 6:46 PM |
| 44 | <p>We agree that it is realistic that the Great Highway south of Sloat will have to be closed and rerouted as proposed. We were surprised that the proposal did not include the rerouting of the Lake Merced Tunnel and would like to be assured that the cobble berm protecting the Lake Merced Tunnel will be a workable solution. 1.4 Our major objection is to the proposal of extending the L Taraval streetcar line to the Zoo gate. There will be already increased traffic from the closure of the Great Highway on Sloat and it seems to be a bad idea to interrupt the traffic flow with a streetcar loop which will be twice crossing Sloat . Also, since that is the end of the line you will need some stacking or parking space for the street cars as the drivers have to take their breaks. It appears to us to be a better solution to keep the current street car turn around and reopen the old Zoo Entrance at Sloat, at least as a pedestrian exit. 1.7 Who would use the pockets along the Armory Road and the roof of the treatment plant for parking? If it is for visitors to the beach how would they reach the beach?</p>  | Nov 5, 2011 2:36 PM  |
| 45 | <p>Overall, we welcome the closure of the Great Highway but had hoped that you would include the rerouting of the Lake Merced Tunnel as a long-range goal.</p>  | Nov 4, 2011 5:16 PM  |

## KEY MOVE 2: INTRODUCE A MULTI-PURPOSE COASTAL PROTECTION / RESTORATION / ACCESS SYSTEM

Page 4, Q5. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)

1	Do not withdraw, just add sand. 2.8 Renovate Fleishhacker building as restaurant with great sunset views.	Dec 1, 2011 10:36 PM
2	I am worried that the cobble berm will not stay in place and may end up being a mess on the beach. I do not think that boulders belong on the beach here. I also DO NOT support sea walls or riprap that might be proposed as part of the "low profile structure" to reinforce the Lake Merced Tunnel in place. I support and recommend that an evaluation be done to estimate and compare the option of rerouting the tunnel further away from the shoreline. It was placed too close to Ocean Beach in the first place. I support the removal of the existing rip rap that was placed by the City of SF under emergency permits from the Coastal Commission. I support the expanded park areas and improved public access areas.	Nov 23, 2011 4:37 PM
3	fleishhacker bldg is an eye sore and potentially a safety issue. I would love to see it turned into something positive. We need to be able to protect the infrastructure here. Secondly, I am have questions on the impact to the natural environment and surf (as a surfer).	Nov 23, 2011 3:58 PM
4	2.1 If a restroom is removed, a replacement should be located nearby.	Nov 23, 2011 2:41 PM
5	In my opinion, sand nourishment via Army Corps is key. The current armored wall at Sloat is a problem and dangerous. Sand nourishment would slow or reverse some of the major problems.	Nov 23, 2011 12:41 PM
6	items 2.1 and 2.3 are very important! Do not remove the parking or restrooms. Many people go here every day and if you do not provide restrooms and parking the surrounding streets and neighbors will not appreciate this and human waste will end up in places int should not!!!! Please also see my general comments regarding the sandbars. If you must expand the beach please finish the process with assisting mother nature with creating sand bars which will save and reduce the time for great surf to return to the area which can take over a year / many big storms!	Nov 23, 2011 12:29 PM
7	2.8 Fleishhacker building to be renovate as restaurant, warming hut, water sports and interpretive center. (Restaurant would benefit both the Zoo and Ocean Beach and based on success of Beach Chalet, Louis', Seal Rock Inn, and Cliff House, would be very profitable.)	Nov 23, 2011 12:11 PM
8	5. 2.1- I would suggest that the improvements at Fleishhacker building be operational before the Sloat restroom and parking lot are demolished. This is a very popular parking area for families, surfers, and fisherman. 6. 2.7. Would this be open to the ocean, or act as a pond behind the dunes? Why not connect Lake Merced to this? 7. Page 54- Do you need a pump station? It appears from the drawing that Sloat is higher than the wetland. If you have a pump station, what would be the benefits/costs of connecting it to Lake Merced? 8. Page 56- The Lake Merced Tunnel appears to be extremely close to the surf zone.	Nov 22, 2011 10:48 PM
9	All of these improvements sound wonderful. 2.1: Demolishing the parking lot at Sloat would be fine, especially with all of	Nov 22, 2011 6:55 PM

## KEY MOVE 2: INTRODUCE A MULTI-PURPOSE COASTAL PROTECTION / RESTORATION / ACCESS SYSTEM

Page 4, Q5. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)

	the alternative parking areas outlined in this plan 2.8: Restoring the Fleishhacker building would be a great benefit to the neighborhood! A restaurant would be a perfect fit, especially if the Zoo parking lot could remain open to accommodate the parking need.	
10	Move the sewage treatment plant and maintain adequate parking.	Nov 22, 2011 6:37 PM
11	Waves smaller for surfers?	Nov 22, 2011 5:23 PM
12	All this should be included in managed retreat. If not, plans should be made to move it in the future. The cobble can act like shoreline armoring, or worse, when exposed to a high wave energy environment.	Nov 22, 2011 4:22 PM
13	Concerned about the berm, but think its a great idea. Wave energy at Sloat is STRONG - especially at high tide / big winter swell combo...	Nov 22, 2011 3:22 PM
14	2.8 Long term the Fleishhacker building may be in the path of coastal erosion/retreat. But if it can be reused in some fashion for as long as it works, then why not?	Nov 22, 2011 11:11 AM
15	i do not think the sand nourishment should take place in the water if at all possible. this could impact the surfing negatively.	Nov 21, 2011 8:09 PM
16	Very supportive.	Nov 21, 2011 7:24 PM
17	i do believe that a full scale retreat that INCLUDES moving the lake merced tunnel is really the only long term solution. if they can move a lighthouse on cape hatteras, this change CAN be made. i would also love to know and the public should know what "critical" needs this pipe serves with respect to sewage and wastewater.	Nov 21, 2011 6:44 PM
18	As stated earlier, opposed to 2.3. Bad idea.	Nov 21, 2011 5:31 PM
19	2.1 - This is an insanely popular parking spot. What will replace this? The parking at the Zoo? Surfers use this lot (along with the bathrooms and showers) more than anyone. Removing parking around the Sloat area is not a good idea in general. Everyone parks at this lot, the temporary south Sloat lot, everyone along Great Hwy (La Playa). I wish people didn't have to drive to the beach/zoo, but the reality is that people want to and that surfers have to. 2.3 - My biggest concern is that sand nourishment will mess up the current sand bars at Sloat. This is an excellent beach break with several great spots for surfing. If you pump this spot full of sand either the surf will get better or it will get worse. Most of the sand will just wash up/down the coast with the current/tide anyways. Right now, Sloat is a great surf spot. Don't mess it up! 2.6 - I'm concerned that the vegetated seawall will be built too close to the beach. If it's not, then I don't really care. If you build the seawall too high, then at high-tide the water will creep right up against the sea wall cause wave refraction	Nov 21, 2011 4:30 PM

