



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

Date: June 1, 2022

TO: Recreation and Park Commission, Capital Committee

THRU: Philip A. Ginsburg, General Manager
Stacy Bradley, Capital and Planning Director

FROM: Melinda Sullivan, Project Manager

Subject: **Twin Peaks Promenade – Conceptual Plan**

Agenda Item Wording

Discussion and possible action (1) to approve a conceptual plan for the Twin Peaks Promenade - approval this proposed action by the Commission is the approval action as defined by S.F. Administrative Code Chapter 31; and (2) pending confirmation of funding for construction, to recommend that the Board of Supervisors transfer jurisdiction of the Twin Peaks Promenade from Public Works to the Recreation and Park Department

Strategic Plan

Strategy 1: Inspire Place

- Objective 1.1: Develop more open space and improve access to existing facilities to address population growth in high-need and emerging neighborhoods
- Objective 1.2: Strengthen the quality of existing parks & facilities
- Objective 1.3: Steward and promote good park behavior

Strategy 3: Inspire Investment

- Objective 3.2: Broaden engagement and strengthen external communications with park users and patrons

Strategy 4: Inspire Stewardship

- Objective 4.1: Conserve and strengthen natural resources
- Objective 4.2: Increase biodiversity and interconnectivity on City parkland
- Objective 4.3: Increase eco-literacy of park users and park maintenance staff

Background / Description

Twin Peaks is one of the most-visited natural areas in San Francisco, with stunning 360-degree views of the City and surrounding Bay Area.



The Recreation and Park Department (RPD) worked on various improvements at Twin Peaks for close to ten years. This Commission approved a concept design for the Twin Peaks Trails Improvement Project in February 2012. Due to funding constraints, the trails improvement project was phased, with the first phase completed in 2017.

In the process of trails improvement planning, RPD partnered with Public Works (PW) and the San Francisco Municipal Transportation Agency (SFMTA) to study the relationship between the trails and the roadway at Twin Peaks, and to explore modifications to the roadway to minimize trail roadway crossings. After an extensive public process, this study resulted in the permanent closure of the eastern half of Twin Peaks Boulevard to motorists on June 1, 2020, to improve pedestrian and bicycle access to the Twin Peak Open Space. It is that portion of former roadway that is slated to be converted to a linear park “Promenade” with a multi-use trail.

The roadway is currently PW jurisdiction; however, RPD is working with PW on street vacation legislation and transfer of jurisdiction to RPD, pending RPD’s confirmation of funding for promenade construction. See Attachment 3 for letter of intent regarding land tenure, which is a requirement for the Proposition 68 Regional Park Program grant.

The new Twin Peaks Promenade will formalize the Bay Area Ridge Trail alignment by converting the closed roadway into a linear park. A portion of the roadway will be resurfaced to create a multi-use trail for pedestrians, bicyclists, roller skaters/skate boarders, and persons with disabilities. The community requested these different surfaces to allow users to have different experiences at the site. The portion of roadway that remains paved provides options for commuter cyclists and skaters, as well as people on other wheeled devices. The project will remove most, or all of the concrete barriers and create a seamless transition from promenade to the views of the surrounding natural areas and Cityscape. Rustic boulders will provide seating that will conform with the look of the surrounding natural areas. Seating and bike racks will allow park visitors to extend their stay and explore the Noe Peak and Eureka Peak trails located adjacent to the site, further explore the Creeks-to-Peaks Trail or the northern portion of the Ridge Trail. Interpretive signage on local plants and animals, cultural history and identification of scenic and geological features visible from the Promenade will broaden engagement.

RPD is still working to secure funding to cover construction costs associated with the Promenade. Staff is seeking approval of promenade concept design in order to be more shovel-ready for a Proposition 68 Regional Park Program grant that was applied for (application submitted January 2022). Notification on this and other grant opportunities is expected by late Summer 2022. RPD anticipates being able to move forward with promenade design and construction pending award of either of the two major grants listed below (See Funding section). The design team is moving forward to prepare construction documents for the second phase trails improvement project and will know pending grants notification whether they can package the promenade construction together with the trails improvement, which is anticipated to optimize efficiency and construction contract costs.

