

Twin Peaks Plan
First public workshop
13 July 2024



Who we are

- Livable City
- Robin Chiang & Associates with Merrill Morris
- Association of Ramaytush Ohlone
- American Indian Cultural District
- The Cultural Conservancy

The project

- Create a Master Plan for the City-owned lands on Twin Peaks.
- Engage the local American Indian Community in use, care, and interpretation of Twin Peaks
- Identify opportunities to improve the planning, care, and stewardship of Twin Peaks public lands and its natural environment.
- Identify improvements to access, facilities, wayfinding, and activities which enhance equitable access to and enjoyment and appreciation of Twin Peaks.
- Develop and evaluate alternatives for a visitors center on Twin Peaks.
- Recommend governance changes and identify the resources necessary (including funding) to accomplish these goals.

What we're doing today

- Explain the purpose and scope of Twin Peaks master plan
- Review current the context and opportunities
- Review, discuss, and refine planning principles
- Help us focus the our efforts on areas of opportunity and concern for you

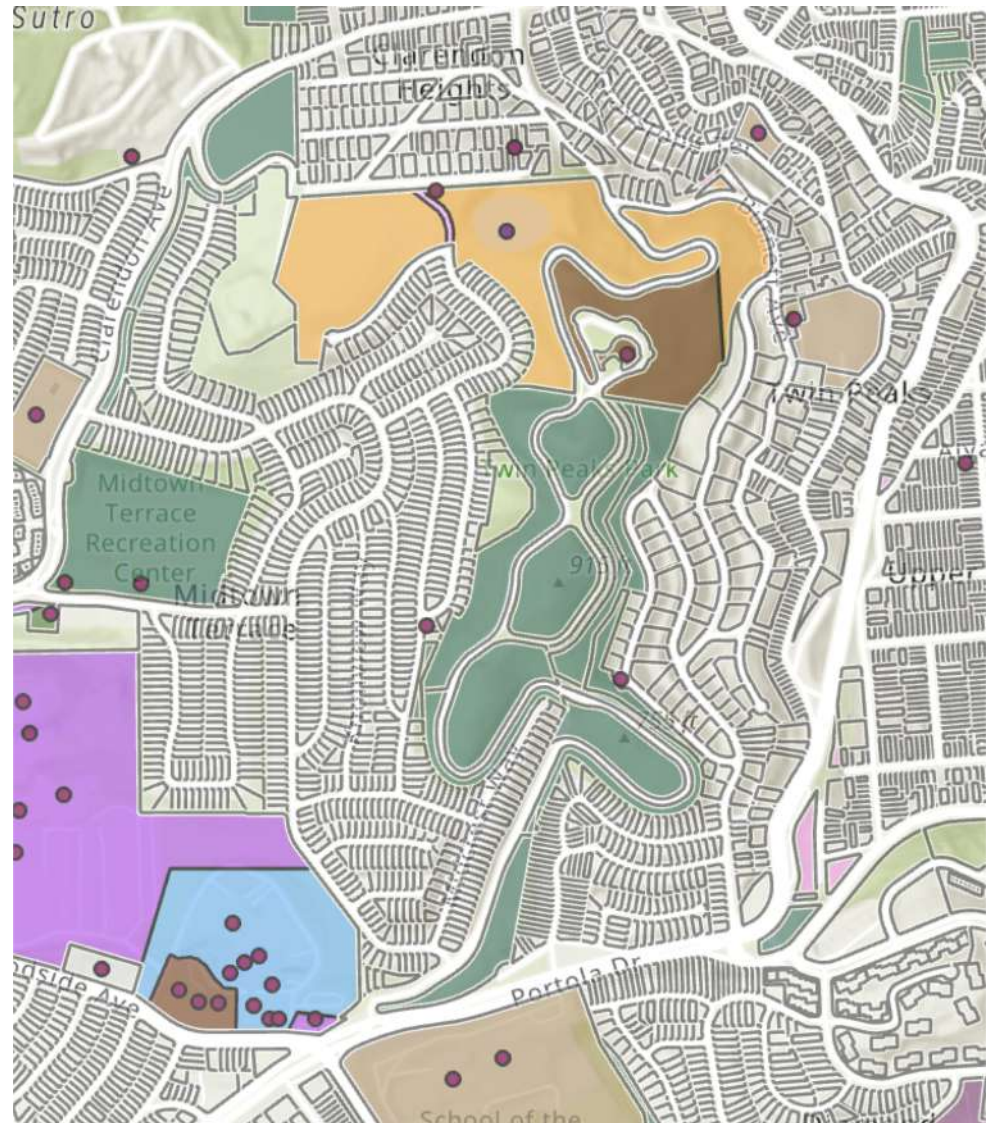
Twin Peaks is extraordinary

- One of the most important native grasslands remaining in the Franciscan bioregion.
- Home to several endangered and threatened species and rare plant communities
- A popular place for outdoor recreation
- A popular place for enjoying globally-famous views
- A neighborhood open space
- A place where some people behave badly



Current City land ownership

- Recreation and Parks – Twin Peaks Park and the Interior Greenbelt (green)
- SF Public Utilities Commission – reservoir properties and northeast slope (gold)
- Real Estate- Christmas Tree Point (dark brown)
- Technology – Radio towers
- Public Works – Marview between Fairview and Palo Alto (pink)