## KEY MOVE 2: INTRODUCE A MULTI-PURPOSE COASTAL PROTECTION / RESTORATION / ACCESS SYSTEM

Page 4, Q5. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)

27	Sounds good. Is this restoration technology proven in other precedent projects?	Nov 17, 2011 4:38 PM
28	The statement of lower erosion rate of the colma formation in the Key move 2 diagram needs a better explanation. What is the actual elevation of the colma/ fill interface. How much of the natural bluff is being removed below the fill material to create the revised beach profile. If we are altering natural formations to develop this dune profile what other options exist. Key Move 2 should be described as one option of many to be vetted that alter the natural landform to create a modified beach.	Nov 17, 2011 10:23 AM
29	2.1 No, keep parking and bathrooms at Sloat.	Nov 17, 2011 9:45 AM
30	Can we have a replacement bathroom for the bathroom at Sloat still though?	Nov 17, 2011 12:04 AM
31	Interim plans to deal with erosion also need to be included withing this portion of the plan. It is silly to ask for input about the long-term erosion control while ignoring how near-term emergencies might result in drastically different interventions in the meantime.	Nov 16, 2011 9:23 PM
32	Do what needs to be done for erosion but try to maintain access to Sloat waterfront	Nov 16, 2011 3:21 PM
33	Consider an artificial reef like ASR puts up. It's basically just sandbags.	Nov 16, 2011 2:53 PM
34	2.1 Withdraw from bluff edge, incrementally demolish roadway, parking, restroom @ Sloat DO NOT DO THIS UNLESS YOU REPLACE IT WITH SOMETHING BIGGER, BETTER, AND EQUALLY CONVENIENT.	Nov 16, 2011 2:17 PM
35	2.6 - 2.7: I do not support beach armoring. I support managed retreat.	Nov 16, 2011 1:56 PM
36	2.6 - 2.7 Much needed reinforcement of the natural beach wall.	Nov 16, 2011 1:29 PM
37	Removing the parking lot and bathrooms at Sloat is a great idea.	Nov 16, 2011 12:55 PM
38	Devil is in the details on this one. Coastal protection is a delicate balance where armoring one area generally depeletes other areas of sediment. Minimizing the scope of cobbles that deprive the beach of seidment and natural sediement is normally the most cost-effective solution. Modifying the Tunnel differently along the length of the tunnel will most likely be most cost effective. Coastal dynamics is a heisenber uncertainty problem: modifications made to the beach change the predictions from previous studies. Policy makers need to know that it the beach dynamic and the best thing to do one year may change in the future.	Nov 15, 2011 10:34 AM
39	+Managed Retreat Ideas pursued - It is not known whether the Lake Merced Tunnel can safely remain on the beach for	Nov 14, 2011 10:15 PM

## KEY MOVE 2: INTRODUCE A MULTI-PURPOSE COASTAL PROTECTION / RESTORATION / ACCESS SYSTEM

Page 4, Q5. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)

the ocean to wash over. If it can't remain on the beach, then it will either be protected by a large armoring project or it will have to be removed. I suggest commissioning a study of the wash-over strategy asap, along with the development of an emergency plan for the city to follow in case of heavy erosion. The emergency plan should not include quarry stone revetments, or other large coastal armoring projects.

- |    |  |                      |
|----|--|----------------------|
| 40 | 2.2 - armoring won't work in the long run, move the tunnel. 2.5 - second berm seems ineffective and artificial 2.8 - GREAT!<br>2.10 - does this include off-shore artificial reef technology? this needs to be on the radar!   | Nov 14, 2011 3:08 PM |
| 41 | 2.1 This area can greatly be improved upon, so I am totally in favor of re-doing this area. 2.2 - 2.7 These all seem like innovative ideas and improvements 2.8 I am interested in learning more about the future plans for the Fleishacker building. It would be nice to create something useable and engaging due to its historic background. When I look at this building I envision a transformation like the Ferry Building/Plaza. Why not create a city destination like the Ferry Building has become? Draw people to the area with a variety of amenities. It would be great to see it breathe new life. It is currently a real eye sore since vandals regularly tag it and it appears many have broken into and squatted in the structure. 2.9 & 2.10 All in favor of this! Please try to keep/repair the animal statues. | Nov 10, 2011 6:51 PM |
| 42 | 2.1 - Sounds like a prudent and necessary idea, and parking impacts would be mitigated in conjunction with 1.7 2.2 - 2.7 Sounds like a very sensible approach to natural erosion and storm-runoff issues with huge aesthetic and environmental benefits. 2.8 - We could do much better than a mere "Warming Hut and Interpretive Center." It would be wonderful to renovate the Fleishacker Building to benefit both visitors and the local community, much like the Beach / Park Chalet alongside Golden Gate Park. A multistoried restaurant with views of the ocean could be a much needed source of revenue to help fund all of the proposed improvements. 2.9 - 2.10 - In favor of both   | Nov 10, 2011 6:46 PM |
| 43 | We already addressed most of these proposals on the previous pages. The cobble berms and overwash area appear to be an intriguing solution. Again the two street car crossings of Sloat are not advisable with the rerouted traffic.   | Nov 5, 2011 2:42 PM  |

## KEY MOVE 3: REDUCE THE WIDTH OF GREAT HIGHWAY TO PROVIDE AMENITIES / MANAGED RETREAT

Page 5, Q7. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)

