



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

May 10, 2022

Carla Short, Interim Director of San Francisco Department of Public Works (DPW)  
49 South Van Ness Ave, Suite 300  
San Francisco, CA 94103

**RE: Application for DPW Public Street Vacation for Twin Peaks Promenade Project**

Dear Director Short:

The Recreation and Park Department (RPD) hereby submits the DPW Public Street Vacation Application for the Twin Peaks Promenade project. The project was issued a CEQA categorical exemption by the San Francisco Planning Department on May 4, 2022 (Case No. 2022-003295ENV, see attached). Additional project approvals to be secured include approval of the conceptual design by the Recreation and Park Commission and a General Plan Referral determination from the San Francisco Planning Department which will be provided to the DPW-assigned planner once issued.

The Twin Peaks Promenade project proposes the street vacation of a portion of the asphalt roadway atop the Twin Peaks "Figure 8" (eastern alignment only from Christmas Tree Point Road to approximately 1,580 feet southerly). The area of the proposed vacation footprint aligns with the existing eastern alignment roadway and is generally bounded by Christmas Tree Point Rd to the north and the Twin Peaks Blvd split to the south. As part of a previous pilot program, the vacation site was closed to vehicular traffic while remaining available as open space to allow SFMTA to evaluate circulation impacts and solicit community feedback for permanent closure of the eastern alignment of the Figure 8. Permanent street closure was approved by the SFMTA Board on April 21, 2020 per Resolution No. 200421-041 (see attached).

The purpose of the vacation is to lay the groundwork for a repurposing of the site from vehicular use to pedestrian and bicycle-oriented recreational open space atop one of San Francisco's most iconic destinations: Twin Peaks. Specifically, RPD seeks to redevelop the site as a new Twin Peaks promenade that would include comprehensive surface improvements to create pedestrian and bicycle pathways with associated landscaping, seating, signage, bicycle parking and other amenities (per Twin Peaks Promenade project plans attached). The envisioned promenade would establish a recreational and open space connection between the two peaks and broader trail system to support additional recreational opportunities for San Francisco residents and visitors, while concurrently maintaining existing vehicular access along the western half the Figure 8 which would remain unaltered.

The project supports numerous policies under Objective 3 of the Recreation and Open Space Element of the San Francisco General Plan to “Improve Access and Connectivity to Open Space”. The project also supports the City’s Climate Action goals related to ecosystem management and restoration and Objective 4 of the Open Space Element to “preserve, protect and restore local biodiversity,” as it will enhance sustainability and resiliency by replacing a large expanse of asphalt roadway with native drought-tolerant plants and permeable surfaces that will bolster soil health while reducing urban heat island effects.

Respectfully,

*Chris Townes*

Chris Townes, Senior Planner  
SF Recreation and Parks Department, Capital and Planning Division  
E-mail: [chris.townes@sfgov.org](mailto:chris.townes@sfgov.org)

Enclosures:

1. DPW Public Street Vacation Application Packet
2. Twin Peaks Promenade preliminary conceptual project plans with renderings and material palette
3. CEQA Categorical Exemption Determination (Case No. 2022-003295ENV)
4. SFMTA Board Permanent Road Closure Determination (Resolution No.200421-041)

\*Note: DRAFT SUR Map is still being developed but will be submitted to DPW-assigned planner once available.

## D. APPLICANT INFORMATION PAGE

Applicant			
Name:			
Address:			
Phone:		E-mail:	
Person to be contacted concerning this project (If different from applicant)			
Name:			
Address:			
Phone:		E-mail:	
Firm or agent preparing the SUR Map/Legal Description			
Name:			
Address:			
Phone:		E-mail:	

I (We) hereby certify, under penalty of perjury, that I have complied with the requirement for review of the proposed Vacation of the Public Street/Public Easement by all owners of real property that contact the proposed vacation area, and the information presented here is true and correct to the best of my (our) knowledge and belief.

I (We) \_\_\_\_\_  
(Print Applicant's Name in full)

submit this application to request the vacation of the following Public Street(s):

\_\_\_\_\_

from \_\_\_\_\_ to \_\_\_\_\_ or Public Easement

as shown on the attached draft SUR-Map.

