



TRANSBAY JOINT POWERS AUTHORITY

**TRANSBAY JOINT POWERS AUTHORITY
CITIZENS ADVISORY COMMITTEE**

MEETING MINUTES

Tuesday, March 9, 2010
Transbay Joint Powers Authority
201 Mission Street, Suite 2100
San Francisco, CA

Meeting #026

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
D'Arcy Myjer
Jul Lynn Parsons
Dave Snyder

Executive Director
Maria Ayerdi-Kaplan

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1. Call to Order

The meeting was called to order by Jim Lazarus, Chair, at 5:35 pm. A quorum was formed and the meeting was attended by 8 of the current 13 voting members as follows: Jim Lazarus, Karen Knowles-Pearce, Andrew Brooks, Michael Freeman, Peter Hartman, Adrienne Heim, Jane Morrison, and D'Arcy Myjer. Non-voting member Bob Beck was also present.

2. Approval of February 9, 2010 Meeting Minutes

Chair Lazarus commented that the February 9, 2010 Draft Meeting Minutes had been previously electronically distributed to CAC members and asked if there were any corrections or comments. There were none. Karen Knowles-Pearce made a motion to approve the Draft February 9, 2010 Meeting Minutes and Michael Freeman seconded the motion. A vote was called by voice and the motion was unanimously moved and carried.

3. Staff Report – Bob Beck

Mr. Beck reported that the 100% design development documents had been received from the designer and that TJPA Staff and the Program Management Team (PMPC) are preparing review comments. Webcor received pre-qualification responses from eight contractors for the Buttress/Shoring/Excavation contract. This is anticipated to be the highest cost contract for them, and it is good to see this volume of competition. TJPA had a joint meeting with California High Speed Rail (CHSR) and the Department of Transportation (DOT) on February 26, 2010 in which a number of issues and time frames were discussed. The Federal Railroad Administration (FRA) wants to adopt a Record of Decision (ROD) on our environmental document and which we hope will occur by the end of the month to allow us to move to the Temporary Terminal on or around Memorial Day. Discussions were also held with CHSR concerning the track throat and train box alignment. CHSR is working on wrapping up their alternative process. It has not been finalized, but they did share that there are significant problems with the 4th and King and the Main/Beale Street Alternatives. Hopefully when they present their findings to their Board, there will be a final recommendation.

Michael Freeman asked if the 4th & King alternative was still under consideration. Bob Beck replied that when the alternatives were initially laid out, there were four alternatives and 4th & King was one of them, but we understand that the 4th & King alternative does not work due to space restrictions and does not meet the letter of the law because it does not come into Transbay. Jane Morrison commented that the ballot the voters approved specified the Transbay. D'Arcy Myjer asked what the overflow would look like. Bob replied that they would take the existing yard and have 2 HSR tracks, but the geometry of the space is constrained.

The CHSR Board Meeting is scheduled for April 8, 2010 in San Jose. The next TJPA CAC meeting will be held on April 13, 2010. Jim Lazarus asked if at the April meeting the TJPA CAC could be given a full report on the CHSR and possibly ask for someone from Caltrain and/or CHSR to speak. Bob Beck said he would try.

4. Transit Center Design Update – Randy Volenec (Pelli-Clarke-Pelli)

On February 16th, the 100% Design Development drawings and specifications were finished and on March 1st Pelli-Clarke-Pelli Architects (PCPA) is moving into the Construction Document stage to provide the documents needed to build the Transbay

Transit Center (TTC). It will take fourteen months to complete the construction documents.

Mr. Volenec provided a PowerPoint presentation to update members of the CAC on the current design. He showed the building elevations, exterior steel, park level landscaping, and the glass building enclosure system that lets air flow through the building.

Karen Knowles-Pearce asked about the glass and was assured by Randy that it is laminated and will not “fall down” in the event of an earthquake.

D’Arcy Myjer asked if the skin provides insulation and Randy replied no.

Peter Hartman asked how it will be kept clean and Randy advised that they have a specialized consultant and that the work would to keep be done from a truck on the street. They will also clean the inside. It is anticipated that the cleaning will occur two times a year. A lot of thought has been put into keeping the glass clean. Bob Beck added that because of the shape, a top down cleaning from a rigging system that is utilized on most high rise buildings would not be efficient. Randy commented that the building views are important and the goal is to make the TTC a very special place.

Mr. Volenec explained that a combination of bollards and planters would be used for security on the street level. Train box finishes will be in Phase 2. The Grand Hall will be a two story space and the weather enclosure and lighting were shown. PCPA worked hard to make the space light and airy. Typical store retail store fronts, the views of the TTC from 555 Mission and Beale Street, and the light column in the Grand Hall were also shown. The light column in the Grand Hall is envisioned to be a meeting place like the clock in Grand Central Station.

Karen Knowles-Pearce asked if there was seating around the light column and Randy replied yes.

A view of the bus deck, its circulation, and waiting area was shown. AC Transit will manage the bus deck. The environment is open and attractive. MUNI will drop off on Mission Street and load passengers at the bus plaza. The light levels will be maintained by a combination of natural and electric light with the electric light automatically adjusting to changes in natural light. In most daylight hours the bus deck and Grand Hall will not rely on any artificial lighting. The design team proposes enclosing the elevators in colored glass as wayfinding landmarks.

A taxi staging area on the west end of the building will provide capacity for high speed rail passengers who need taxi service. The ground level streetscape includes a banded (alternating two colors) concrete sidewalk. The Park plans were reviewed showing the locations of the proposed amphitheater, lotus pond, walk way around the park, west end elevators & stairs to the ground level, light columns, main plaza, glass floor, and two children’s play areas with age appropriate play equipment in each.