Community Engagement

RPD, in partnership with MTA and PW, conducted extensive community outreach related to the promenade scope. The departments held focus groups (2) in 2015 with tour bus drivers and operators as well as trail use-related groups. There was a public workshop convened in June 2015 to review and collect input on various road reconfiguration scenarios. RPD collaborated with SFMTA on two online surveys to collect input on road closure scenarios and then on the pilot road closure. In May 2017, RPD and SFMTA convened an open house to review the preliminary concept design for the promenade.

After identifying funding for a second phase Twin Peaks Trails Improvement Project, through the 2020 Health and Recovery Bond and a second Priority Conservation Area (PCA) grant, RPD staff partnered with the Bay Area Ridge Trail Council to host an online update presentation to members of the public on the Twin Peaks Trails Improvement and Promenade Project in October 2021, combined with an online survey to collect input. RPD sent notices via United States Postal Service to adjacent neighbors, and posted notices on site, in three languages, announcing this meeting and associated online survey.

Here is more information on the surveys:

- Online Survey 1: SFMTA released a multi-lingual electronic survey seeking public feedback regarding the five proposed permanent roadway options for Twin Peaks Boulevard (450 responses, 67% support)
- Online Survey 2: Solicited feedback on the Pilot Project roadway configuration. 433 responses received, of which 58 percent supported making the Pilot roadway configuration permanent
- Online Survey 3: 698 responses, included user information as well as questions on specific aspects of promenade design

Throughout the past several years, staff have posted updates to the project page of the RPD website (<https://bit.ly/twinpeakstrails>).

Core stakeholder groups and partner agencies, including SFMTA, Bay Area Ridge Trail Council, San Francisco Bicycle Coalition, Walk SF, SF Urban Riders, and others have helped to get the word out to their members and user groups.

On May 19, 2022, RPD hosted a video call with core stakeholder groups to update them on promenade design progress and survey results and to solicit their ideas. RPD also posted updates to the project page of the website and sent to a large email list of stakeholders compiled over the past several years, from community meeting attendance, online survey participation, Supervisor referrals, and by request / inquiry.

Design aspects that will be addressed and refined during schematic design and onward, some of which is based on input from community stakeholders, include the following:

- Fire and emergency access

- Disability access
- Design of wayfinding and interpretive signage
- Balancing accommodating skateboard / skater use with other uses
- Minimizing graffiti and vandalism / maintenance burden
- Identifying opportunities for seating and gathering and wind breaks for comfort
- Finalizing logistics of full or partial concrete barrier removal

Funding

Funding for planning for this project will be through a Priority Conservation Area (PCA) grant. Funding for design and construction is still unidentified. The following grant applications have been submitted and are pending notification (anticipated by late Summer 2022):

Proposition 68 Regional Park Program Grant	\$ 2,225,000
Recreational Trail Program Grant	\$ 2,000,000

Project Schedule

Planning	Spring 2015 – Spring 2022
Design	Fall 2022
Bid / Award	Spring 2023
Construction	Summer / Fall 2023 – Summer 2024

Environmental Review

Twin Peaks Promenade Project was issued a CEQA categorical exemption by the San Francisco Planning Department on May 4, 2022 (Case No. 2022- 003295ENV, see attached).

Staff Recommendation

RESOLVED, that this Commission does approve the concept plan for the Twin Peaks Promenade Design Concept Plan.

