



CHAPTER SIX

Public and Agency Involvement Process/ Native American Tribal Coordination

Doyle Drive Project
Draft Environmental Impact Statement/Report
and Draft Section 4(f) Evaluation

CHAPTER SIX

PUBLIC AND AGENCY INVOLVEMENT PROCESS/ NATIVE AMERICAN TRIBAL COORDINATION

The preparation of the *Draft Environmental Impact Statement/Report* (DEIS/R) has included consultation and coordination with federal, state, and local agencies, and with elected officials, community leaders, organizations and other individuals from the neighborhoods, and communities within the project area. Outreach efforts have included scoping meetings, open houses, and smaller, community meetings. **Appendix E** provides a comprehensive listing of activities and meetings.

6.1 Public Scoping

The process of determining the scope, focus and content of an EIS/R is known as “scoping.” Scoping meetings are a useful opportunity to obtain information from the public, community organizations, interested agencies and governmental agencies. In particular, the scoping process asks agencies and interested parties to provide input on the proposed alternatives, the topics of evaluation, and potential impacts and mitigation measures to be considered in the environmental document.



Community members compare preliminary alternatives

For the Doyle Drive Project, the scoping process began with formal notification to agencies. On February 16, 2000, the Federal Highway Administration (FHWA), as the lead agency for the project under the *National Environmental Policy Act* (NEPA), published a *Notice of Intent* in the Federal Register (see **Appendix H**) to advise interested agencies and the public that an EIS would be prepared. On February 23, 2000, the San Francisco County Transportation Authority (SFCTA), as the project lead agency under the *California Environmental Quality Act* (CEQA), distributed a *Notice of Preparation* (see **Appendix H**) to advise interested agencies and the public that an EIR would be prepared. The Authority distributed the *Notice of Preparation* to approximately 162 agencies, elected officials, interested parties and public libraries in the study area.

The Authority also notified potentially interested organizations and individuals about the study and the public scoping meetings. The public meeting announcement was distributed to approximately 2,100 interested organizations and individuals, including property owners in the project area. Invitation letters were sent to elected officials to encourage their participation and the Authority published a newspaper advertisement in the *San Francisco Chronicle* (February 28, 2000) and in the *Marin Independent Journal* (February 29, 2000). A press release was distributed to approximately 136 area newspapers and media outlets.

Four formal scoping meetings were conducted by the Authority to gather input and comments prior to the development of the DEIS/R. On March 3, 2000, the Authority held an agency scoping meeting that consisted of a brief presentation by the project team with a facilitated question and answer period. Two public scoping open houses were held on March 14 and 15, 2000. Approximately 135 people attended the three meetings. The agency scoping meeting consisted of a brief presentation by the project team with a facilitated question and answer period after the presentation. In addition, the Golden Gate National Recreation Area (GGNRA) Advisory Commission hosted an additional scoping meeting on March 21, 2000. GGNRA transcribed the comments provided at that meeting. A summary of the scoping meetings can be found obtained from SFCTA or the project website (www.doyledrive.org).

An additional public meeting was held on February 23, 2004 at the Golden Gate Club in the Presidio. The meeting was held to provide an update on the progress of technical and environmental studies and to present an additional design alternative, Alternative 5, Presidio Parkway. The Authority sought input on a provisional decision to eliminate the single tunnel alternatives, Alternatives 3 and 4, from further consideration and to move forward with studies of Alternative 5, in addition to Alternatives 1 and 2. A notice was mailed to over 2,000 individuals, organizations, agencies, elected officials and other special interest representatives, display ads were placed in both the *San Francisco Chronicle* and the *Marin Independent Journal*, and a media release was distributed to local newspapers and media outlets. Information was also posted on the project Web site (www.doyledrive.org) and letters were mailed to the Agency Working Group (also known as the Executive Committee) and the Doyle Drive Subcommittee of the Authority's Citizens Advisory Subcommittee.

The meeting was attended by approximately 120 people and no comments were received that objected to the provisional decision to delete alternatives. Of the twenty-six comments received at or following the meeting, half indicated support to proceed with the studies of Alternatives 1, 2, and 5. Other comments referred to historical resources, natural resources, construction, noise, safety and parking. All comments are documented in the *Final Public Meeting and Outreach Summary Report* dated April 21, 2004.