Protected and unprotected lands

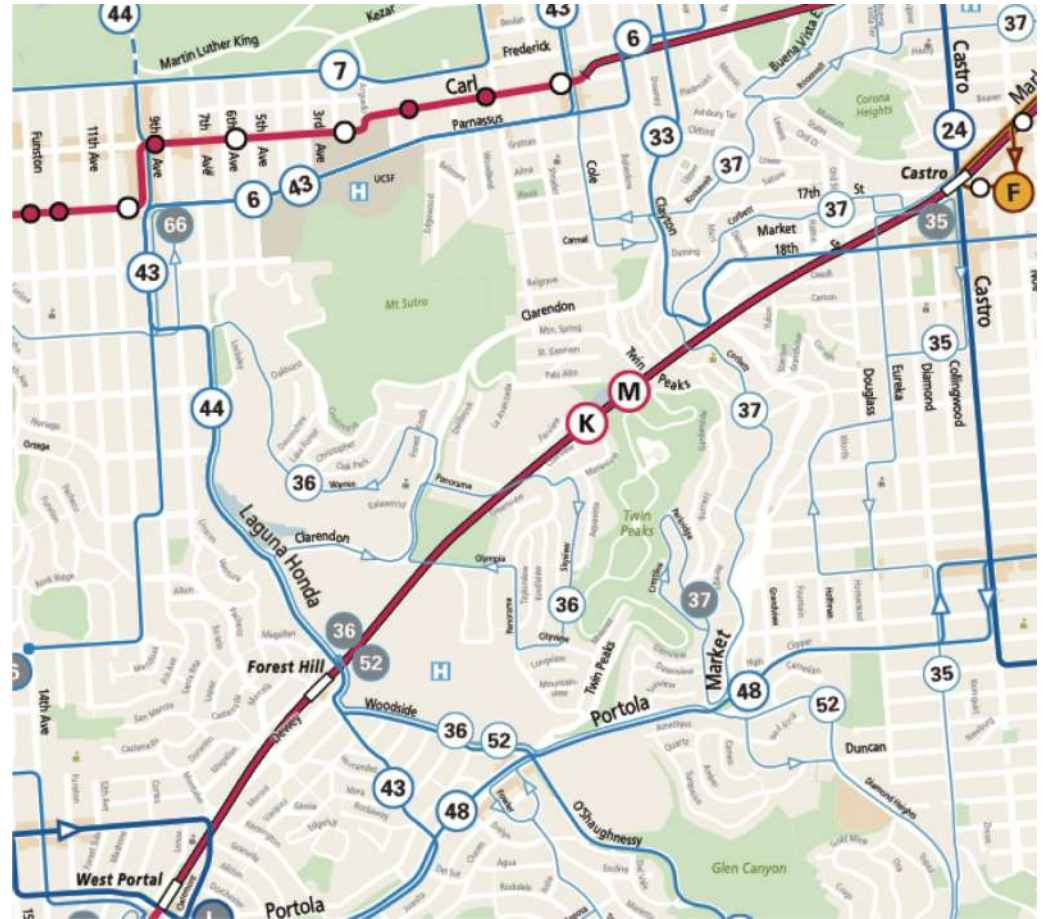
from the 2011 biodiversity assessment

two privately-owned undeveloped parcels hold significant potential for natural habitat and/or trail connections.



