



TRANSBAY JOINT POWERS AUTHORITY

**TRANSBAY JOINT POWERS AUTHORITY
CITIZENS ADVISORY COMMITTEE
MEETING MINUTES**

Tuesday, May 12, 2009
Transbay Joint Powers Authority
201 Mission Street, Suite 2100
San Francisco, CA

Meeting #019

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

201 Mission St. #2100
San Francisco, California 94105
415-597-4620
415-597-4615 fax

1. Welcome & Call to Order

A quorum had not been established by 5:40 pm. At that time, Jim Lazarus, Chair, postponed Item 1 “Call to Order” and Item 2 “Approval of Minutes of April 14, 2009 Meeting”. He started the meeting unofficially and asked Bob Beck to proceed with his Staff Report.

2. Staff Report – Bob Beck (Unofficial)

Bob Beck reported that since the April CAC meeting review of the Schematic Design has continued and that the design team and Webcor are working to reconcile the construction cost estimate. A top down and bottom up preliminary cost breakdown and schedule have been received and an update will be given at the next TJPA Board of Directors meeting. It is expected that by the next meeting the Federal Railroad Administration (FRA) will have issued application guidance for the High Speed Rail stimulus funds. Meetings have been held with Caltrans, the High Speed Rail Authority and the Metropolitan Transportation Commission (MTC) staff with the goal of presenting a unified application for stimulus funds.

Chair Lazarus asked for questions and/or comments on the Staff Report.

Andrew Brooks commented that the people on the Peninsula are asking for an underground study and asked if this was old or new news. The movement for underground is how some communities would like the designed developed, and they have brought forward their comments in response to the programmatic EIS/EIR adopted by CHSR last summer and the input that the agency is currently seeking on their project level EIS/EIR, but it is not included in the California High Speed Rail’s (CHSR) costs.

Chair Lazarus asked if there were any further questions and/or comments and there were none.

3. Park Design Overview and Update – Adam Greenspan (Unofficial)

Adam Greenspan from Peter Walker and Partners provided a PowerPoint presentation to give an overview of the landscape and streetscape design. The goal is to develop a design that will provide a feeling of arriving in a place special. They are working with the architect, San Francisco Planning and the San Francisco Redevelopment Agency towards a unified neighborhood plan. Design views were shown and envisioned uses discussed for the following:

- Natoma Street without traffic with easy pedestrian flow in and out of the Transbay Transit Center.
- Park with sloping rolling hills to give the feel of being in a continuous landscape and not on a roof.
- Main entrance point from the lower floors to the Park will be the Park Plaza which is envisioned to be the most active area of the Park.
- Design moves from flat to mounded areas.
- Light well will bring light into the Grand Hall.
- Rest rooms will be located in the middle of the Park where it is the most active.
- Ground treatment shown included glass paving, stone paving, grass and plantings.
- Groves of bamboo and trees with the trees being visible through the glass structures.
- Continuous soil to enable trees to grow.

Andrew Brooks asked what size of trees will be used. Adam replied various sizes are planned with some perhaps as tall as 20 feet and others smaller.

Welcome & Call to Order (Agenda Item #1)

With the arrival of a eighth CAC member, a quorum was achieved and Jim Lazarus, Chair, called the meeting to order at 5:40 pm. A quorum was formed by 8 of 13 voting members as follows: Jim Lazarus, Andrew Brooks, Peter Hartman, MaryClare James, Marcus Krause, David Milton, Jane Morrison, and Norm Rolfe. Non-voting member Bob Beck was also present. Chair Lazarus asked Mr. Greenspan to continue with his presentation.

Park Design Overview and Update Continued – Adam Greenspan (Official)

- Water fountain on North side of Park that will be activated when buses arrive and follow the buses as they travel.
- Two separate children's play areas (one for toddlers and the other for older children) will integrate art and not just standard play equipment.
- Picnic and light recreation areas on lawn.
- Flat lawn area with possible sculpture garden, picnic, events, etc.
- Rolling landscape with ground cover or native plants.
- Urban park that is filled with plants to delight and surprise year round. Various gardens with the feeling of space and different landscape experiences as you move from one to another.
- Various display gardens on the outside area as the building undulates. Different plants that will call attention to themselves at different times of year.
- Amphitheater with stage that could include movies being shown.
- Wetland plants on the East side and hope to use this area to treat grey water from the Transbay Transit Center building and reuse the water. The grey water would be pumped into the soil and will not be in locations where people could come into contact with it.