1	Where does the money come from to build all these amenities? Traffic in the adjacent neighborhoods (where people need cars to get around) will be more congested.	Dec 1, 2011 10:41 PM
2	Lane reduction on the Great Highway could be problematic. It is a main North-South artery for those living in the western part of SF. This route is often heavily used by people like me who work south of SF - it would take me 2 1/2 hours each way to Stanford by public transportation for the 1-2 days/week that I work there.	Nov 24, 2011 12:30 AM
3	There are many "social" trails crossing Great Highway between Lincoln and Sloat. On the east side of Great Highway is a pedestrian path already built upon a higher berm area along this entire stretch. It would seem more feasible to completely re-route Great Highway in this area to what is currently 48th Avenue, which is wide enough in most areas to accommodate 2 lanes or more of traffic. By reducing Great Highway to only 2 lanes and leaving the eastern most lanes still has the same issue of sand dunes blowing over the highway. This entire area should be allowed to go wild and let the sand dunes blow as they will, rather than constantly having to maintain at the median. The current pathway on the east side elevated area seems to create an almost natural barrier which would avoid having to maintain the road for sand removal, and at the same time create a habitat area that is complete rather than broken up by the Great Highway. Paths could be put in place along the major intersections where social paths now exist (Noriega, Ortega, Pacheco, Quintara, Rivera, Santiago, Taraval, etc.). This middle stretch of Ocean Beach is the most "wild" and has the most potential for creating a national park setting of a native habitat with low impact from visitor activity. Restrict the heavy visitor activity to the north and south ends where it currently is.	Nov 23, 2011 5:55 PM
4	I recommend that bike pathways be improved along this section.	Nov 23, 2011 4:37 PM
5	I really like the focus on the recreational enhancements (seating, play, etc.) encouraging enjoyment of our beautiful park. I hope the plan include 1) replacing the ice plant with native species and 2) removing the existing and redundant multi-use path (as it will also be inferior) and encourage people to use the beach promenade. It was not mentioned, but would there be a plan to address the graffiti on the seawall? I hope so as it would take away from the investment on the other areas as well as send a message it will not be tolerated (i.e., broken window phenomena).	Nov 23, 2011 4:02 PM
6	3.1 Sounds fun. 3.3 I do not like this idea. Let's not add parking and cars to the Outer Sunset stretch of the beach. 3.4 Excellent!	Nov 23, 2011 2:44 PM
7	I agree with the idea but do not know how it would play out in reality as changing the lanes from 4 to 2 would greatly change the traffic flow of what is occasionally already traffic heavy corridor.	Nov 23, 2011 12:43 PM
8	Add overnight camping infrastructure so that families can enjoy a "great outdoors" experience.	Nov 23, 2011 12:13 PM
9	9. 3.4- This appeared on two pages, 62 and 63. One says 3 new restrooms and one says 2-3 new restrooms. I would	Nov 22, 2011 10:48 PM



## KEY MOVE 3: REDUCE THE WIDTH OF GREAT HIGHWAY TO PROVIDE AMENITIES / MANAGED RETREAT

Page 5, Q7. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)

encourage 3 new restrooms. Also, restrooms should include freshwater showers. 10. 3.5- Why improve access at Rivera? It seems like a minor connection without any commercial or transit linkages. There should be monument signs at Sloat, Taraval, Noriega, and Judah indicating transit and services inland. To protect the dunes, a boardwalk to the beach would be helpful at these locations. 11. Pages 64 & 65- I would explore removing the concrete promenade near Noriega and replacing it with dunes. It would create an unbroken stretch of dunes between Sloat and Lincoln. It would be a major expansion of the dune ecosystem, protect from flooding, and provide sufficient scale to allow dune species to survive. Without an analysis of the overall parking loss or gain, it is hard to determine the need for additional parking at Noriega. However, I think there is merit in attempting to cluster the beachfront parking around Sloat and by the Cliff House.

10	3.1: I am all in favor reducing the Great Highway from 4 lanes to two lanes. It is a crime to have a virtual freeway run alongside the beautiful coast. Cars go way too fast on the current Great Highway, often running red lights with impunity. Traffic needs to be routed down Sunset Blvd. We also desperately need more room for walking and bicycling paths. The current path is too crowded.	Nov 22, 2011 7:00 PM
11	Ensure that bathrooms are maintained and kept safe under this plan. Two of the three existing public restrooms at Ocean Beach are really poorly maintained and magnets for shady activity. Also I would encourage warm showers that are powered through solar. These would be heavily used by the local surfing community. I think it would be reasonable to charge a fee for warm water especially if that fee went to defray maintenance and park ranger patrols.	Nov 22, 2011 6:43 PM
12	More traffic, use it daily for college commute	Nov 22, 2011 5:24 PM
13	Positive: - reduced traffic noise from narrowed great highway, less noise pollution for residents/visitors - reduced artificial light at night (lesser brightness street lighting needed for narrower roadway.) Mitigate traffic impacts by providing better and quite frequent public transit in the area.	Nov 22, 2011 4:49 PM
14	Great Hwy on a sunny day is a parking lot already with 4 lanes - what will it look like with only 2 lanes??? Backing up into neighborhoods / other crucial arteries may be a serious concern... what are the "mitigation measures"? Any divider between 2 lanes? Surfers (i am personally guilty of this...) tend to drift while checking surf and i bet tourists checking ocean may too.	Nov 22, 2011 3:25 PM
15	Reducing the Great Highway from 4 to 2 lanes is the only part that makes me nervous. But there is (generally) about two lanes worth of traffic. If the street were only one lane each direction, and there were an island of refuge in the middle for pedestrians, would traffic signals still be needed every 2 blocks? Or without signals would people drive like the dickens (likely).	Nov 22, 2011 11:13 AM
16	3.1-3.3 + 3.7 good plan All other, we do not need more development! There are plenty of bathrooms, have you ever	Nov 22, 2011 9:02 AM