Supported By

Bay Area Ridge Trail Council
 Walk SF
 San Francisco Bicycle Coalition
 California Native Plant Society Yerba Buena Chapter
 SFMTA
 San Francisco Department of the Environment Healthy Ecosystems Program

Opposed By

None known at this time

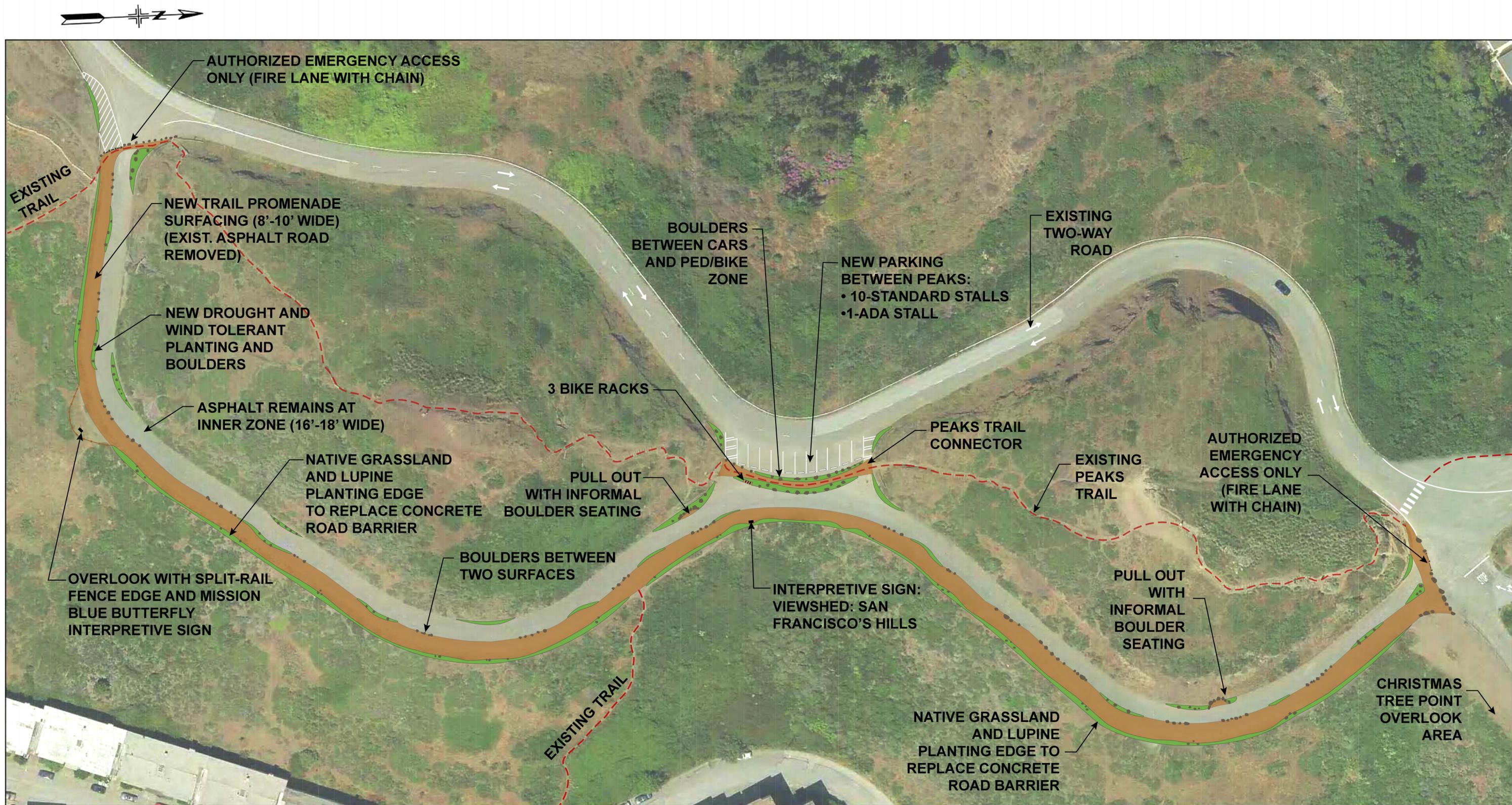
Attachments

Attachment 1 Twin Peaks Promenade Concept Design (3 pages)

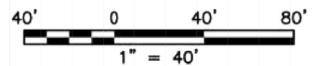
Attachment 2 CEQA Categorical Exemption Determination (Case No. 2022-003295ENV)