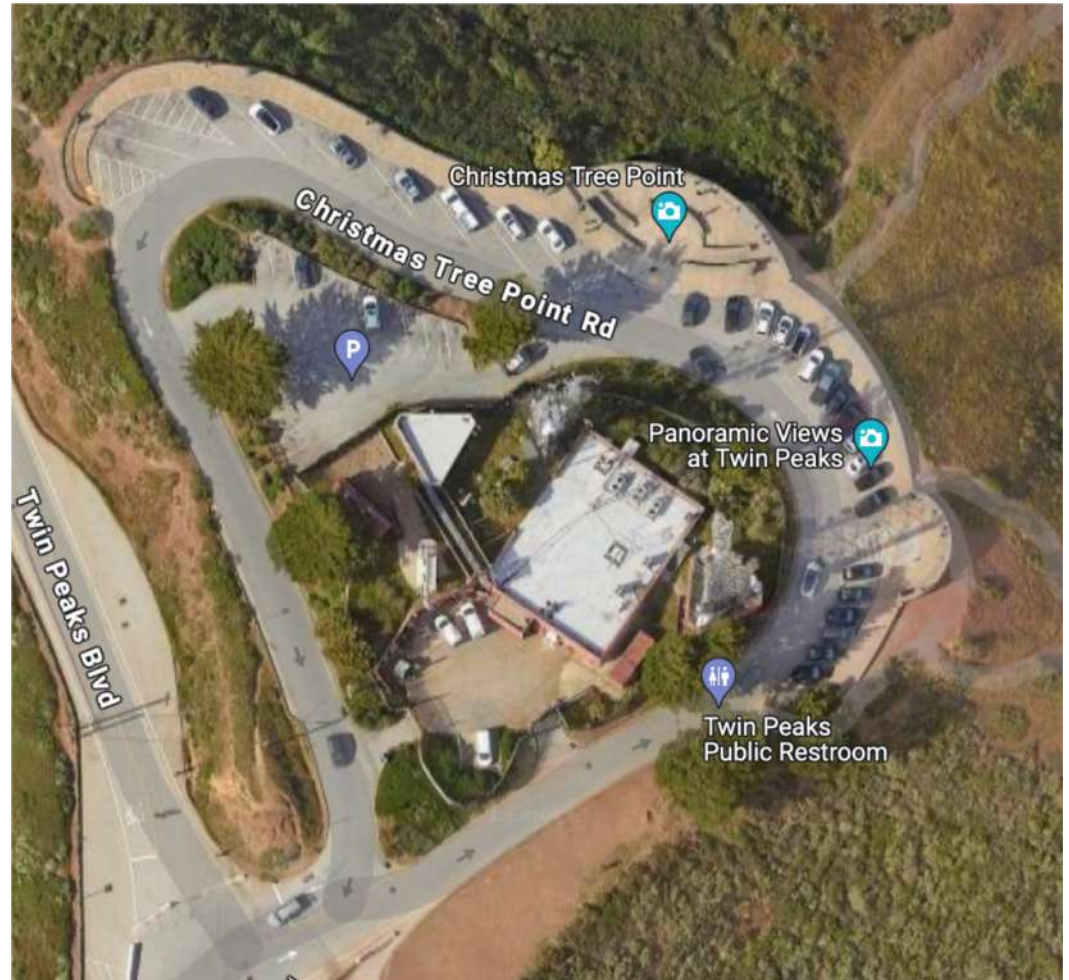
Public transportation

- Several Muni routes run nearby
- No direct Muni service to Twin Peaks or Christmas Tree Point
- Most community service routes run infrequently during parts of the day
- Many nearby Muni stops lack shelters, maps, real-time arrival and departure information
- Wayfinding to and from transit stops is largely absent
- Other open space destinations, like Coit Tower, have direct Muni service. Should Twin Peaks?



Automobile access and parking

- Auto and tour bus access into the park via the Twin Peaks Boulevard-Christmas Tree Point Loop
- Parking at Christmas Tree Point, in the saddle between the Peaks, and on adjacent streets.
- Auto traffic and visitor parking demand impacts neighbors and the environment.
- Car break-ins are common.
- It is impractical to expand parking very much, but existing parking can be managed differently.



Trails

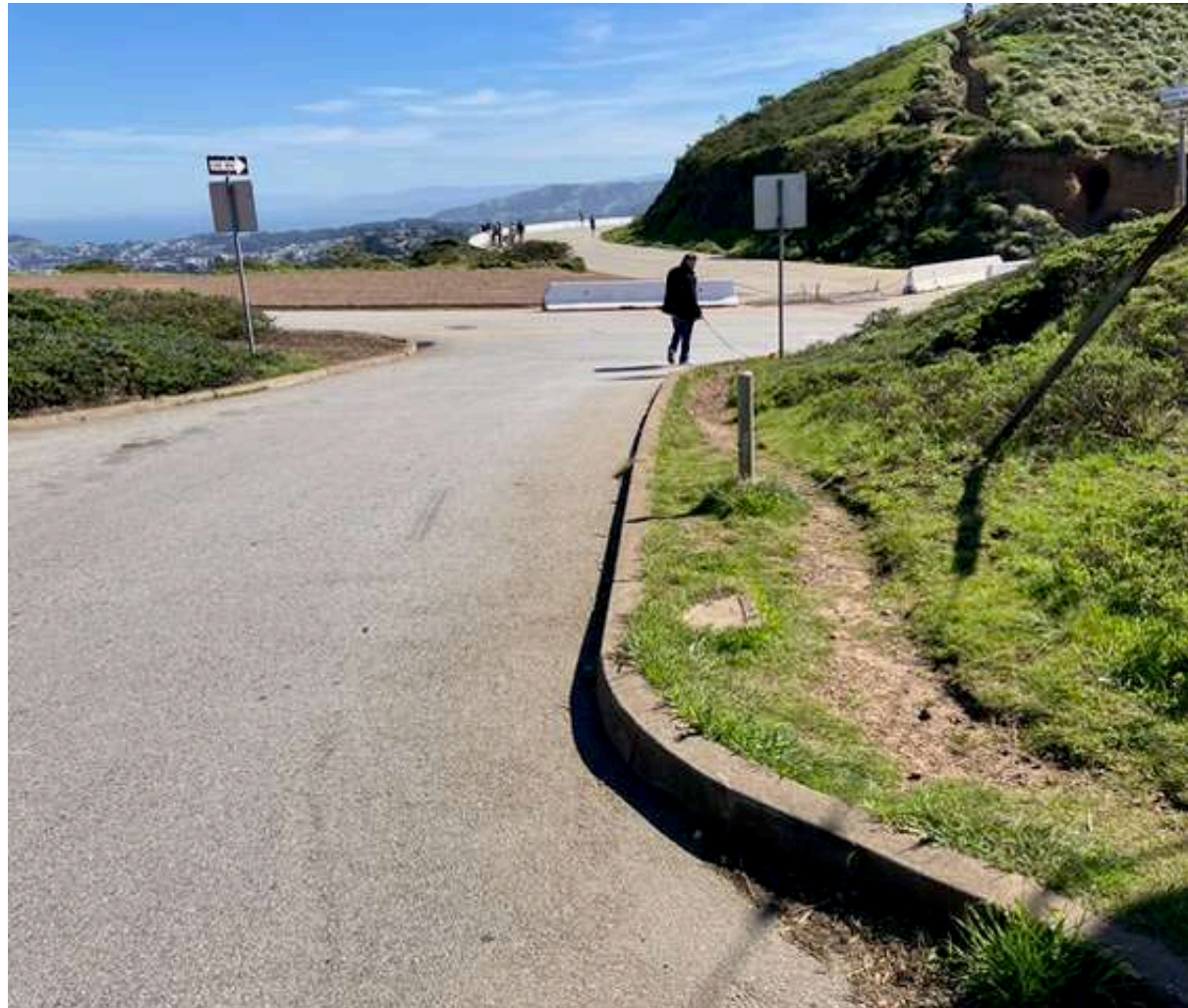
- Twin Peaks is on the Bay Area Ridge Trail, a 400-mile regional trail
- The Crosstown Trail intersects Ridge Trail at southern end of Twin Peaks Park
- The trail system in Twin Peaks Park has a plan and is currently being improved
- Trail connections between Twin Peaks, Mount Sutro, and Glen Canyon have several sections which are poorly-designed and maintained or which run on-street.
- The Twin Peaks to Marview trail was recently awarded a District 7 community-based budgeting grant
- Informal trails, particularly around Christmas Tree Point, are causing erosion and damaging natural habitat.