6.2 Public and Agency Coordination

Citizen and agency working groups were established to meet and receive updates on design and environmental issues and provide input. This section presents an overview of these committees and working groups.

Citizens Subcommittee

A Doyle Drive Subcommittee of the Authority's Citizens Advisory Committee (CAC) was established as a primary component of the public involvement process for the Doyle Drive Project. The Subcommittee meets periodically and provides input on a wide range of issues pertaining to Doyle Drive. There have been sixteen Subcommittee meetings since March 2000 including a bus/walking tour of the project area with the Subcommittee and Working Agency Group. This was followed by a workshop on the design alternatives. Summaries and agendas from these meetings are posted on the Doyle Drive Web site¹. In advance of each Subcommittee meeting, informational packets with an agenda and other project materials are mailed to members of the Subcommittee, the Agency Working Group, the Authority's Citizen Advisory Committee, and a group of eighty-three interested parties. The Subcommittee meeting agenda is also posted at the Authority's office.

The representative topics considered by the Subcommittee have included the project purpose and need, screening of alternatives, refinement of alternatives, design and aesthetic considerations, traffic, environmental impacts and neighborhood issues. **Exhibit 6-1**, on the following page, presents a listing of the interest groups invited to participate in the CAC Subcommittee. In the future, the Subcommittee will continue to meet and provide comment on the DEIS/R and the locally preferred alternative.

Agency Working Group (Executive Committee)

The Authority established a public Agency Working Group, also known as the Executive Committee, to provide ongoing input on project development, alternatives refinement, scope and approach to environmental studies, and engineering considerations. The Agency Working Group generally meets bi-monthly and has had thirty-three meetings since March 2000. In addition, two separate bus tours of the project area were provided for the U.S. Department of Veterans Affairs and the Federal Highway Administration. Presentations to various agency boards have been provided to groups such as the Golden Gate Bridge, Highway and Transportation District, the Golden Gate National Recreation Area Advisory Commission and the Presidio Trust.

Exhibit 6-2, on the following page, presents a listing of Agency Working Group members.

¹The Doyle Drive project website is: www.doyledrive.org.

Exhibit 6-1
Invited Members: CAC Subcommittee

- ▶ Citizens At-Large, San Francisco
- ▶ Cow Hollow Neighbors in Action
- ▶ Golden Gate National Recreation Area Advisory Commission
- ▶ Commuters, Marin County
- ▶ Marina Merchants Association
- ▶ Planning Association for the Richmond
- ▶ San Francisco Bicycle Coalition
- ▶ San Francisco Planning and Urban Research Association
- ▶ Sierra Club
- ▶ Cow Hollow Association
- ▶ Fort Point & Presidio Historical Association
- ▶ Marina Civic Improvement and Property Owners Association
- ▶ Marina Neighborhood Association
- ▶ Neighborhood Association for Presidio Planning
- ▶ Presidio Residents and Tenants
- ▶ San Francisco County Transportation Authority, Citizens Advisory Committee
- ▶ San Francisco Tomorrow

Exhibit 6-2
Invited Members: Agency Working Group

- ▶ Association of Bay Area Governments
- ▶ Bay Area Air Quality Management District
- ▶ California Department of Transportation, District 4
- ▶ Federal Highway Administration
- ▶ Golden Gate Bridge, Highway and Transportation District
- ▶ Golden Gate National Recreation Area/National Park Service
- ▶ Marin County, Department of Public Works
- ▶ Metropolitan Transportation Commission
- ▶ The Presidio Trust
- ▶ US Department of Veterans Affairs
- ▶ San Francisco Bay Conservation and Development Commission
- ▶ San Francisco City and County, Department of Parking and Traffic
- ▶ San Francisco City and County, Planning Department
- ▶ San Francisco Recreation and Park Department
- ▶ San Francisco County Transportation Authority

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Other Interested Parties

In addition to the Agency Working Group, the environmental consulting team held over fifty meetings with technical specialists from the agencies to review environmental issues and provide input.

A number of other organizations, agencies, and individuals have been consulted for the proposed project. On April 19, 2001, letters were sent to nineteen individuals and organizations concerned with the history and historic preservation of the Presidio. Consultation between agencies and the State Historic Preservation Officer (SHPO) regarding this project has been ongoing since the first Doyle Drive Project meeting, which began with the development of the Area of Potential Effect (APE). The SHPO has participated in agency meetings to discuss and set the APE, as well as to advise on historic preservation issues for both archaeology and the built environment.