*Chris Townes*

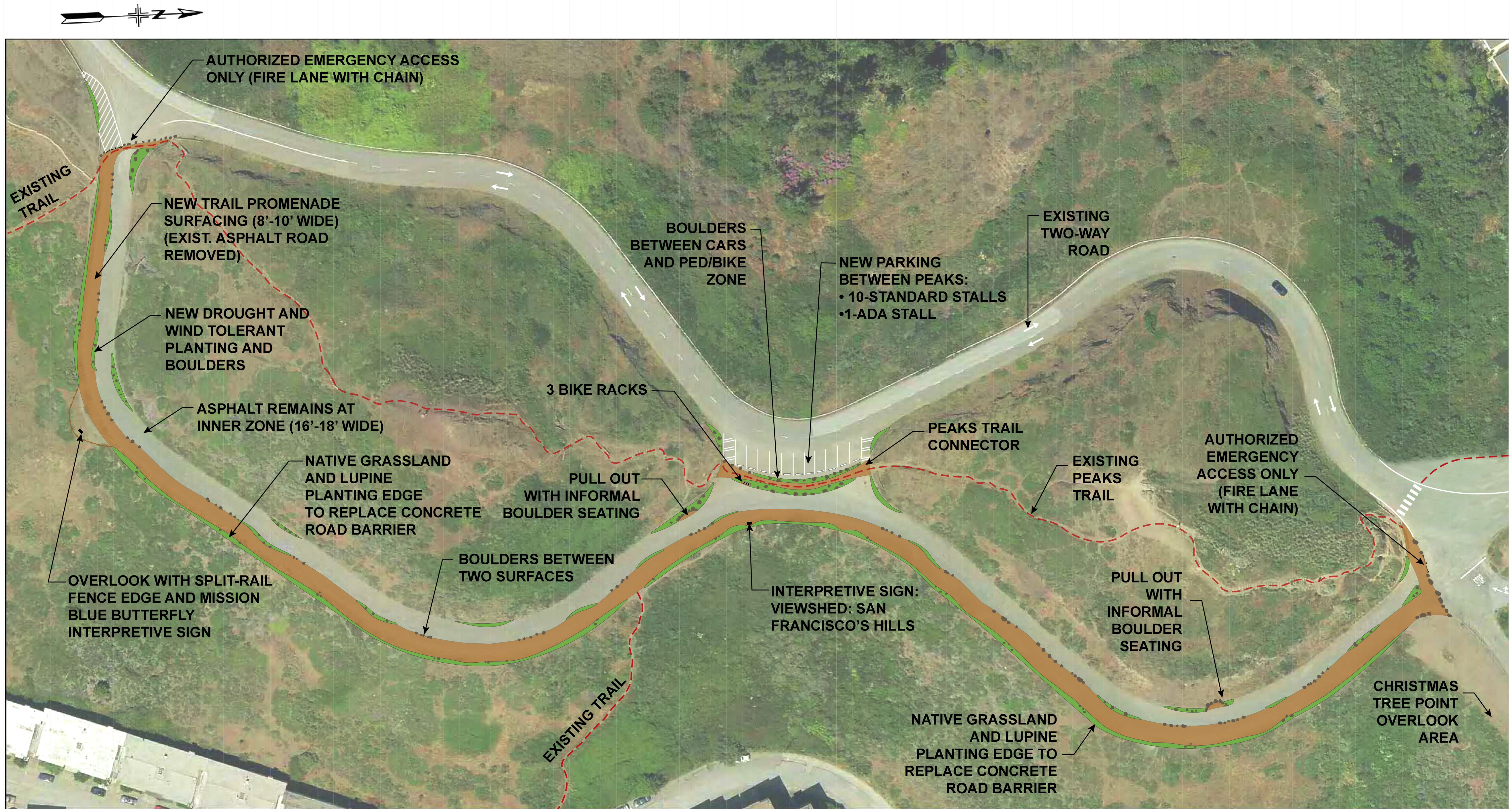
Signature(s)

Date

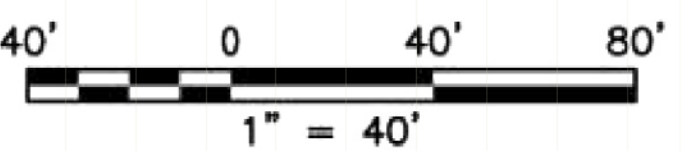
Signature(s)