The Bay Area Ridge Trail: The Official Guide, 2014 map 500, page 310; Revised 5/30/2020; Version 4.0

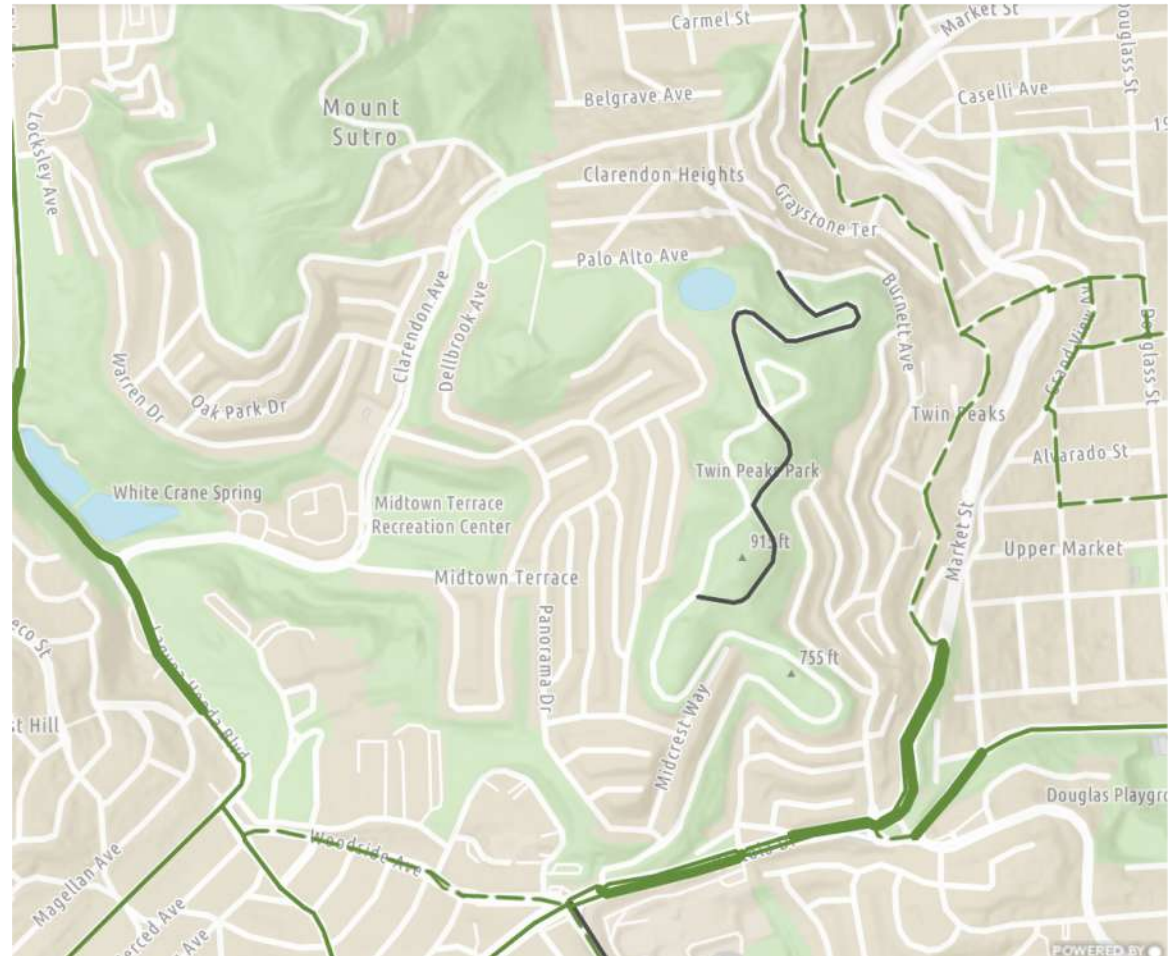
Walking

- The walking network includes sidewalks, off-street trails, and some public stairways
- Some streets around Twin Peaks are missing basic accessibility and safety features like sidewalks, curb ramps, and marked crosswalks.
- Clarendon and Portola can be intimidating to cross



Biking

- On-street bike network is discontinuous and limited, inadequate for safe and comfortable all-ages cycling.
- Growing popularity of e-bikes could open hilly areas of the City to people on bikes if it can be made safe.
- No nearby Bay Wheels stations
- We're researching sanctioned mountain biking trails.