Norm Rolfe asked if the trees would be in a box. Adam replied they are in boxes when they are bought, but will be taken out of the box and planted in a tray with soil so that the roots can extend out.

Norm Rolfe commented that the elevated park will need more than one café to draw people. Adam advised that they have had a lot of conversations with the retail consulting and are still working through these issues and there maybe as many as three cafes.

Jim Lazarus asked if there is still consideration being given to connecting Rincon through the bus ramp. Bob Beck replied that there had been discussions about the concept shown in the competition of a green belt above the bus ramps, and there has been some evaluation of taking a green belt like that down to Folsom Street, but it is not currently part of the funded scope.

Member of the Public commented that it looked like there was only access from the middle and asked if there were others. Adam said "yes" and reviewed other access points including elevators.

Member of the Public asked if there will be an elevator on the west end as well as the east. Adam advised that there are currently stairs. He mentioned that they are talking to

the Planning Department and envision bridges from new buildings to the Park. He showed 3 possible places and a bridge from the Transit Tower to the Park is planned.

Peter Hartman asked about the funiculars and Adam said they hope to have them in the future and are planning for a location.

Jamie Whitaker with Rincon Hill commented that he appreciated the play areas and restaurants that would be open later and asked about the capacity of the amphitheater. Adam replied that they imagine around 1,500 people maximum. Mr. Whitaker also asked if they knew of any residential buildings that would object to the noise and Adam said they are working with the City Planning department about that issue.

A member of the public commented that he felt there needed to be more access near the amphitheater. Adam said that they are concerned about that and showed other access areas – an elevator and two sets of stairs. Bob Beck commented that Howard Square is where the throat structure will be and therefore will not be available when the Transbay Transit Center opens. There may be an opportunity for another access area at a later time. Jim Lazarus asked about emergency exit. Randy Volenec advised that they have had 4 or 5 meetings with the Department of Building Inspection regarding this issue and will need to place a limit of 6,000 people as this is the number that can exit. A member of the public advised that he owns the property at the west end of the Transit Center, but envisions taking the building down and having a grand entrance that might connect to the Park. Adam commented that sounds good and could be something that would transform that area. Randy Volenec commented that one of the things they thought about was that Moscone Center may wish to have special events in this area of the Park.

MaryClare James asked about the funding for security of the park and how it is going to be maintained. Bob Beck replied that it is envisioned that it would not be a part of the San Francisco Recreation and Parks Department, but would be maintained through a business district or some other funding mechanism. MaryClare asked if this plan was contingent on identifying a funding source and Bob said no, it is not. Adam also gave Bryant Park in New York City as an example. MaryClare asked how long has this worked in Bryant Park and Adam replied 15 years. Peter Hartman also gave Yerba Buena Gardens as an example.

4. Approval of April 14, 2009 Meeting Minutes

Chair Lazarus asked if there were any changes or corrections to the April 14, 2009 Draft Meeting Minutes. Norm Rolfe advised that his name had been misspelled and requested the misspelling be corrected. Margie Cleland apologized for the error and advised that the spelling of Mr. Rolfe's name would be corrected. Chair Lazarus asked for a motion to approve the April 14, 2009 Draft Meeting Minutes with the correction of Mr. Rolfe's name. David Milton made a motion to approve the April 14, 2009 Draft Meeting Minutes and the motion was seconded by Norm Rolfe. A vote was called by voice and the motion was unanimously moved and carried.

5. Overview of Pedestrian Circulation Analysis – Anthony (Tony) Bruzzone

Tony Bruzzone from ARUP provided an overview of the Pedestrian Circulation Analysis. A key issue is to provide a clean open design. He provided a view of the bus deck and showed what the passenger circulation would look like from the 2030 AC Transit schedule. He showed and discussed the following:

- Access from the Great Hall and Shaw Alley

- Street circulation changes
- Proposal to change Howard to a two-way street for intercity bus access
- Flow of traffic around the Transbay Transit Center
- Possibility of extending the train box to Main Street
- Fewer, possibly attended, centralized restrooms to provide safer and cleaner facilities
- Taxi holding areas with enough room for the demand during peak CHSR hours of operations
- Animation of bus circulation model of transit passengers in peak time only for 8,000 passengers in 2030.
- Animation of passenger's circulation to trains.
- Train passengers would be held in the waiting area until their train is called and then they would be allowed to take the escalator downstairs to the train level.