## KEY MOVE 3: REDUCE THE WIDTH OF GREAT HIGHWAY TO PROVIDE AMENITIES / MANAGED RETREAT

Page 5, Q7. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)

	stepped into an existing one on a day when it is not gorgeous out? I have used them hundreds of times and it is rare to find 1 if any other person using it at the same time. I'm all for solar and wind power but how long do you expect those to last before they are vandalized?	
17	i live on the great hwy (near sloat), and can see the traffic on the "big great hwy" from our window. there are many days, especially nice days on the weekends, that traffic backs up with four lanes. i love the thought of reducing the lanes of traffic, but would be worried that it would cause too much back up and idling traffic at times.	Nov 21, 2011 7:36 PM
18	Encourages use of the beach.	Nov 21, 2011 7:25 PM
19	morning and evening traffic patterns are a concern, as going from 4 lanes to 2 seems as though it will have a negative affect on the sunset neighborhood.	Nov 21, 2011 6:46 PM
20	Why, why and why for 3.1 to 3.3? No! 3.6 and 3.7- sounds good.	Nov 21, 2011 5:33 PM
21	3.1 - I'm for reducing Great Hwy down to 2 lanes and having a dedicated bike lane. The current bike path is pretty crowded with bikes, walkers, runners, etc. 3.3 - Don't introduce parking at key access nodes. I think there's enough parking on Lower Great Hwy. Use the money for other projects. If anything add more BIKE PARKING or build a bike path on the west side of Great Hwy so there would be a nice long boardwalk. 3.4 - Great idea for the restrooms!	Nov 21, 2011 4:39 PM
22	Keep the parking on the Great Highway low-visibility. That it, it would be best if it were screened by berms or plantings from the beach, so that people don't look up from walking on the beach and see cars.	Nov 21, 2011 10:26 AM
23	Yes!	Nov 19, 2011 5:25 PM
24	This key move cannot be undertaken without a thorough understanding of how this will impact traffic for the neighborhood adjacent to the Great Highway and other parts of the city. Where on earth will all that traffic go? The residential streets aren't laid out to handle it, and there is no plan for an alternate traffic route.	Nov 18, 2011 6:30 PM
25	Reducing lanes will not resolve traffic issue and only force more cars into neighborhood. Most users arrive by car. Address car not bike parking. San Francisco is already overly congested and reducing more streets will only worsen the impact.	Nov 18, 2011 1:49 PM
26	Rename Great Highway to Ocean Beach Drive, reduce lanes, move closer inland and intersect with sunset streets.	Nov 18, 2011 12:30 PM
27	I love the idea of reducing the Highway. . .but mitigating storm water management will be the least of your worries. Where do all those cars go? Street parking is already full. There is little dependable public transportation from the rest	Nov 18, 2011 11:51 AM

## KEY MOVE 3: REDUCE THE WIDTH OF GREAT HIGHWAY TO PROVIDE AMENITIES / MANAGED RETREAT

Page 5, Q7. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)

of the city and even less from other areas of the Bay Area. Everyone loves to bicycle and walk out here in the nice weather but much of the time the neighborhood is socked in with fog or suffering a sand scouring from the wind. Few visitors come out here in that weather. And yet, all those commuter still come into the city or leave the city along the Highway. This Master Plan must take all that traffic into consideration. 3.6 The traffic will come along the residential streets. When the Highway is closed there is always a very nice sign directing everyone up to Sunset as a detour. No one heeds it. The traffic on the lower Highway becomes unbearable. No one stops at the stop signs. You know that the extra bathrooms will be wind and solar powered, give us the same details about the traffic mitigation.

28	Strongly agree with this move, to prepare ahead of time for coastal erosion & sea level rise with strategic relocation. Traffic impact however will be significant, and I'd like to see more detail about how to minimize or adapt to that impact. On popular visitation days currently, the Great Highway with 4 lanes is already a pretty big traffic problem, and going down to 2 lanes will certainly exasperate that.	Nov 18, 2011 10:27 AM
29	Sounds awesome.	Nov 17, 2011 5:15 PM
30	I think the traffic capacity can be limited, but would think special care needs to be put on traffic calming. People expect to go 40 mph on the timed lights. Being in a tight line of cars sounds awful. The road layout should change peoples perceptions that the great hwy is for recreational driving, not commuting to Daly City.	Nov 17, 2011 4:41 PM
31	Yes! Yes! Yes! Reduce lanes on the great hwy, with wider shoulder for bikes!	Nov 17, 2011 11:13 AM
32	3.1 No, this will drive cars to LOWER Great Hwy. 3.3 No, we don't need more parking on Great Hwy. 3.4 YES!	Nov 17, 2011 9:46 AM
33	This sounds awesome, cant wait. One thing -- assuming snowy plovers will still be around and there is going to still be a leash law in effect and there's a little more space in play, how about designated off-leash dog areas between the highway and the dunes? the plovers dont seem to go into the dune areas that i've seen, and the dog owners disobey the law because they want their dogs to run. so why not just accomodate both using the extea space?	Nov 17, 2011 12:10 AM
34	Not for 3.1 at least not yet. There are only 3 routes south out of westside SF. 19th Ave , Sunset Blvd & the Great Highway. Until/unless the Sunset/19th ave routes are improved going to 2 lanes don't make sense. There are solid morning/afternoon commutes on GHW that need adequate routes. Can't ralistically drive throught the park, have to funnel GHW up Lincoln to Sunset to Skyline. Big construction expensive. And the mid-beach situation is not drastic like Sloat/Zoo/Treatment plant. Agree now with everything but 3.1	Nov 16, 2011 11:21 PM
35	The small pockets of parking would be very useful and make more of the beach available. Also, the upgrades and additions to the restrooms are very good ideas and much needed.	Nov 16, 2011 8:46 PM

## KEY MOVE 3: REDUCE THE WIDTH OF GREAT HIGHWAY TO PROVIDE AMENITIES / MANAGED RETREAT

Page 5, Q7. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)