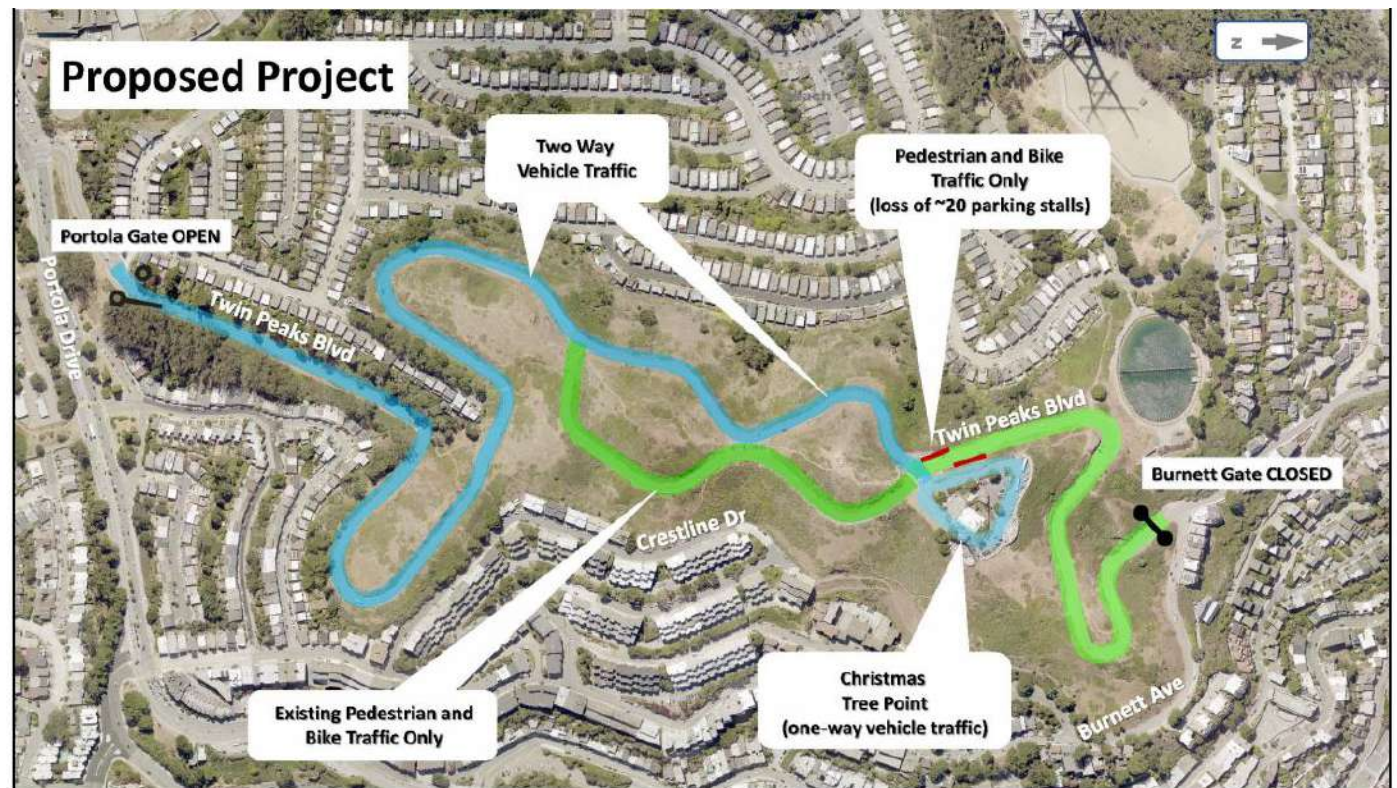


Recently-approved projects

- Several projects and plans have been approved for Twin Peaks, with significant community engagement and research
- These include
 - Twin Peaks Trails Improvement and Promenade Project
 - Twin Peaks For All
 - Significant Natural Resource Areas Management Plan
- Our plan will use these adopted plans as a foundation, and will not propose changes to them

Twin Peaks For All

- Adopted by MTA Board in 2021
- Our plan will assume that this basic roadway configuration will remain



Twin Peaks Trails Improvement and Promenade Project

- Multi-phase project adopted by the Recreation and Parks commission after extensive community outreach
- Final phase – transformation of East roadway into a public promenade and complementary trail improvements – is going to construction
- Our plan will assume no trails or major public facilities in Twin Peaks Park and Natural Area except those included in the Recreation and Parks adopted plan



Significant Natural Resource Areas Management Plan (SNRAMP)

