



TRANSBAY JOINT POWERS AUTHORITY

**TRANSBAY JOINT POWERS AUTHORITY
CITIZENS ADVISORY COMMITTEE**

MEETING MINUTES

Tuesday, June 9, 2009
Transbay Joint Powers Authority
201 Mission Street, Suite 2100
San Francisco, CA

Meeting #020

5:30 p.m.

CITIZENS ADVISORY COMMITTEE

Jim Lazarus, Chair
Karen Knowles-Pearce, Vice Chair
Andrew Brooks
Michael Freeman
Peter Hartman
Adrienne Heim
MaryClare M. James
Marcus Krause
David Milton
Jane Morrison
Jul Lynn Parsons
Norm Rolfe
Dave Snyder

Executive Director
Maria Ayerdi-Kaplan

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1. Call to Order

The meeting was called to order by Karen Knowles-Pearce, Vice-Chair, at 5:35 pm. A quorum was formed by 10 of the current 13 voting members as follows: Karen Knowles-Pearce, Andrew Brooks, Michael Freeman, Adrienne Heim, MaryClare James, Marcus Krause, David Milton, Jane Morrison, Jul Lynn Parsons, and Norm Rolfe. Non-voting member Bob Beck was also present.

2. Approval of May 12, 2009 Meeting Minutes

Marcus Krause made a motion to approve the Draft Meeting Minutes for the May 12, 2009 meeting and the motion was seconded by Jane Morrison. A vote was called by voice and the motion was unanimously moved and carried.

3. Staff Report – Bob Beck

Bob Beck reported that the TJPA has done a lot of work with the design team to reconcile the comments and cost estimates coming out of schematic design and make key decisions as the team embarks upon Design Development Phase. The TJPA continues to pursue stimulus funds at the local and state level. The TJPA staff will ask approval to fill one of the two vacant CAC positions at the June TJPA Board of Director Meeting.

Norm Rolfe asked if Quentin Kopp (California High Speed Rail) had made any further comments. Bob Beck replied that he had not heard of any and that he believes that the process to develop the MTC “San Francisco/Silicon Valley Corridor Investment Strategy” had helped to align the agencies objectives.

4. Signage Design Overview – Adam Woltag (WRNS Studio)

Mr. Woltag provided a PowerPoint presentation. He outlined the scope of the work and identified the following four guiding principles:

- Safety - includes making sure that signage is clear and easy to read by all, identifies areas of pedestrian/vehicular conflicts, and discourages vandalism
- Efficiency & flexibility – includes reducing clutter and avoiding information overload
- Sustainability – use of sustainable materials
- Aesthetics – supporting the architectural design

Norm Rolfe commented that it is important to make sure to give people enough information and that it is clearly visible.

Mr. Woltag advised that the Transbay Transit Center (TTC) will be a transit hub for California High Speed Rail (CHSR) which will serve twenty-eight cities state-wide and the TTC will also serve both local Bay Area and San Francisco ridership. Five different groups of patrons have been identified as follows: daily commuters, weekend travelers, tourists, shoppers and park visitors. Each type of patron has a different goal and will need specific information. Circulation in and around the Transit facility is being studied. The studies include how the internal circulation network will be organized, how people will enter the building at various locations, and identification of areas of possible conflict between people and vehicles. The building will be very “porous” with a lot of entrances, and it is important to understand how pedestrian traffic will flow through the facility. A flow chart showed the pathways where signage is needed. The signage

schematic for the Great Hall and ground level were shown. As of now, 9,000 potential sign locations have been identified. The good news is that the building itself will make it easier to get around. Static & dynamic designs were shown. Sight-line studies keep in mind that people will be moving as they are reading the signs. A signage system sight-line study is being done so that the various signs will relate to one another and to minimize the perceived clutter. The signage at the San Francisco International Airport (SFO) was used as a model as all SFO signs relate to one another in clarity of design and relationship. People are expecting customized route information, and the team is looking at free standing directories to provide a simple interface that is easy and familiar to use. They are looking at touch sensitive technology similar to that used on the “I-Phone” and anticipate using kiosks with icons displaying information and being interactive. The different agencies that the team has spoken to, including MTC, are excited about it.

Andrew Brooks asked who will handle the audible signage and Adam replied that Shen Milsom & Wilke (SMW) is the audio and acoustics member of the design team and that he will work with them to integrate audible systems into the signage systems. Andrew commented that when the requirements are more developed, the CAC would appreciate more information.

Jane Morrison commented that the signs would have to be able to be seen quickly.

Jul Parsons asked if Braille would be on wayfinding signs and Adam replied that yes, the signs would include Braille.

Adam asked whether the signs would be in English and would rely heavily on icons instead of having signs in many different languages which would produce “clutter”.

Adrienne Heim asked if they had been approached by the Diridon Station and Adam replied no.

Andrew Brooks asked when we will be able to see design options. Adam replied that they are being developed and he expects that they would be able to have options to show to within the next 6 months. Andrew Brooks commented that we would like to make our opinions known.

Vice-chair Karen Knowles-Pearce asked if there were any questions or comments from the CAC members or the public and there were none.

5. Water Use and Reuse in the Transbay Transit Center – Gabriella Fladd, Raphael Garcia from Rana Creek and Brian Meinrath from Atelier Ten

Gabriella Fladd introduced the team and said they would discuss innovative ideas to use water and graywater on the project. She introduced Brian Meinrath who stated that their goal is to minimize the use of potable water where non-potable water could be used by using water conserving fixtures in bathrooms and kitchens, water conservation in cooling towers and mechanical systems, landscape design and efficient irrigation systems, and by the reuse of stormwater

and graywater on the site. Water is related to energy regarding the amount of energy it takes to move water from its source and to make it drinkable. Water is also related to habitat and the heat island effect. He discussed the San Francisco Green Building Ordinance, LEED and stormwater requirements. The city of San Francisco Department of Building Inspection (DBI) and Public Utilities Commission (PUC) and the Port of San Francisco have design guidelines which include capture and treatment of 80% of the annual stormwater runoff and plumbing buildings for reclaimed water.