36	I am very concerned regarding traffic shifting from great highway to lower great highway and 46th avenue. Would prefer routing traffic to sunset by adding stop signs on both 46th ave and lower great highway as part of this initiative. For full disclosure, I live on 46th avenue and am frustrated with the speed at which drivers move through my neighborhood, especially when the great highway is closed. I am very supportive of this initiative and am looking forward to the improvements. Thank you for allowing me to voice my concerns.	Nov 16, 2011 7:54 PM
37	3.1 = awesome! 3.5 = showers for post surf rinse off at those streets would be great	Nov 16, 2011 4:12 PM
38	I bet the parking will be more trouble than it's worth.	Nov 16, 2011 2:54 PM
39	3.1 Reduce Great Highway from 4 lanes to 2 @ Balboa-Sloat, including wide shoulder for cycling/emergency access; use current South-bound lanes and median for dune restoration, amenities YOU CANNOT DO THIS WITHOUT CREATING MASSIVE TRAFFIC HOLD-UPS. YOU CANNOT GO BACKWARDS IN TIME. THIS IS A MAJOR SF RING ROAD. MAINTAIN THE 4 LANES ALL THE WAY OR YOU WILL RUIN THE COASTAL TRAFFIC FLOW.	Nov 16, 2011 2:19 PM
40	3.6 There is no traffic calming that will be accomplished by reducing the Great Highway from 4 to 2 lanes. This is a MAJOR traffic through fare that needs to be maintained. You will be pushing more traffic onto Lower Great Highway and the avenues that will ruin the quality of life for those of us who live in the Outer Sunset.	Nov 16, 2011 1:29 PM
41	I love the idea of a bike / pedestrian lane that is completely separate from the car lanes. I completely agree with reducing the lanes and reconfiguring the Great Highway	Nov 16, 2011 12:57 PM
42	No parking meters!	Nov 15, 2011 6:04 PM
43	yes...DPT needs to do lane reconfiguration ASAP. Also that "traffic" patterns are the result of "economic development" patterns. People wanting to live in SF and commute to Silicon Valley will vary in the future as teleworking becomes more prevalent and more companies have "google buses" to ferry employees.	Nov 15, 2011 10:38 AM
44	+Reducing the lanes of the Great Highway makes sense to free up more space at Ocean Beach to absorb the effects of sea level rise and beach morphology. However, the seawall itself would need to be removed and/or relocated along with all the concrete fill that sits under the sand at the seawall's toe. 3.2: I don't understand exactly what that would look like... 3.3 The small pockets of parking? What's the need? There's plenty of parking along the lower Great most of the time. 3.4: 3 new restrooms? Where? We really only need one at the far north end at Kelly's Cove and maybe one at around Stairwell 21-22.. in front of GG park... Both of these should have showers/water fountains installed, too. (on the east side of the structures). 3.5: Vertical Elements? What are these? 3.6: Traffic Calming? Speed bumps? No. This is not needed. The speed limit is 25mph. in our neighborhood. 3.7 We like LID.	Nov 14, 2011 10:32 PM

## KEY MOVE 3: REDUCE THE WIDTH OF GREAT HIGHWAY TO PROVIDE AMENITIES / MANAGED RETREAT

Page 5, Q7. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)

45	3.6 - how can we do this? local traffic only? the traffic and vandalism on La Playa and 48th Ave are terrible. 3.4 - we need MUCH MORE trash disposal on busy beach days. the trash cans literally flow over and blow right into the water. what is the plan for this??	Nov 14, 2011 3:10 PM
46	3.1 This completely makes sense in creating a holistic natural and recreational area. Great Highway shouldn't be a traffic thoroughfare, and 2 lanes seems sufficient. Seeing the dunes restored is an exciting prospect, and a safe biking route on this road is essential. 3.3 I like the idea of smaller, dispersed parking pockets instead of big lots. 3.4 Improving the restrooms seems ideal. I don't think many people like to use them now because they are dirty, run down, and draw a bad element. 3.5 I don't understand what 'vertical elements' means. Lookout points?	Nov 10, 2011 6:51 PM
47	3.1 - Sounds great. There shouldn't be a freeway along the beautiful ocean, although you may want to consider keeping 4 lanes from Balboa to Lincoln, so southbound traffic flow from the Richmond could easily migrate to Lincoln and then to Sunset Blvd. A wider walking / jogging path is definitely needed, along with a dedicated bicycling lane. My wife and I walk, jog, and bicycle along the current path alongside the Great Hwy and it is drastically overcrowded and in need of repair. A new path alongside the oceanside would be ideal. 3.2 - 3.5 - Sounds great 3.6 - More medians with plantings would be perfect for both traffic calming and neighborhood beautification. There are almost no plants or trees in The Sunset compared to other neighborhoods, and any means to help green up this concrete, barren neighborhood would be a huge plus. 3.7 - If the LID improvements lead to removing ugly concrete, then that would be fantastic	Nov 10, 2011 6:47 PM
48	Reducing the lanes on the Great Highway will lead to long back-ups on the Great Highway as it happened last winter. That will result in drivers seeking other routes, especially going east on Lincoln and south on Sunset Boulevard. What is worse is that they will also seek routes through Golden Gate Park where the roads are already heavily used. This will require a much more detailed design to prevent the negative aspects. 3.3 We were split in our opinion about parking pockets at several nodes and one of our members was strongly opposed to the idea because it will obstruct views.. With one lane only in each direction the "in and out" of the parking pockets might lead to dangerous situations and accidents. 3.4 Fine as long as they remain on the lower Great Highway. 3.5 Improved access is sorely needed at Taraval and Sloat. It is fine at Vicente and Noriega. Please no additional structures, keep the beach natural.	Nov 5, 2011 2:59 PM

## KEY MOVE 4: MIDDLE REACH NATIVE DUNE RESTORATION

Page 6, Q9. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)