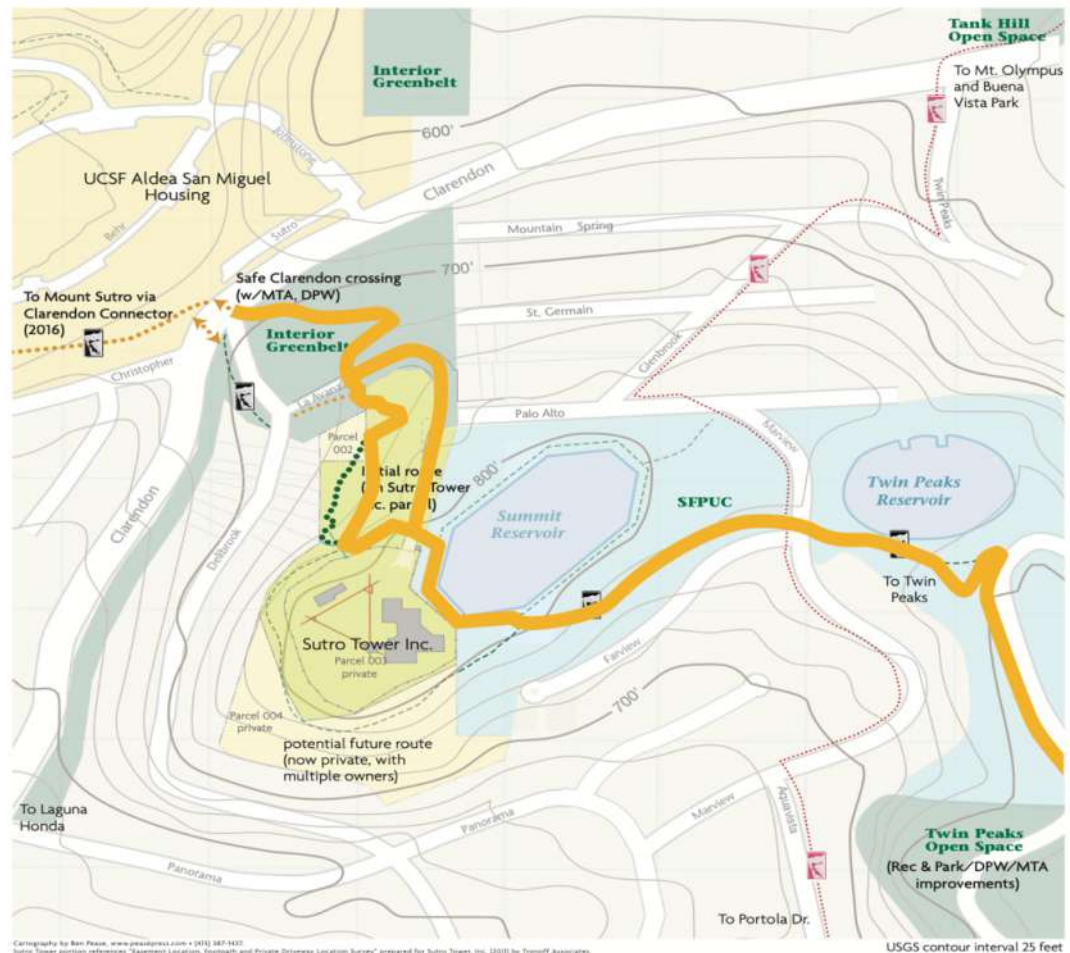
- Adopted by the Board of Supervisors
- Covers 31 significant natural areas in San Francisco, with a detailed plan for most of Twin Peaks Park.
- Our plan will be consistent with this plan.
- Additional areas of natural habitat exist on public and private Twin Peaks lands outside the scope of the SNRAMP. Our plan will respect those areas, and identify ways to better protect and care for them.



Opportunity – Twin Peaks to Mount Sutro Trail connection

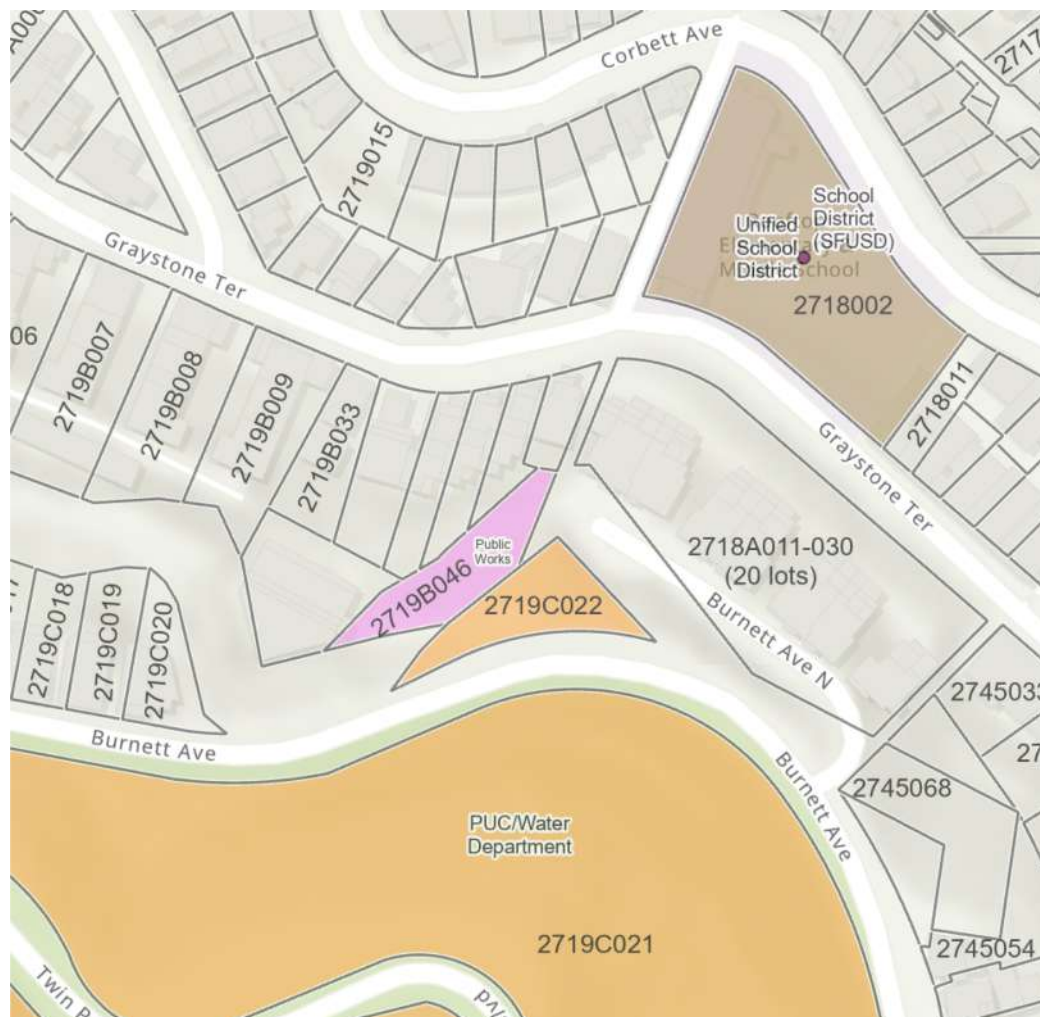
- R&P held workshops in 2016
- Mount Sutro trail network has been improved
- Flashing pedestrian safety beacon recently completed on Clarendon
- Twin Peaks to Marview trail improvements recently awarded District 7 participatory budgeting grant
- Some off-street trail options require require easement or purchase of privately-owned land

