



SALESFORCE TRANSIT CENTER & SALESFORCE PARK FACT SHEET

SALESFORCE TRANSIT CENTER

The new Salesforce Transit Center is one of the most important pieces of infrastructure to be delivered to the Bay Area in a generation. In a region that is growing rapidly in both population and jobs, a centralized mass transportation center that will help ease congestion, reduce pollution, and make transit easier and faster is vital to the region's economic success. Owned and operated by the Transbay Joint Powers Authority, the Transit Center is at the heart of a new transit friendly neighborhood with new homes, parks and shops, providing access to public transit literally at the foot of people's doorsteps allowing them to travel and commute without the need for a car.

THE TRANSIT CENTER

Opened in 2018, Salesforce Transit Center is a modern regional transportation hub connecting transit systems throughout the Bay Area: AC Transit, Greyhound, Muni, Golden Gate Transit, WestCAT Lynx, and Paratransit with easy connections to BART, Muni Metro, and Sam Trans. It has 100,000 square feet of diverse retail, a 5.4-acre rooftop park with free events and activities and a robust public art program. Designed by internationally acclaimed Pelli Clarke Pelli Architects, the building is highly accessible, sustainable, and attractive, with grand light-filled spaces and a unique façade. The new Transit Center has already spurred development in the surrounding neighborhood, anchoring the growth of a new residential mixed-use urban neighborhood.

FUNDERS & PARTNERS

The \$2.3 billion Transit Center project was funded, in part, by the U.S. Department of Transportation, the State of California, the Metropolitan Transportation Commission, the San Francisco County Transportation Authority, the City and County of San Francisco, the San Mateo County Transportation Authority and AC Transit.

THE DOWNTOWN EXTENSION & HIGH-SPEED RAIL (The Transbay Program's Phase II)

The Downtown Extension Project will provide underground rail for 1.3 miles between the 4th and King Station and the Salesforce Transit Center and includes an underground station at 4th and Townsend. The alignment runs under Townsend and Second streets.

The Downtown Extension Project will improve travel times, provide seamless service, improve reliability and enhance pedestrian and bike safety in the area.

When regional rail is complete, transportation between two economic powerhouses, San Francisco and Silicon Valley, will become faster for commuters and better for the environment, with improved commute times and all electric Caltrain service. In fact, passengers can cut between 30 and 45 minutes off their daily regional commute as trains travel underground from the 4th and King Station to the Transit Center.

When California High Speed Rail connects the San Francisco Bay Area/Silicon Valley to the Central Valley/Los Angeles, travel times between San Jose and the Central Valley will be cut to just one hour and travel between San Francisco and Los Angeles will be less than three hours.

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THE PARK

Salesforce Park at the Transit Center is a public, 1,400-foot long 5.4-acre rooftop park stretching four city blocks featuring a wide range of activities and amenities, including an outdoor amphitheater, gardens, trails, open grass areas, a children's play space, as well as a restaurant space. Designed by PWP Landscape Architecture, the park increases the amount of open space in the neighborhood by 17 percent. The TJPA hired Biederman Redevelopment Ventures to operate, manage and activate the park with year-round events and activities free to the public. Everything from dance parties, concerts and fitness classes to free yoga, crafts and games can be found at Salesforce Park.

ENVIRONMENTAL SUSTAINABILITY

The Transit Center has received GOLD Leadership in Energy and Environmental Design (LEED) certification, a globally recognized symbol of sustainability achievement. The Center incorporated design elements, such as the use of natural lighting, geothermal regulation, naturally ventilated spaces, and is designed with greywater recycling to reduce greenhouse gases. And, instead of a 5.4-acre roof absorbing and radiating heat, the rooftop park absorbs carbon dioxide from bus exhaust, absorbs and filters storm water, and provides a habitat for wildlife. The Center decreases energy use and costs by maximizing natural lighting with light columns, skylights and shutting off lighting almost entirely in much of the Transit Center during "off-peak" hours. The Center utilizes a 100% greenhouse gas-free electricity supply from Hetch Hetchy Power, has a recycled greywater system and is committed to the City's zero waste goal by providing three-stream waste separation including composting and recycling.

ART & ARCHITECTURE

The Transit Center includes four major artworks that are integrated into the Transit Center's design of the major public spaces. Each piece emerges from a close collaboration between local and national artists and Pelli Clarke Pelli Architects, blurring the line between art and architecture and making both more accessible to the public. The TJPA, in partnership with the San Francisco Arts Commission, developed a robust, engaging and stimulating Art Program for the benefit of the public. Artists James Carpenter (*Parallel Lights Field* in Shaw Alley); Julie Chang (*The Secret Garden*, the Terrazzo floor in the Grand Hall); Jenny Holzer (*White Light* a LED installation above the Grand Hall); and Ned Kahn (*Bus Fountain* in Salesforce Park) created complex works designed to engage and enrich the experience of visitors. Each piece presents an unexpected visual diversion, creating places for congregation and activity as well as respite and contemplation.

HISTORY OF THE TRANSBAY TERMINAL

San Francisco's former Transbay Terminal was built in 1939 at First and Mission streets to serve the Key System, which operated commuter trains between the East Bay and San Francisco. The trains traveled on the lower deck of the Bay Bridge and on an elevated viaduct connecting directly to the terminal. In its heyday at the end of World War II, the Key System served 26 million passengers each year. After the war, ridership on the system steadily declined, and the terminal was converted into a bus-only facility in 1958.

Following the Loma Prieta Earthquake in 1989, an analysis of the terminal and its access ramps showed that the terminal and ramps required significant upgrades to meet seismic and accessibility standards. A decade later, in 1999, San Francisco voters passed Proposition H, making it City law to extend the Caltrain line to a new or rebuilt regional transit station on the site of the Transbay Terminal. In 2010, transit operations moved to the newly constructed temporary terminal, the Transbay Terminal was closed, and demolition of the building and its access ramps began. Crews then broke ground on the new Salesforce Transit Center, which opened in 2018.

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SALESFORCE TRANSIT CENTER AT A GLANCE

- The \$2.3 billion project funded through local, regional, state and federal sources.
- Was designed by internationally acclaimed architecture firm Pelli Clarke Pelli Architects.
- Webcor/Obayashi, Joint Venture was the Construction Manager and General Contractor.
- Four levels above ground and two levels below ground, one million square feet and 1,400 feet long. If stood upright, it would be the tallest building in San Francisco.
- Includes a 5.4-acre rooftop park
- Provides a Bus Bridge crossing several busy San Francisco streets to provide direct bus access from the Bay Bridge to the Transit Center reducing congestion on city streets and travel times.
- Provides two pedestrian bridges connecting office and residential buildings directly to the park with a third planned.
- Includes a Gondola providing direct access to the park for the public from Salesforce Plaza, privately-operated by Boston Properties, owner of adjacent Salesforce Tower.
- Provides a Pop-Up Retail Program for commuters and visitors
- Will include more than 100,000 square feet of diverse retail, including a restaurant in the rooftop park.
- Includes four major public art installations
- Received GOLD Leadership in Energy and Environmental Design (LEED) certification, a globally recognized symbol of sustainability achievement.
- Is wrapped with a 3,000-foot-long, 44-foot-tall groundbreaking geometrical rhombus tiling pattern discovered by Sir Roger Penrose, which can extend infinitely without repeating itself.