1	Dump sand now!	Dec 1, 2011 10:42 PM
2	Partially agree. However, pedestrian access to the dunes should not be limited to modular boardwalks and sand ladders. It is very important to maintain open pedestrian access to all of the dunes areas. The concerns about keeping beachgoers away from the plovers are baseless and should not be part of the masterplan.	Nov 23, 2011 9:58 PM
3	Yes yes. See previous comment.	Nov 23, 2011 5:56 PM
4	I support the US Army Corps of engineers designating Ocean Beach as a disposal site for dredged material. I also think that the Army Corps should equip the Essayons to include a pipeline that would allow disposal of sediment directly on Ocean Beach.	Nov 23, 2011 4:37 PM
5	Again, please do not screw with the sandbars. The surfers will riot and Occupy OB. Kind of joking but it could happen!	Nov 23, 2011 12:30 PM
6	I think that we need a plan to eradicate and cover all of the graffiti blight on the seawalls and structures along Ocean Beach. It is terrible to walk along the beautiful beach and be continually confronted with such ugliness of graffiti everywhere.	Nov 22, 2011 7:01 PM
7	I support this fully	Nov 22, 2011 6:43 PM
8	HANC native plant nursery would so happily provide plant material, SF Botanical Garden would love to help too and i imagine LEJ, CNPS, Surfrider, Presidio Native Plant Nursery and many others would be so stoked to help with these efforts!	Nov 22, 2011 3:27 PM
9	again, sand nourishment for dunes is fine, but please mitigate impact to both the inner and outer sandbars in the water	Nov 21, 2011 8:11 PM
10	Would be concerned about the impact of the sand nourishment of the tide and swell change. Have enough studies been conducted to alleviate any concern about the tidal impact simply shifting due to the sand nourishment?	Nov 21, 2011 7:26 PM
11	4.1 NO. Thank you. 4.2 native plant planting yes, that's it. 4.3 yes, helps erosion.	Nov 21, 2011 5:35 PM
12	4.1 - Again, the middle of OB is where some of the best and biggest waves are. I'm concerned that any sand nourishment projects would negatively affect the sand bars here. How can we be guaranteed that these projects will not negatively affect the surf? 4.3 - I really like the modular boardwalk idea. I've been dreaming for years for a boardwalk where I can ride my bike on the beach.	Nov 21, 2011 4:42 PM
13	Keep all built elements to a minimum.	Nov 21, 2011 10:26 AM

## KEY MOVE 4: MIDDLE REACH NATIVE DUNE RESTORATION

Page 6, Q9. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)

14	This is a conditional "yes" -- if you can't provide an alternate traffic plan, you can't reduce the width of Great Highway, and you don't have room to restore the native dunes.	Nov 18, 2011 6:31 PM
15	All good	Nov 18, 2011 1:49 PM
16	Sounds awesome.	Nov 17, 2011 5:15 PM
17	ARMY CORPS IS NEVER A GOOD SOLUTION.	Nov 16, 2011 2:21 PM
18	4.1: I do not support sand nourishment on the beach.	Nov 16, 2011 1:58 PM
19	4.3 Finally an easy way to get down to the beach, sand ladders!	Nov 16, 2011 1:29 PM
20	All positive moves towards a restored coastal zone. The sand ladders and modular boardwalks are great ideas.	Nov 16, 2011 12:58 PM
21	Only downside is increased maintenance of boardwalks, but greater reduction in erosion and related costs.	Nov 15, 2011 10:45 AM
22	This is all good. We would just like more details...	Nov 14, 2011 10:33 PM
23	4.3 - must include trash disposal notification and options. can we raise the fine for littering on the beach?	Nov 14, 2011 3:11 PM
24	I am really excited about the sand ladders and modular boardwalks. It's currently difficult to navigate a good approach down to the beach. Seeing this realized will be fantastic.	Nov 10, 2011 6:51 PM
25	4.1 - 4.2 - Great. Is there a way to eliminate the graffiti on Ocean Beach - maybe removing and/or covering the structures and sea walls as much as possible? 4.3 - Sand ladders and boardwalks would be wonderful. As is, it is very hard to get down to the beach.	Nov 10, 2011 6:47 PM

## KEY MOVE 5: BETTER CONNECTION BETWEEN GOLDEN GATE PARK AND THE BEACH

Page 7, Q11. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)

1	All these things will make access to the beach more difficult, not easier.	Dec 1, 2011 10:43 PM
2	Vertical elements if installed, should not be overly modern. 'Climate appropriate' vegetation is generally the correct approach but there should be some lawn areas (or equivalent) where children can play at the beach.	Nov 23, 2011 10:01 PM
3	Definitely support improving pedestrian crossing at JFK/Beach Chalet! I Support bike lane proposals. *** I DO NOT support any fee parking on peak days or ANY day. Ocean Beach is a public benefit and anyone should be able to enjoy it. I think paying for parking out there would be really inappropriate. Please do not move forward with this.	Nov 23, 2011 4:37 PM
4	I like softening the look with more natural parking as well as more landscaping.	Nov 23, 2011 4:04 PM
5	5.1 I like the current setup of the beach where parking is clustered in this area. I can't think of anything I would want to change around here, except for adding more food vendors. 5.5 Good 5.6 Good	Nov 23, 2011 2:48 PM
6	12. Move 5- The parking lots between Lincoln and the Cliff are painfully sterile. It would be useful to explore a "warming hut" in the parking lot at the southern end of this portion. 13. 5.7- Fee parking is a good idea. 14. Page 74: This area would be a good location for a visitor/interpretative center to explain Ocean Beach, the dune ecology, and etc.	Nov 22, 2011 10:50 PM
7	I support this but it is not realistic to implement without maintaining the existing number of parking spaces.	Nov 22, 2011 6:45 PM
8	5.4 "vertical arrival element" should not be an excuse to install gaudy lighting, or inadequately shielded "historic"/"decorative" street/sidewalk lights.	Nov 22, 2011 4:49 PM
9	No Fee parking. Really, please no fee parking. Otherwise GENIUS!	Nov 22, 2011 3:28 PM
10	Existing parking is godawful. (except the watch the water spaces). Does provide some interesting confluence of people (hippie busses, old folks, tourists, families); just regularize the layout and make it more than bare asphalt with paint (the improvements we got last time around). Fee parking could have interesting side-effects. The one thing I've noticed is the recent interim improvements (I've lived here 35 years) such as stop signs at JFK drive right next to Beach Chalet and Fulton, caused a huge amount of backup when things do get busy. (People tend to just start walking, w/o waiting). Width of the intersection actually contributes to the problem (someone's in the crosswalk a fairly long time; someone else starts across -- same for cars). The new signals at JFK have helped this somewhat. (Maybe it's as good as it will be, plus a little better designation of the west end of the crosswalk so it's not just a sea of asphalt)....	Nov 22, 2011 11:21 AM
11	Actually I agree with most of this but am Strongly against 5.7. Please, Please, Please! do not consider fee parking! This is not SoCal. As soon as the city starts to see the beach as a direct revenue source all kinds of bad things will happen. This is a Very slippery slope! Please do not be the ones to open that door, the unintended consequences will be huge!	Nov 22, 2011 9:08 AM



## KEY MOVE 5: BETTER CONNECTION BETWEEN GOLDEN GATE PARK AND THE BEACH

Page 7, Q11. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)