Mount Sutro-Twin Peaks Connector Trail



Opportunity – Burnett Overlook

- Steep unbuilt public right of way and publicly-owned parcels along north side of Burnett
- Burnett lacks a sidewalk here
- Area identified as having some habitat potential in the 2011 biodiversity assessment
- Could an accessible sidewalk and railing be built along Burnett?
- Two narrow public rights-of-way extend from Burnett to Graystone and Corbett. Opportunity for a new public stair?



Opportunity – North Access

- Twin Peaks Boulevard north has been car-free since the pandemic. Some neighbors want it reopened to auto traffic.
- The car-free route provides an important connection for people walking and cycling.
- If the road remains car-free, it can be redesigned and better integrated into the formal network of public paths and trails.
- Are there emergency or maintenance access needs?
- A welcoming park entrance could be built at the north end.
- A crosswalk and sidewalk improvements are needed where Twin Peaks Boulevard meets Burnett.



Opportunity – Twin Peaks Muni route

- Route could use existing Twin Peaks Boulevard-Christmas Tree Point Loop
- Improve park access for San Franciscans and visitors
- Could provide improved Muni service to residents along the route
- 39 Coit is a precedent



Opportunity – Better walking and biking to Twin Peaks

- Identify missing sidewalks and other impediments to walking safely and comfortably.
- Improve cycling connections through the Biking and Rolling Plan
- Revive the City's Street Parks program to support public stairs and green streets