Peter Hartman asked if consideration has been given to the prevailing wind from the west where the amphitheater is proposed and Randy responded that they are approximately half way through a wind study.

Karen Knowles-Pearce asked about the glass floor and Randy anticipated her question by confirming that the glass floor would not be see-through.

Jim Lazarus commented that in his experience on the Recreation and Parks Commission that the distance between the infant and toddler playgrounds would be a

problem for parents who have children in both age groups as they are located too far apart to watch both children at one time. Randy felt he had a good point.

Mr. Volenec described the landscape architects vision for the roof park showing the location of the various types of plants and examples of how the areas are expected to look. The overview included showing proposed varied heights and spaces between trees, rolling grassy areas, bamboo grove, light garden, palm tree garden around the skylights, wet land garden, grass garden, flowering garden, and a dry garden.

D'Arcy Myjer asked if the plants were California native and Randy replied that they were all natural on the north side. The pathway would be decomposed granite to provide an easy gentle walk. D'Arcy commented he was thinking of runners and Randy said that the pathway would be hard enough for runners. It will be about 8 feet wide so it can be used to run or to push strollers. He also mentioned that the blooming gardens will be sustainable so that new plants will not have to be brought in each summer.

Jim Lazarus thanked Randy and said that the building is very impressive and looks better each time it is presented. Karen Knowles-Pearce agreed that it is a beautiful building.

Andrew Brooks expressed his concern about reliance on escalators and elevators, the possibility of them breaking down, and the need for redundancy. He suggested that movable stairways be considered and asked if there is enough redundancy planned. Randy replied that they have a vertical transportation consultant who is taking this all into account, that they are planning for high end equipment with maintenance agreements, and the escalators can be reversed. Jim Lazarus commented that the equipment will not be exposed to the weather like the BART escalators and that we should factor in more than we "need." Andrew also mentioned that he would like to see more discussion from the staff regarding congestion from rolling luggage, rolling briefcases and strollers.

Chair Lazarus asked if there were any further questions or comments from CAC members or the public. There were none.

5. Building Information Modeling – Frank Haase (Webcor)

Mr. Haase provided an overview of the Building Information Modeling (BIM) software that Webcor is using on the TTC program. Using BIM, estimate, cost, schedule, and design review for constructability will be available in one spot. BIM integrates and links data and making it easier to provide cost, schedule, estimates, 3-D modeling, constructability review, information exchange, cost/schedule impacts, quality control, and an efficient work flow.

Karen Knowles-Pearce commented that it makes your job easier and Mr. Haase replied it does, especially regarding communications between the contractor and designer. Bob Beck mentioned that this is one of the benefits of bringing the contractor on early.

Chair Lazarus thanked Mr. Haase for his presentation and asked if there were any questions or comments. There were none.

6. Initial Construction Package – Shoring and Excavation – Kurt Ricci (Webcor)

Mr. Ricci announced that the Shoring and Excavation package is the first and largest package. The package amount will be approximately \$200 million.

He gave an overview of the below-grade work which will be 1,600 feet long, 180 feet wide and 60 feet deep and will cross Beale, Fremont, and First streets. Because these streets are traffic arteries, the work has been broken down into five excavation zones to enable work to progress in the various zones at their own pace. The zones will allow construction to occur as areas become available instead of one overall excavation. A roadway bridge and trestle will be used to provide the contractor access to the excavation. A temporary shoring wall will be needed and will be internally braced. Work is scheduled to start in the 4th quarter of 2010 and finish in the 3rd quarter of 2012.

The buttress design was reviewed. The buttress drilled shafts will be 7 feet in diameter and approximately 220 feet deep. It will be adjacent to 301 Mission Street and interlocking to provide soil improvement and support to the adjacent building. After the casings are drilled down, soil will be excavated out from the inside, and the casing will be filled with concrete. This work is scheduled to start in the 1st quarter of 2011 and finish the 3rd quarter of 2012.

580,000 cubic yards will be excavated for the rail levels and is scheduled to start in the 3rd quarter of 2011 and finish in the 3rd quarter of 2013.

Andrew Brooks asked if the excavation would be done in shifts and Mr. Ricci replied that the work will be paced with the bracing. Mr. Brooks commented that it will be an active site most of the time, and Mr. Ricci agreed that it will be most definitely active. Mr. Lazarus asked approximately how many people will work during this phase and Mr. Ricci responded that initially it would be in the hundreds, and they would be specialized crews.

Chair Lazarus thanked Mr. Ricci for his presentation and asked if there were any further questions or comments from CAC members or the public and there were none.

- 7. Public Comment** – Chair Lazarus asked if there were any questions or comments from on matters not previously discussed.

A member of the public asked who would schedule the stage events and if it would be the Park and Recreation Department. Mr. Beck replied that it would not be Park and Recreation. TJPA is still working through how we will manage this and it is possible that it might be under a master lease. Various models are being reviewed including possibly working with the various towers that connect to the Park or community benefits.

- 8. CAC Member Comments & Future Agenda Requests** – Chair Lazarus asked if there were any future agenda item requests and gave a reminder of the requests for a CAHSR presentation and a follow-up on pedestrian flow given earlier in the evening. There were no additional requests.

Adrienne Heim asked about the connector to BART and Bob Beck replied that TJPA prefers connecting to the Embarcadero Station and is waiting for a response from BART.

8. Adjourn

Chair Lazarus asked for a motion to adjourn. The motion was made by Andrew Brooks and seconded by Adrienne Heim. Chair Lazarus adjourned the meeting at 7:13 PM.

9. Next Meeting

The next meeting is scheduled for Tuesday, April 13, 2010.

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.