	Also, 5.8. Do we really need seating? I understand that this is to protect the dunes, but its a beach! I'd rather look at dunes that benches.	
12	cars should not get to park and "watch the water". when i walk through the sloat parking lot, most cars sit there with their engines running (for heat?) watching the water. cars should be kept as far away from the water's edge as possible. get outside and breath that fresh ocean air!! keep the view car free!	Nov 21, 2011 7:40 PM
13	no fees. sticker access for certain parking areas for SF residents. in the same manner that neighborhoods in SF have parking stickers, the beach should give priority to those of us who live here.	Nov 21, 2011 6:48 PM
14	In general yes but certainly NO on 5.7.	Nov 21, 2011 5:36 PM
15	5.1 - What do you mean by "tighten"? Does that mean make the lot smaller, but still maintain the same number of spaces? Permeable paving would be awesome here. This parking lot is so torn up. 5.2 - You better keep this! 5.3 This is KEY. Since the Beach Chalet parking gets filled up so fast a lot of people park across the street at Ocean Beach, but getting across the street is tough. The only pedestrian crossing is at JFK. There should be another and BETTER pedestrian crossing between JFK and Lincoln somewhere. 5.6 - YES!!!! 5.7 - Typically I'm not a fan of paid parking, but if it brings in revenue to maintain Ocean Beach and the NPS then I'm all for it. Just don't make it outrageous. You could also adopt a plan similar to California State Parks and give frequent visitors a yearly parking pass fee as opposed to adopting an all usage based fee (hourly, daily, etc).	Nov 21, 2011 4:52 PM
16	Concerned about 5.6 -- where will this parking go? Fee parking should not be included at this time. Keep amenities to a minimum and very low profile -- everyone goes to the beach to be at the beach, not for yet another urban experience. this is a maybe....	Nov 21, 2011 10:29 AM
17	Yes, charge for private auto storage on public land.	Nov 19, 2011 5:26 PM
18	You are totally ignoring how most people come to the beach. Parking is needed plus this is one of the few event staging areas in the city. Repave with in environmentally friendly materials and clean up the area.	Nov 18, 2011 1:53 PM
19	5.1 Smaller parking lot? Again, where do the cars then park? 5.4 What in the world is this? A "vertical arrival element"? Are these giant, concrete pylons in the picture? Lovely on a grim, foggy, sand-blowing day.	Nov 18, 2011 11:57 AM
20	Sounds awesome.	Nov 17, 2011 5:17 PM
21	Please improve access and rights of way for bicyclists! Charge for parking and use \$ for pedestrian improvements. Safe access from beach chalet is currently inadequate and unsafe for pedestrians. Landscaping, parking lot reduction, and	Nov 17, 2011 11:17 AM

## KEY MOVE 5: BETTER CONNECTION BETWEEN GOLDEN GATE PARK AND THE BEACH

Page 7, Q11. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)

	bike racks are long overdue!!!!	
22	Fee parking is a great idea. Let people PAY for USE.	Nov 17, 2011 9:47 AM
23	No fee parking at any time, please.	Nov 17, 2011 7:49 AM
24	those big gray seawalls are awful. make them pretty, please. love the bike plans.	Nov 17, 2011 12:13 AM
25	The city needs beachside parking. It is already limited. Don't restrict access. Or make the taxpayers pay to park on what we are already paying for. At the beach we aren't at work. We are at the beach. We should be able to have some places were we don't have to feed the meters. And it restricts access (especially peak fees) to the 1%. Not the 99%. Let us surf in peace. Rest of 5 makes sense	Nov 16, 2011 11:21 PM
26	Fee parking should not be considered as part of this plan.	Nov 16, 2011 9:25 PM
27	More and safer pedestrian crossings are important.	Nov 16, 2011 8:47 PM
28	skateboard park / plaza	Nov 16, 2011 4:13 PM
29	5.7 is gonna be more trouble than it's worth. Sell sponsorships for 5.4 instead.	Nov 16, 2011 2:55 PM
30	DROP THE FEE DAYS IDEA. THE JOY OF THE BEACH IS THAT IT IS ACCESSIBLE, AND WITHOUT TIME CONSTRAINTS. THE CITY GETS ENOUGH MONEY FROM DOWNTOWN PARKING AND FINES.	Nov 16, 2011 2:28 PM
31	5.7: I do not support beach use or parking lot fees.	Nov 16, 2011 1:58 PM
32	5.8 much needed seating and rest areas. 5.3 There is already traffic lights and protected crossings at JFK/Beach Chalet. Why spend more money there? 5.7 Fee parking is just another way for the city to get revenue. Ocean beach is and should remain free by car or bike.	Nov 16, 2011 1:29 PM
33	Fee parking on any day is an immediate hurdle to any person(s) who depends on Ocean Beach as a free public space. I completely disagree with any parking fees to access Ocean Beach.	Nov 16, 2011 1:00 PM
34	You need to increase parking, not decrease. Abundant bike parking? What's this? So few people ride bikes to the beach. In a utopian world everyone rides bikes, but in reality we all drive.	Nov 16, 2011 12:08 PM
35	No parking meters!	Nov 15, 2011 6:04 PM

## KEY MOVE 5: BETTER CONNECTION BETWEEN GOLDEN GATE PARK AND THE BEACH

Page 7, Q11. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)