6.3 Additional Public Outreach

In addition to the formal committee and working group meetings, other public outreach efforts included:

Outreach Meetings

The Doyle Drive project team has periodically met with small groups of citizens or with individual citizens to discuss project issues. In spring 2000, the project team held stakeholder interviews and meetings with area residents and neighborhood organizations to introduce the project and identify key issues. Additional stakeholder meetings were held in winter 2001 to discuss the preliminary project alternatives. Representatives of the project team have attended neighborhood association meetings throughout the study to present Doyle Drive Project issues, including approximately ten in spring 2004 to gather input on the provisional decision to eliminate Alternatives 3 and 4 and include Alternative 5 for further studies.

Newsletters

Two newsletters were published addressing the Doyle Drive Project status. The first edition was released in January 2001 and focused on the purpose of the Doyle Drive Project and the alternatives being evaluated at the time. The second newsletter, issued in July 2002, discussed the alternatives that were chosen to be evaluated for the DEIS/R and the opportunities for public comment. Both newsletters were sent to a mailing list of over 1,500 individuals including elected officials, community members and representatives from county and city agencies.

Fact Sheet

A project fact sheet was developed in February 2004 to provide information on the alternatives being evaluated in the DEIS/R. The fact sheet was mailed to the Agency Working Group and the Citizens Subcommittee. It was distributed to

attendees of the February 23, 2004 public meeting and was made available at subsequent neighborhood association and agency meetings.

Web Site

The Doyle Drive Web site provides the public with the most up-to-date information about the project including the latest design alternative graphics and project schedule. The site provides the opportunity for the public to submit comments to the project team. Members of the public also can request to be added to the Doyle Drive mailing list through the Web site at www.doyledrive.org.

Design Charrette for the Five Corners Intersection

In July 2004, the Authority invited the public, local businesses, and the San Francisco Department of Parking and Traffic (DPT) to participate in a series of facilitated workshops to define the existing problems associated with the Five Corners Intersection. This intersection is where Marina Boulevard, Mason Street, Lyon Street, Doyle Drive, and Yacht Road meet. During the charrette, the public had the opportunity to discuss traffic operations and recommend general design options for this location.

Results from the charrette have been submitted to DPT for their review, consideration and implementation, as appropriate. Although not officially part of this Doyle Drive Project, there was extensive coordination and integration between both processes.



Working together at the Five Corners Intersection Charrette Session

6.4 Ongoing Outreach

Publication of the DEIS/R triggers another round of public outreach and involvement including the notification of interested parties about the document's availability and a public hearing to solicit input on the DEIS/R. The public and agencies have the opportunity to provide oral or written comments on the DEIS/R, and the project team is required to respond to all substantive comments in the FEIS/R.

Prior to the release of this DEIS/R, the Subcommittee met for briefings on the preliminary summary of impacts. The Agency Working Group also met to discuss the preliminary impacts.

During the public comment period, the Authority will host a formal public hearing. In addition, the Citizens Subcommittee and the Agency Working Group will meet to provide comments on the DEIS/R.

6.5 Summary of Native American Consultation

Through the consultation process, local Native Americans -- the Ohlones -- have been involved in all aspects of the investigation and planning for this project. Participants have contributed their knowledge and perception to the process and, as a result, have assisted in the overall assessment of significance and potential impacts. This section provides a summary of outreach efforts. More information can be found in the *South Access to the Golden Gate Bridge: Doyle Drive Project Cultural Resources Technical Report*, October 2004. **Exhibit 6-3** presents a listing of Ohlones outreach efforts.

**Exhibit 6-3
Ohlones Outreach Activities**

ACTIVITY	DATE
November 22, 2000	Information letters mailed to twelve Ohlones groups
April 19, 2001	Project materials sent to interested parties
June 18, 2001	Meeting with interested individuals and Ohlones groups
August 21, 2001	Updated project information package mailed to interested individuals and Ohlones groups
November 11, 2001	An open house was held to present the information on an archeological site in the project study area
March 18, 2002	A formal meeting was held with Ohlones representatives to discuss findings from the archeological site testing

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