Attachment 3 SFMTA Board Permanent Road Closure Determination
(Resolution No.200421-041)

Attachment 3 San Francisco Public Works (SFPW) Land Tenure Commitment Letter of Intent



JUNE 21, 2018



TWIN PEAKS PROMENADE CONCEPT DESIGN PLAN



PERSPECTIVE VIEW: LOOKING SOUTH FROM EAST OF NORTH PEAK

MAY 8, 2018

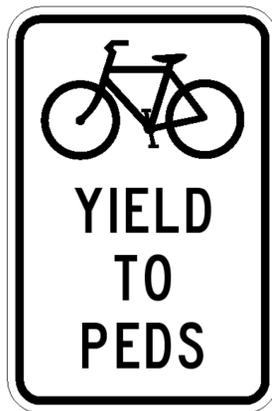




PEDESTRIAN TRAIL SURFACING



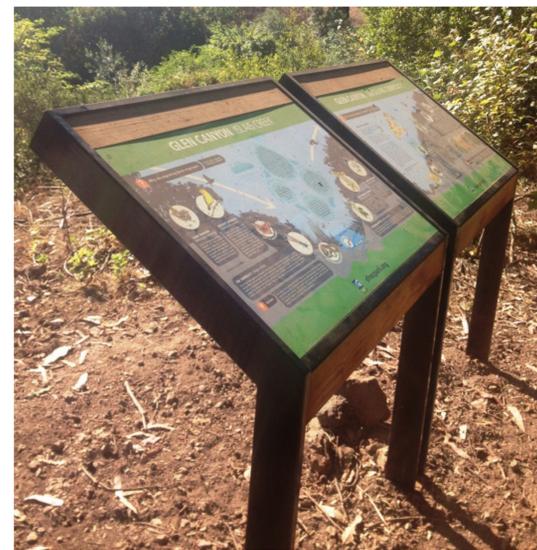
BIKE RACKS



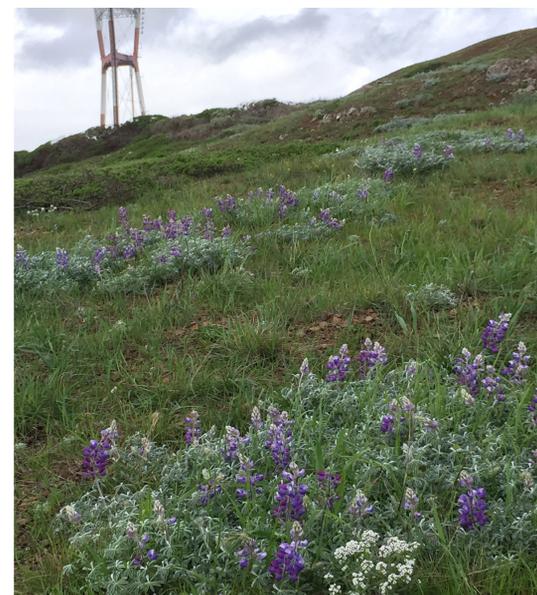
SIGNAGE



PARK MAP SIGN



INTERPRETIVE SIGN



MISSION BLUE BUTTERFLY HABITAT



Coyote Bush



Pacific Reed Grass



Cal Fuchsia



Lizard Tail



California Poppy



BOULDER TRAFFIC SEPARATORS



BOULDER SEATING



STONE WALL AT CHRISTMAS TREE POINT

DROUGHT AND WIND TOLERANT PLANTING AT PROMENADE



LOOK/FEEL: PROPOSED MATERIALS AND PLANTING

MAY 8, 2018



CEQA Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
REC & PARK: Twin Peaks Promenade		
Case No.		Permit No.
2022-003295ENV		
<input type="checkbox"/> Addition/Alteration	<input type="checkbox"/> Demolition (requires HRE for Category B Building)	<input type="checkbox"/> New Construction
<p>Project description for Planning Department approval.</p> <p>REC & PARK: Twin Peaks Promenade - The scope of work includes: 1. Conversion of 1/3 to 1/2 of the roadway (approximately 10,000-20,000 SF) from paved asphalt to a different pathway material (such as Park Tread, decomposed granite w/binding, or light colored permeable concrete). 2. Removal of all or most of the concrete barrier and small section of existing metal guardrail along the western side of the pavement, in order to provide more expansive views for park users and to minimize graffiti. 3. Removal of narrow informal dirt trail just east of the concrete barrier. 4. New landscaping, including: 1. Seeding the length and width of the narrow informal dirt trail, just east of the paved roadway and concrete barrier, to match existing plants on the eastern flank of Twin Peaks and provide a natural buffer to the sloped hillside. 2. Possible minimal roadway planting, to be 100% drought-tolerant species. 3. Installation of landscape accent elements (i.e.- boulders or other simple seating). 4. Installation of bicycle racks (estimated 3-5, likely provided through SFMTA program; see representative photo in attached materials board). 5. Two interpretive signs, each with unique content (see representative photo in attached materials board). 6. Wayfinding signage (approximately 4 park map signs and 6 wayfinding sign posts; see to help park</p> <p>FULL PROJECT DESCRIPTION ATTACHED</p>		

STEP 1: EXEMPTION TYPE

The project has been determined to be exempt under the California Environmental Quality Act (CEQA).	
<input checked="" type="checkbox"/>	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input checked="" type="checkbox"/>	Class 3 - New Construction. Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	<p>Class 32 - In-Fill Development. New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p> <p>FOR ENVIRONMENTAL PLANNING USE ONLY</p>
<input checked="" type="checkbox"/>	Other _____ CLASS 4: MINOR ALTERATIONS TO LAND