36	Improving pedestrian crossing is long overdue.	Nov 15, 2011 10:45 AM
37	Do not significant reduce current parking. Parking is needed for the majority of the people to have access to the beach. Public transportation has a long way to go before moves like this should be promoted. Absolutely no fees for parking. Ocean Beach is a public space that has been traditionally free - funded through general tax revenue. Beach Chalet pedestrian accessibility? There is already a stop sign to help people get to/from the Chalet and the beach that can and should be replaced by a neon walking crosswalk so that the interests of both pedestrian safety and traffic flow are met. The current stop sign creates traffic slow downs on busy days. + Permeable Pavement + some more bike parking - no need to change much else in this area except putting a bathroom. Any landscaping will be trampled unless cordoned off. vertical element?	Nov 14, 2011 11:11 PM
38	5.1 - make the pavers cool and interesting, not those ugly grids.	Nov 14, 2011 3:12 PM
39	5.1 It is important to keep the space flexible for events. I love the idea of replacing concrete with permeable paving 5.2 I like the idea of retaining a space for people that want to drive over to enjoy the sunset, or people on their lunch break that want to eat lunch in their cars while watching the ocean. 5.3 All crosswalks need to be improved since it is currently dangerous to cross in this area. It can be difficult to pull in or out of Beach Chalet safely. Proposals in section 3 I think will help as well. 5.4 Does this mean a "lookout point"? Similar to what is near Sutro/Land's End? 5.5 & 5.6 In favor of safe biking lanes and ability to park bikes at various points. 5.7 I disagree with this. There should be free parking available so everyone can enjoy the whole area without worrying about parking.	Nov 10, 2011 6:52 PM
40	5.7 - I disagree with this one. There are too many parking fees already in the city.	Nov 10, 2011 6:48 PM
41	5.4 Vertical elements not necessary 5.6 Please no additional paved areas. 5.7 We object to fee parking as it may become a regular feature and limit the free access to the beach.	Nov 5, 2011 3:04 PM

## KEY MOVE 6: BICYCLE + PEDESTRIAN IMPROVEMENTS NORTH OF BALBOA

Page 8, Q13. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)

1	The existing wide sidewalk can accommodate all the bike traffic now. 6.4 Where the hell is 49th?	Dec 1, 2011 10:45 PM
2	Unfortunately I was not able to fully comment on each of these points as thoroughly as I would have liked. More neighborhood meetings should take place with better notice, possible internet coverage to be viewed at a later time for those unable to make meeting and able to comment via internet during meeting.	Nov 24, 2011 3:28 AM
3	6.3 - good plan!	Nov 24, 2011 12:32 AM
4	Traffic study permitting.	Nov 23, 2011 10:02 PM
5	It is important to improve bike lanes where the Great Highways turns near the the Cliff House -- this is very dangerous for bikers at the moment.	Nov 23, 2011 4:37 PM
6	Similar to traffic concerns, they should be simulated to ensure the traffic flows per design. It will also be important this is emphasized and articulated to ensure the plan doesn't get blocked because "it will add commute time."	Nov 23, 2011 4:07 PM
7	As before, I agree but do not know the traffic impact and clearly see problems with this plan even if it is best for the long term goals of the beach.	Nov 23, 2011 12:45 PM
8	15. 6.3- Given the grade, view, turn radius, and diagonal parking, it would probably be safer to have two lanes south bound near the Cliff House. This should preserve adequate space for a dedicated bicycle lane on the north bound lane. If there is only one lane, it has to come to a complete stop when cars wait for and enter and exit parking. 16. Pages 74, 79- The large cylinders that are supposed to be entrance elements seem out of place for the location. Low key and impact monuments might be more appropriate.	Nov 22, 2011 10:50 PM
9	Love it!	Nov 22, 2011 3:29 PM
10	Keep 4 lanes a little north of Balboa so traffic can merge, but yes otherwise the road could be narrowed. (Thinking of the experimental conversion of Monterey Blvd. east of Plymouth from 4 to 2 lanes caused huge backups even though there's only 1 or 1-1/4 lane worth of cars in each direction on the street, it does sorta take 2 lanes at the stop sign for people to take turns, start moving again, merge, etc.)	Nov 22, 2011 11:25 AM
11	go bicycles!	Nov 21, 2011 7:41 PM
12	median may be necessary to prevent idiotic left turns for northbound traffic into cliff house parking.	Nov 21, 2011 6:49 PM
13	Agree in theory but how are the endless traffic jams on many event days on the beach and the park dealt with?	Nov 21, 2011 5:59 PM

## KEY MOVE 6: BICYCLE + PEDESTRIAN IMPROVEMENTS NORTH OF BALBOA

Page 8, Q13. Positive aspects or additional opportunities? Negative aspects or concerns? Specific input regarding the key move's components? (please indicate the component numbers)

14	6.3 - All for adding a bike lane up this street. I've always wanted to ride my bike up this area but it's too sketchy with all the cars flying up/down the hill.	Nov 21, 2011 4:53 PM
15	Not sure if bike lanes should be two-way separated or one-way with auto traffic.	Nov 19, 2011 5:27 PM
16	Also conditional: Where will the extra traffic go?	Nov 18, 2011 6:32 PM
17	To much traffic impact you will create gridlock especially on nice days	Nov 18, 2011 1:54 PM
18	The traffic here is never as bad. Make sure it is a nice, wide bike lane for all the people wobbling and walking up the steep hill.	Nov 18, 2011 11:58 AM
19	Sounds awesome.	Nov 17, 2011 5:17 PM
20	100% demand for all the above bicycle improvements!!!!	Nov 17, 2011 11:18 AM
21	6.3 It's practically one lane now anyway, so go ahead.	Nov 17, 2011 9:47 AM
22	Awesome!!!!	Nov 17, 2011 12:13 AM
23	But the speed run down from Point Lobos is so fun! Cut to one downhill lane. the outer downline lane is double parking anyway on a busy weekend.	Nov 16, 2011 11:21 PM
24	DO NOT NARROW ANY STREETS. TRAFFIC HAS GOTTEN WORSE SINCE THEY WERE FIRST CREATED, NOT BETTER.	Nov 16, 2011 2:29 PM
25	6.1 Narrowing of the Great Highway at this point will bring major congestion. 6.3 Narrowing of Point Lobos again will bring major congestion.	Nov 16, 2011 1:30 PM
26	No comments	Nov 16, 2011 1:01 PM
27	Having a bike trail is very important and necessary for this area. It is so dangerous to ride a bike in the area with the current layout.	Nov 15, 2011 6:04 PM
28	sounds good.	Nov 15, 2011 10:45 AM
30	These are all great moves. Biking needs to be improved and I think narrowing the road between Balboa and Pt Lobos will be way safer around that steep curve. It will encourage drivers to slow down and not pass at dangerous points.	Nov 10, 2011 6:52 PM
31	We are concerned about entry and exit from the two parking lots east of the Cliff house when there will be only one lane in each direction. there need to be additional lanes accommodating the parking lot traffic. Similarly the lane leading from Balboa down to the Cliff House and beach needs to accommodate the backing out of the diagonal parking stalls.	Nov 5, 2011 3:09 PM