Rafael Garcia provided an overview of the stormwater, graywater, and potable back-up plans. The only planned use for graywater is for toilet flushing. Mr. Garcia showed a slide with two constructed wetlands that will be in the Park. All graywater will be under the surface within the wetlands and the public will not come in contact with it. There are two bodies of Graywater Regulations. Chapter 24 Appendix G requires a permit by a local authority, no public contact with untreated graywater, and a collection tank (no treatment systems is specified). IAPMO Code IGC 207-2006b requires 1 ppm of chlorine in the toilet water. The three phases of graywater treatment were discussed as follows:

- Primary - Activated carbon & sand filter – The system under consideration is manufactured by Nubian and is the highest performing system in CA. Its power consumption is approximately 0.0038 KWh per gallon of water, requires minimal maintenance, and water tests can be monitored on location or remotely.
- Secondary - Subsurface constructed wetlands. Samples of subsurface constructed wetlands that have already been built were given.
- Tertiary – Ozone sterilization system to sterilize water. It removes oxygen to make ozone and after its work is done, it is transferred back to harmless water. It is the most powerful food-grade antimicrobial agent. Ozone is 50 times more effective than chlorine and 3,100 times faster at killing bacteria. It is one of the greenest technologies and costs about \$3 per month.

He explained that the Transbay Transit Center Graywater Reuse System will have four different zones. One part-per-million chlorine is added in after the ozone disinfection.

Examples were shown for both the graywater wetland (The Ecohouse Dig Cooperative in Berkeley, CA) and the Nubian system (Little bay Apartments in New South Whales, Australia). The ozone system is used by Coca Cola Bottling Plant, Pepsi Bottling Plant, DS Water, Nestle, and Cadbury Schweppes.

Variances are being discussed regarding the green roof constructed wetland and ozone sterilization systems, and we are in communication with the City. It appears that it exceeds minimum requirements and minimizes cost. He discussed what he will be presenting to City.

Brian discussed the cost savings that they expect to realize with this system and the LEED credits for these systems.

Karen Knowles-Pearce asked what are the “LEED Credits Achieved” are for, and Brian explained they are part of the scoring system for evaluating the overall environmental performance of the building.

Marcus Krause asked if there will we have waterless urinals, and Brian replied that this issue is being evaluated.

Michael Freeman asked what LEED standard we are going for and Rafael responded “Gold.”

Michael Freeman asked if we are looking at holding tanks. Rafael and Brian replied we will have 100,000 gallons of stormwater storage that will be spread out over the building service corridors.

MaryClare James asked if this is this unique and Rafael replied that stormwater reuse is standard and has been done. Bob Beck commented that the design team has been attempting to look ahead to what the leading environmental concerns will be when the facility opens in 2015 and believes that water use will become a more important environmental issue.

Michael Freeman asked if desalinization has been considered. Rafael responded that we have not, but are looking at reclaiming waste water that is generated on site, using it on site, and not sending it through storm drains. This alleviates stress on the storm drain system.

A member of the public asked if there is an opportunity to bring in water from the tunnel design. Gabrielle advised that we do not anticipate having to pump out water after construction.

A member of the public asked if birds will be a problem. Gabriella said no and that we will be encouraging birds to be in the wetlands.

Vice-Chair Karen Knowles-Pearce thanked Gabriella, Raphael, and Brian for their presentation.

6. Public Comment

Vice-Chair Karen Knowles-Pearce asked if there were any further public comments. There were none.

7. CAC Member Comments & Future Agenda Requests

Vice-Chair Karen Knowles-Pearce asked if there were any further comments from CAC members. Andrew Brooks said that he had found out about and attended a meeting at City Hall regarding plans for 2nd Street concerning the EIR, bike lanes, elimination of two traffic lanes, and changes to right turns only. He advised that this meeting was “news” to most of us and that in the meeting he went on record to express his concerns about the impact their plan would have to the project. Bob Beck commented that the TJPA has been having been ongoing meetings with Joshua Switzky and MTA, and they had discussed various proposals and had not been aware of this public meeting. A member of the public (Jamie Whitaker of Rincon Hill) commented that the residents have

concerns regarding the changes that are planned for the bicyclists and does not think that unintended consequences for the pedestrians have been considered. They have been trying to contact the MTA to voice their concerns, but have not succeeded. Karen Knowles-Pearce commented that it is important that we weigh continue to weigh in on these issues to ensure that the impacts on the project are considered.

Michael Freeman asked if there had been any changes in our funds, sources, or applications arising out of the State budget process. Bob Beck advised that we don't see any changes at this time.

There was a request to forward copies of tonight's PowerPoint presentations to the TJPA CAC members. Bob Beck advised that Margie Cleland would send them by E-mail.

8. Adjourn

Vice-Chair Karen Knowles-Pearce asked if there was anything further from the CAC members or the public and there was none. She adjourned the meeting at 6:45 PM.

9. Next Meeting

The next meeting is schedule on Tuesday, July 14, 2009.

The Ethics Commission of the City and County of San Francisco has asked us to remind individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Admin. Code Sections 16.520 - 16.534] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the Ethics Commission at 1390 Market Street, Suite 801, San Francisco, CA 94102, telephone (415) 554-9510, fax (415) 554-8757 and web site: sfgov.org/ethics.