Date





JUNE 21, 2018



## TWIN PEAKS PROMENADE CONCEPT DESIGN PLAN





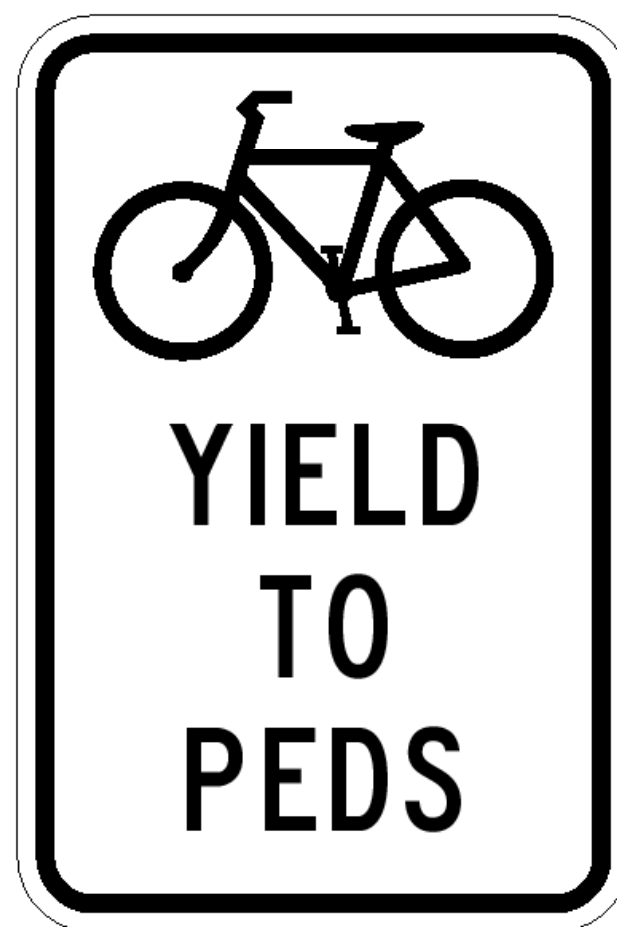




PEDESTRIAN TRAIL SURFACING



BIKE RACKS



SIGNAGE



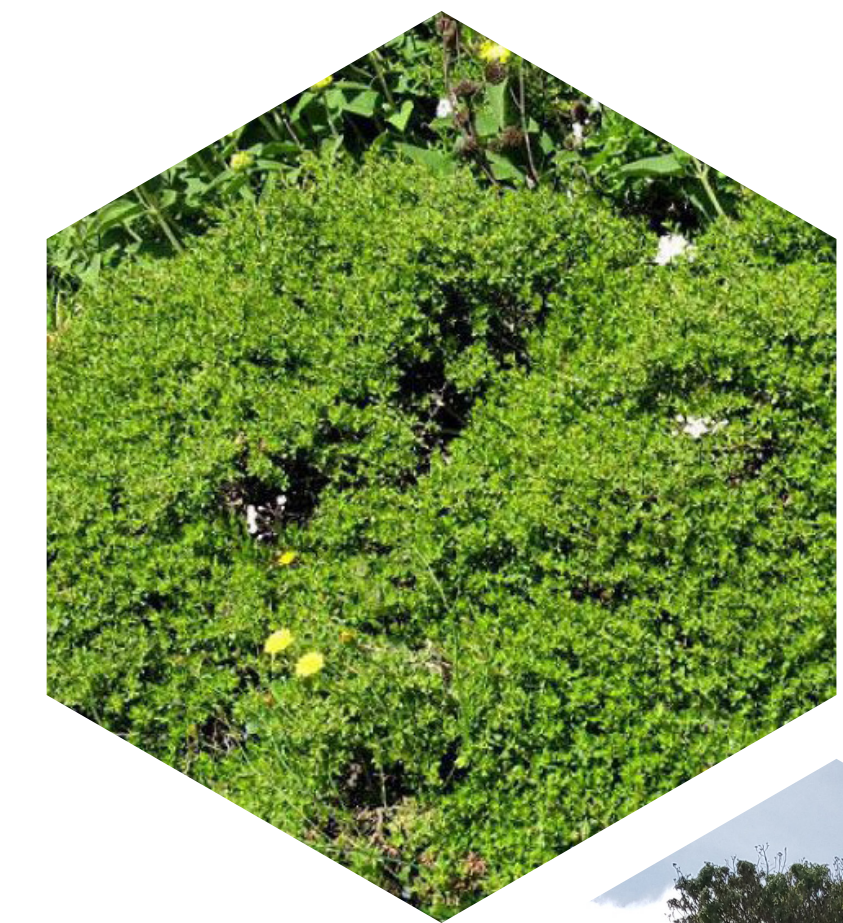
PARK MAP SIGN



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





## CEQA Exemption Determination

### PROPERTY INFORMATION/PROJECT DESCRIPTION

<b>Project Address</b>		<b>Block/Lot(s)</b>
REC & PARK: Twin Peaks Promenade		
<b>Case No.</b>		<b>Permit No.</b>
2022-003295ENV		
<input type="checkbox"/> <b>Addition/ Alteration</b>	<input type="checkbox"/> <b>Demolition (requires HRE for Category B Building)</b>	<input type="checkbox"/> <b>New Construction</b>
<b>Project description for Planning Department approval.</b> 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). FULL PROJECT DESCRIPTION ATTACHED		