<input type="checkbox"/>	Common Sense Exemption (CEQA Guidelines section 15061(b)(3)). It can be seen with certainty that there is no possibility of a significant effect on the environment. FOR ENVIRONMENTAL PLANNING USE ONLY

STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT

TO BE COMPLETED BY PROJECT PLANNER

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

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

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

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

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

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

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

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

STEP 6: EXEMPTION DETERMINATION
TO BE COMPLETED BY PROJECT PLANNER

<input checked="" type="checkbox"/>	No further environmental review is required. The project is exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect.	
	Project Approval Action: RPD Commission Approval of Conceptual Design	Signature: Don Lewis 05/04/2022
	Once signed or stamped and dated, this document constitutes a n exemption pursuant to CEQA Guidelines and Chapter 31of the Administrative Code. In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination to the Board of Supervisors can only be filed within 30 days of the project receiving the approval action.	

Full Project Description

REC & PARK: Twin Peaks Promenade - The scope of work includes:

1. Conversion of 1/3 to 1/2 of the roadway (approximately 10,000-20,000 SF) from paved asphalt to a different pathway material (such as Park Tread, decomposed granite w/binding, or light colored permeable concrete).
2. Removal of all or most of the concrete barrier and small section of existing metal guardrail along the western side of the pavement, in order to provide more expansive views for park users and to minimize graffiti.
3. Removal of narrow informal dirt trail just east of the concrete barrier
4. New landscaping, including: 1. Seeding the length and width of the narrow informal dirt trail, just east of the paved roadway and concrete barrier, to match existing plants on the eastern flank of Twin Peaks and provide a natural buffer to the sloped hillside. 2. Possible minimal roadway planting, to be 100% drought-tolerant species
5. Installation of landscape accent elements (i.e.- boulders or other simple seating)
6. Installation of bicycle racks (estimated 3-5, likely provided through SFMTA program; see representative photo in attached materials board)
7. Two interpretive signs, each with unique content (see representative photo in attached materials board)
8. Wayfinding signage (approximately 4 park map signs and 6 wayfinding sign posts; see to help park users better navigate between the promenade and adjacent trails and site access points (see representative details attached)
9. Approximately 100 linear feet of low split-rail fencing to discourage park users from traversing planted habitat areas
10. Minimal striping and configuration adjustments to parking between peaks that was established via road closure
11. Bollards or boulders with chain or gate at access points, for fire / emergency access