Andrew Brooks asked if train passengers are held on a different level, how baggage carts will be handled. Tony advised that they are discussing that issue and that it will be accounted for.

A member of the public asked if there are any other buses that are not on the bus deck. Tony replied that the Golden Gate Transit and SamTrans buses were offered to be on the elevated level, but declined and will operate at the street level and/or share the East Bus Plaza with MUNI. Marcus Krause asked if there are enough drop-off areas with the elimination of the area in front of the Transit Center where MUNI and SamTrans currently drop passengers. Tony said that the primary drop off location will be on Mission between First and Fremont Streets, but that buses would not stay there and would circulate around to the Bus Plaza to pick up passengers. Jim Lazarus asked if Hines and the Planning Department were aware that there would be a bus stop in front of the New Transit Tower. Fred Clarke of Pelli-Clarke-Pelli replied that the "front door" is designed to be on First Street and not Mission Street.

Mr. Whitaker asked if there will be taxi stands on Minna. Tony replied that they are planning for drop off's in as many places as they can find as there is not much curb space.

Mr. Whitaker mentioned that the bike plan will eliminate 2 lanes on Second Street and that it would be congested at First Street.

Andrew Brooks asked if there was going to be a parking structure and Tony replied no. Fred Clarke mentioned that the Transit Tower would have a possibility for a 2 level parking facility that would feed from Fremont Street and exit on First Street.

A member of the public mentioned that currently there are a lot of truck deliveries on Minna Street and they sometimes back into the buildings creating gridlock on the Street. Tony said that they plan to change the direction only on Minna, not to widen it. He also mentioned that there would be passenger vehicles on the street and not buses.

Chair Lazarus asked if there was any further public comment. There was none.

Chair Lazarus asked if there were any further CAC member comments. There were none.

Chair Lazarus asked if there were any future Agenda requests. There were none.

David Milton asked if the CAC could have a budget update. Bob Beck replied that the budget will be presented to the Board of Directors at the June meeting and that an update could be brought to the CAC.

Jim Lazarus asked about the status of the open CAC member positions. Bob Beck replied that there is one application for membership that is planned to be presented to the Board of Directors at the June meeting and he is hoping for another one to complete the CAC membership.

Norm Rolfe asked if there was any news regarding CHSR and Judge Kopp. Bob Beck stated that there had been discussions between the TJPA, CHSRA and Caltrain and there is agreement to move forward with the single level of rail platforms with additional capacity provided elsewhere if and when operations require it. Jim Lazarus commented that that Steve Hemminger is facilitating a plan between the agencies to package the stimulus request for the Bay Area region, and that progress is being made. Bob Beck commented that the Metropolitan Transportation Commission (MTC) facilitated a meeting last week regarding putting together several projects including the TJPA, San Jose Corridor, etc. and that Caltrans will be making a proposal to the Federal Railroad Administration on behalf of the State. David Milton asked if Bob would let the CAC members know when the proposal is made public. Bob replied that he would and that it would be in June.

Marcus Krause asked who will be responsible regarding Temporary Terminal movement. Bob replied that Greyhound, ACTransit and WestCat would be. ACTransit will provide additional supervision to coordinate bus movement within the Temporary Terminal. And, the Department of Parking and Traffic (DPT) will have additional people to assist with the movement of buses and traffic flow to the bridge. Jim Lazarus asked who is funding it and Bob replied that the DPT support will be a project cost so we are working to keep the cost to a minimum. Marcus Krause asked if the CAC could get a report and Chair Lazarus requested that it be agenized to have a report on the street traffic in the fall before the Temporary Terminal is opened. Marcus Krause requested that the report including the movement of people to and from the Temporary Terminal. Bob Beck said that he will schedule an update and presentation.

Jane Morrison moved that the meeting be adjourned and it was seconded by David Milton.

Chair Lazarus adjourned the meeting at 7:15 PM.

5. Next Meeting

The next meeting is schedule on Tuesday, June 9, 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.