### STEP 1: EXEMPTION TYPE

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



## STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT

### TO BE COMPLETED BY PROJECT PLANNER

<input type="checkbox"/>	<b>Air Quality:</b> 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> )
<input type="checkbox"/>	<b>Hazardous Materials:</b> 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? <b>Note that a categorical exemption shall not be issued for a project located on the Cortese List</b> 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> )
<input type="checkbox"/>	<b>Transportation:</b> 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?
<input type="checkbox"/>	<b>Archeological Resources:</b> 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.
<input type="checkbox"/>	<b>Subdivision/Lot Line Adjustment:</b> 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.
<input type="checkbox"/>	<b>Average Slope of Parcel = or &gt; 25%, or site is in Edgehill Slope Protection Area or Northwest Mt. Sutro Slope Protection Area:</b> 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.
<input type="checkbox"/>	<b>Seismic Hazard:</b> <input type="checkbox"/> Landslide or <input type="checkbox"/> Liquefaction Hazard Zone: Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area, or (4) grading performed at a site in the landslide hazard zone? (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.
<b>Comments and Planner Signature (optional):</b> Don Lewis	



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

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

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

<b>Check all that apply to the project.</b>	
<input type="checkbox"/>	1. <b>Change of use and new construction.</b> Tenant improvements not included.
<input checked="" type="checkbox"/>	2. <b>Regular maintenance or repair</b> to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. <b>Window replacement</b> that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. <b>Garage work.</b> 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. <b>Deck, terrace construction, or fences</b> not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. <b>Mechanical equipment installation</b> that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. <b>Dormer installation</b> that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. <b>Addition(s)</b> 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.
<b>Note: Project Planner must check box below before proceeding.</b>	
<input type="checkbox"/>	Project is not listed. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project <b>does not conform</b> to the scopes of work. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project involves <b>four or more</b> work descriptions. <b>GO TO STEP 5.</b>
<input checked="" type="checkbox"/>	Project involves <b>less than four</b> work descriptions. <b>GO TO STEP 6.</b>

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

<b>Check all that apply to the project.</b>	
<input type="checkbox"/>	1. <b>Reclassification of property status.</b> <i>(Attach HRER Part I)</i> <div style="display: flex; justify-content: space-between; align-items: flex-start; margin-top: 10px;"> <div style="width: 45%;"> <input type="checkbox"/> Reclassify to Category A  a. Per HRER  b. Other <i>(specify)</i>: </div> <div style="width: 45%;"> <input type="checkbox"/> Reclassify to Category C  <i>(No further historic review)</i> </div> </div>
<input type="checkbox"/>	2. Project involves a <b>known historical resource (CEQA Category A)</b> as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	3. <b>Interior alterations to publicly accessible spaces that do not remove, alter, or obscure character defining features.</b>
<input type="checkbox"/>	4. <b>Window replacement</b> of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	5. <b>Façade/storefront alterations</b> that do not remove, alter, or obscure character-defining features.



<input type="checkbox"/>	6. <b>Raising the building</b> in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	7. <b>Restoration</b> 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. <b>Work consistent</b> with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties</i> (Analysis required): PLEASE SEE ATTACHED
<input type="checkbox"/>	9. <b>Work compatible</b> with a historic district (Analysis required):
<input type="checkbox"/>	10. <b>Work that would not materially impair</b> a historic resource (Attach HRER Part II).
<b>Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.</b>	
<input checked="" type="checkbox"/>	<b>Project can proceed with exemption review.</b> The project has been reviewed by the Preservation Planner and can proceed with exemption review. <b>GO TO STEP 6.</b>
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 an exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code. In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination to the Board of Supervisors can only be filed within 30 days of the project receiving the approval action.	



## **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.
3. Removal of narrow informal dirt trail just east of the concrete barrier
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5. Installation of landscape accent elements (i.e.- boulders or other simple seating)
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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 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.
<p>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.</p>	
<b>Planner Name:</b>	<b>Date:</b>



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