Step 5: #8 Work Consistent With the Secretary of the Interior Standards for the Treatment of Historic Properties Analysis

1. Conversion of 1/3 to 1/2 of the roadway (approximately 10,000-20,000 SF) from paved asphalt to a different pathway material (such as Park Tread, decomposed granite w/binding, or light colored permeable concrete).
2. Removal of all or most of the concrete barrier and small section of existing metal guardrail along the western side of the pavement, in order to provide more expansive views for park users and to minimize graffiti.
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10. Minimal striping and configuration adjustments to parking between peaks that was established via road closure
11. Bollards or boulders with chain or gate at access points, for fire / emergency access

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

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

MODIFIED PROJECT DESCRIPTION

Modified Project Description:

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:

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

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

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

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

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 200421-041

WHEREAS, Twin Peaks is an iconic open space landmark in San Francisco, to be enjoyed by all in safety and comfort; and,

WHEREAS, The Twin Peaks Boulevard Figure 8 Pilot Project has allowed the SFMTA to evaluate circulation impacts and solicit community feedback for permanent closure of the eastern alignment of the Figure 8; and,

WHEREAS, Vehicle circulation at Twin Peaks remained relatively unchanged under the Pilot Project, and vehicles are traveling at safer speeds; and,

WHEREAS, SFMTA staff have determined that the eastern alignment of Twin Peaks Boulevard in the the “Figure 8” loop is no longer needed for vehicular traffic pursuant to California Vehicle Code section 21101, except for bicycles and emergency vehicles, because it is necessary for the safety and comfort of vulnerable street users; and,

WHEREAS, SFMTA staff have proposed to make permanent the Pilot Project’s traffic modifications as follows:

- A. ESTABLISH - ROAD CLOSURE, EXCEPT, BICYCLES AND EMERGENCY VEHICLES - Twin Peaks Boulevard, eastern alignment, from Christmas Tree Point Road to 1,700 feet southerly (closes existing northbound one-way portion of figure eight loop to vehicles)
- B. ESTABLISH - TWO-WAY STREET - Twin Peaks Boulevard, western alignment, from Christmas Tree Point Road to 1,500 feet southerly (converts existing southbound one-way portion of figure eight loop to two-way operation); and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on these modifications through the SFMTA Engineering Public Hearing process; and,

WHEREAS, The proposed Twin Peaks Permanent Project is subject to the California Environmental Quality Act (CEQA); CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On April 2, 2020, the San Francisco Planning Department determined (Case Number 2020-003882ENV) that the proposed Twin Peaks Permanent Project is categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference; and,

WHEREAS, Final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18; however, none of the proposed traffic modifications are subject to the review by the Board of Supervisors pursuant to Ordinance 127-18; now therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors finds that Twin Peaks Boulevard, eastern alignment, from Christmas Tree Point Road to the southern end of the “Figure 8” roadway is no longer needed for vehicular traffic pursuant to California Vehicle Code Section 21101, except for bicycles and emergency vehicles, because it is necessary for the safety and comfort of vulnerable street users; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves permanently closing Twin Peaks Boulevard, eastern alignment, from Christmas Tree Point Road to the southern end of the “Figure 8” roadway to vehicular traffic except for bicycles and emergency vehicles, and changing the one-way direction of Twin Peaks Boulevard, western alignment, from Christmas Tree Point Road to the northern end of the “Figure 8” roadway to two-way, as set forth in Items A and B above.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 21, 2020.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