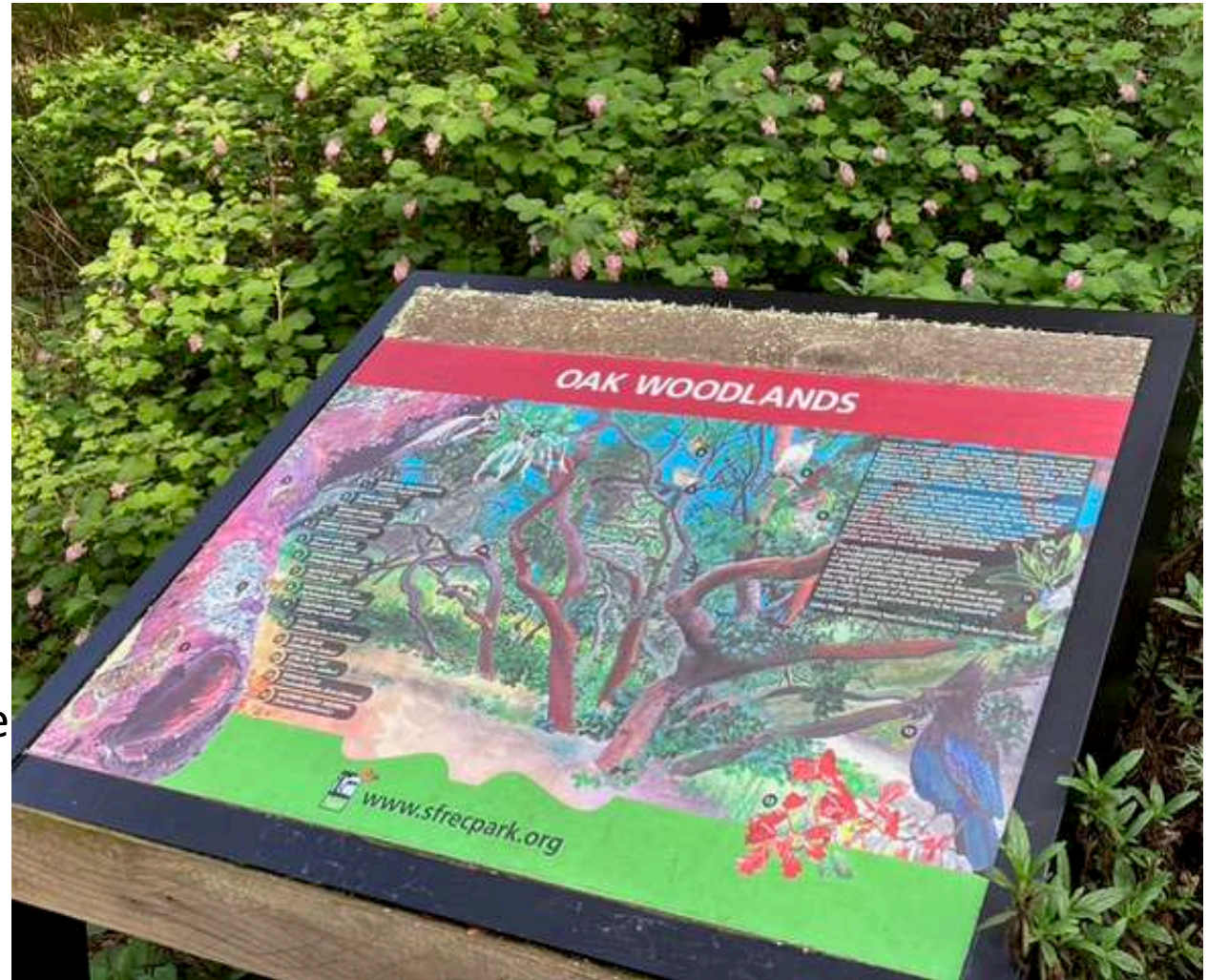
Opportunity – Visitors Center

- Could include various visitor and local-serving amenities
 - restrooms and water fountains
 - Shelter from the wind
 - A café or snack bar
 - a nature interpretive center, classroom or exhibition space
- Could be in an enclosed building, or some amenities provided outdoors.
- Location not specified. For various reasons the Christmas Tree Point parking lot seems most appropriate.



Opportunity – signage, interpretation, and programming

- Entry signs to indicate it's a park
- Improve wayfinding
- Nature interpretive signage
- Natural and cultural history
- Programming and interpretive programs, including partnership with American Indian groups



Opportunity – habitat conservation, stewardship, and restoration

- Increase funding and staffing for habitat restoration and stewardship
- Expand area stewarded by the Natural Resources Division
- Create or strengthen habitat linkages to other natural areas (Mount Sutro, Glen Canyon, etc.)
- Expand volunteer stewardship opportunities outside the most sensitive areas.
- Create a WIMBY (Wildlife in my Backyard) program to engage and support adjacent homeowners in choosing native and pollinator-friendly plants and supporting wildlife.



Other opportunities?

Draft Planning Principle #1

The Twin Peaks public lands are an invaluable civic treasure, and must be better planned, managed, and funded.

The Master Plan is an important first step, and will include an implementation strategy identifying next steps and responsible parties.

Draft Planning Principle #2

The natural habitat of Twin Peaks should be conserved and enhanced

- New facilities should not damage or reduce habitat.
- Habitat in degraded areas should be restored.
- Habitat linkages to nearby natural areas, like Glen Canyon and Mount Sutro, should be strengthened.
- Undeveloped and unprotected parcels which could create important habitat or trail linkages should be acquired and protected.
- Engage and support neighbors in caring for Twin Peaks, public paths and stairs, and backyard habitat.

Draft Planning Principle #3

The public lands on Twin Peaks should be planned, owned and maintained by a single City department with the skills and resources to successfully manage the place's outstanding habitat, scenic, and recreational values.

- Recreation and Parks has the necessary competencies, but would need additional funding to be successful.
- Other departments will continue to operate and maintain facilities on Twin Peaks, including the reservoirs and the radio towers. They will need control and access on their own terms, but it may not be necessary for those departments to own the land in order to run facilities.
- Public rights-of-way (streets, public paths, and stairs) will remain in DPW and MTA jurisdiction, but those agencies must better plan and manage for multimodal access, biodiversity, care, and community use.

Draft Planning Principle #4

Create a place that local people love and respect, and it's likelier that visitors will do the same.

- Twin Peaks is more than just a great view. A deeper appreciation of its natural and cultural history enriches the experience and fosters care and respect.
- A car-free tourism strategy which includes Twin Peaks will lessen visitor impacts on neighbors and the land, and may inspire visitors to make positive changes in their home places.

Draft Planning Principle #5

Reduce auto trips and parking demand by improving sustainable transportation options to Twin Peaks for all San Franciscans and visitors to the city.

- All San Franciscans should be able to enjoy beautiful and wild places whether or not they can drive or own a car.
- There isn't space to feasibly increase parking supply. Prioritize parking access for seniors and people with disabilities.
- Less traffic and parking demand reduces impacts on neighborhood livability and the local and planetary environment.
- Shifting auto trips to sustainable modes is key to meeting the City's climate commitments, and Twin Peaks can be part of that.
- All transportation options should feel safe to use.

Next Steps

- Ongoing public outreach and meetings with interested individuals and groups.
- Develop alternatives and preliminary designs (July – September)
- Second questionnaire with program recommendations and design alternatives (September)
- Public meeting to present alternatives and preliminary program and governance recommendations (September or October)
- American Indian Community convening (October)
- Draft final plan for public review and stakeholder conversations (October and November)
- Finalize plan (December)

How to get engaged

- Take the survey
- Sign up for email alerts about the plan
- Invite us to your meetings
- Plan a site visit with us
- Email us your ideas and concerns about Twin Peaks and any comments on this presentation –
tom@livablecity.org