May 12, 2022

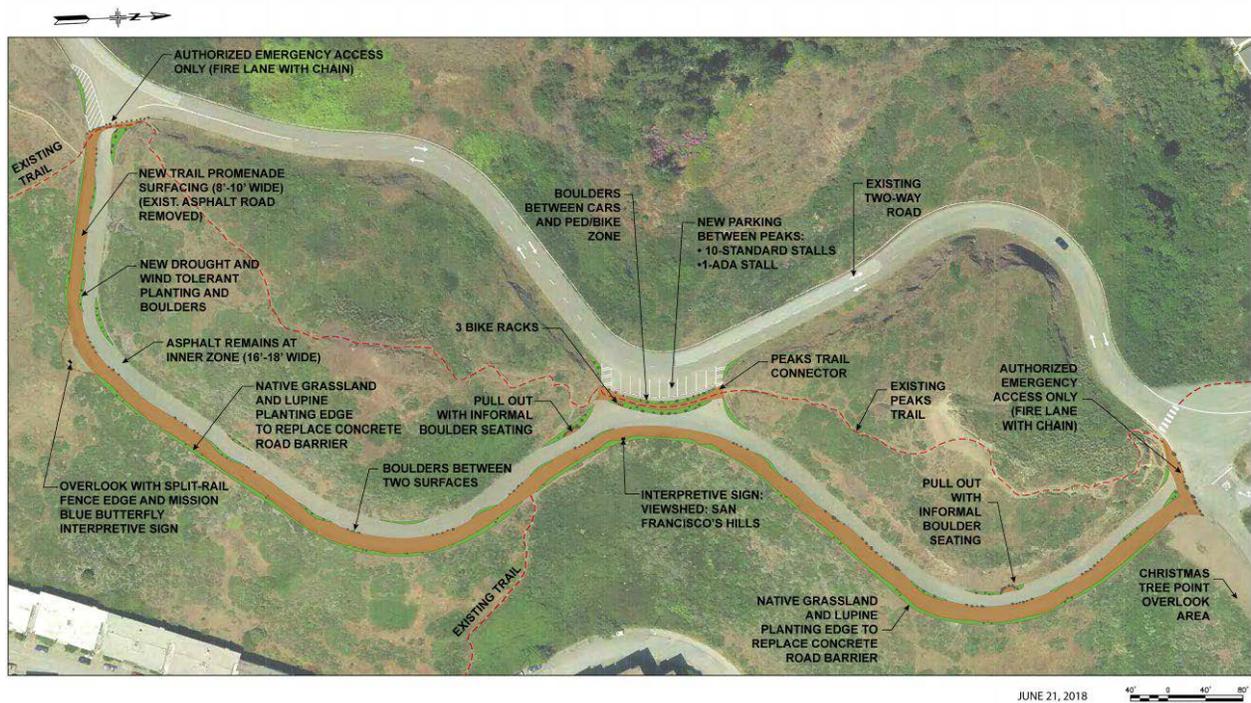
Stacy Radine Bradley, AICP, Director of Capital and Planning
San Francisco Recreation and Park Department
49 South Van Ness Ave, Suite 1220
San Francisco, CA 94103

RE: Letter of Intent to Transfer Jurisdiction of the Twin Peaks Promenade Project Site from the SF Department of Public Works to the SF Recreation and Park Department

Dear Director Bradley:

The San Francisco Department of Public Works (SFPW) is the current jurisdictional owner of the proposed Twin Peaks Promenade project street vacation footprint and I, Director Carla Short, current Interim Director of SFPW am supportive of the proposed Twin Peaks Promenade project street vacation and commit to the associated land transfer from SFPW to the Recreation and Park Department subject to subsequent approval through the City's legislative process. The street vacation and transfer will occur upon securing grant funds to convert the closed roadway into a multi-use trail/promenade.

Project Site: Eastern alignment roadway atop Twin Peaks "Figure 8" from Christmas Tree Point Rd to approx. 1,580 feet southerly. See below:



TWIN PEAKS PROMENADE CONCEPT DESIGN PLAN



Thank You,

Carla Short

Interim Director of San Francisco Department of Public Works
49 South Van Ness Ave, Suite 300
San Francisco, CA 94103

Cc: Albert Ko, PE, City Engineer and Deputy Director (SFPW)
Nicolas Huff, Manager (SFPW)
Yael Golan, Acting Deputy Director of Planning, Capital and Planning Division (RPD)
Melinda Sullivan, Project Manager (RPD)
Toni Moran, Analyst (RPD)
Chris Townes, Planner (RPD)