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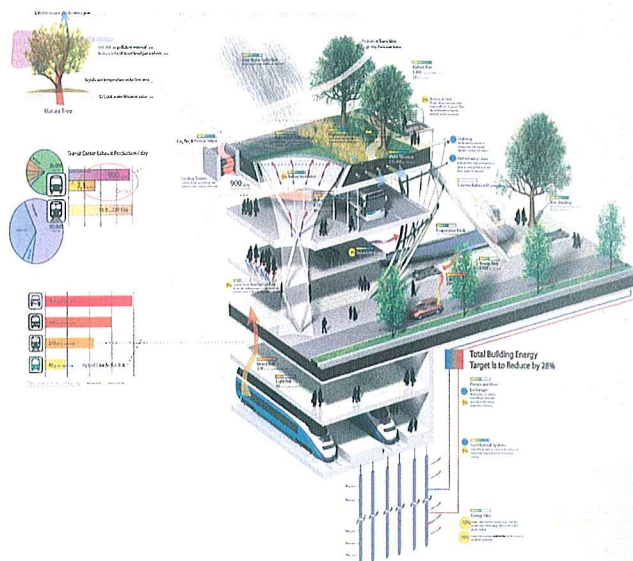
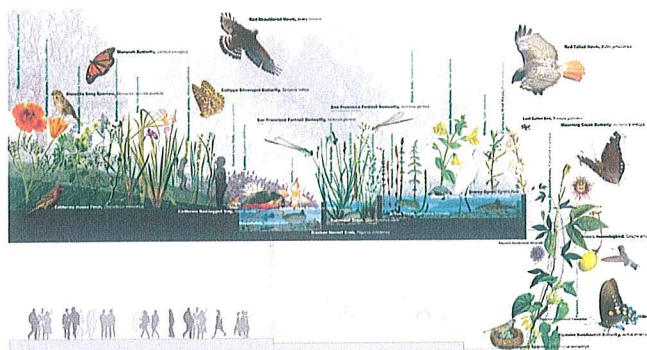
THE AED 3000 PCC US\$ 13.50 Middle East US\$ 15.00 India US\$ 10.00 Africa US\$ 10.00

17 TROPICAL EXOTICISM

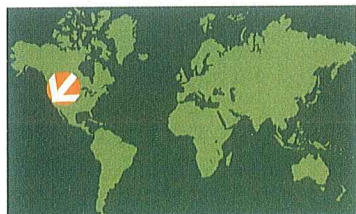
The Bulgari Resort on the island of Bali, Indonesia

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SF TRANSBAY TRANSIT CENTER AND TOWER



PROJECT DETAILS

TITLE Transbay Transit Center and Tower
LOCATION San Francisco, California, USA
CLIENT Transbay Joint Powers Authority (TJPA)
ARCHITECTURAL DESIGN Pelli Clarke Pelli
DEVELOPER Hines

PROJECT TIMELINE

COMPETITION 1 November 2006 (launch date)
DESIGN DEVELOPMENT 2006-2009
CONSTRUCTION 2008-2014 - Phase I, Transit Center Building
 2012-2019 - Phase II, Downtown Rail Extension

PROJECT FACTS

SITE AREA n/a
BUILT UP AREA Transit Centre: 1,000,000 sq. ft (93,000-sq. metres)
 Tower: n/a
BUDGET US\$3.4 billion
 Phase 1: US\$983 million

Originally built in 1939 to facilitate rail travel across the lower portion of the Bay Bridge, the current Transbay Terminal on First and Mission streets in downtown San Francisco was transporting 26 million passengers annually in its heyday at the end of World War II. After the war ended and gas rationing was eliminated, the terminal's use began to steadily decline to a rate of four to five million people travelling by rail per year. More recently however, according to the Transbay Joint Powers Authority (TJPA), a historic collaboration of Bay Area government and transportation bodies charged with designing, building, operating and maintaining a new Transbay Transit Center and Tower at the site of the current Transbay Terminal in downtown San Francisco, the current Transbay Terminal no longer meets current or future capacity needs for the region or State. The TJPA estimates that by 2020, upwards of 29 million people will use the Transit Center each year.

The new US\$3.4-billion Transbay Transit Center Project, once complete, will return San Francisco to a culture of mass transit, replacing the terminal with a new, one-million-sq. ft (93,000-sq. metre) multi-modal transportation centre with an elevated bus level, 30 bus bays, a ground-floor level bus plaza and below-grade levels serving Caltrain and future High-Speed rail,

centralising the region's transportation network by accommodating nine transportation systems under one roof, and serving more than 100,000 passengers per day. Additionally, the project will create a transit-friendly neighbourhood with 3,400 new homes, 35 percent of which will be affordable housing, parks and a retail main street surrounding the Center.

In 2006, the TJPA launched an international competition to select a Design and Development team for the proposed landmark envisioned as the Grand Central of the west. The three shortlisted teams having progressed to the final stage of the competition presented their concepts to the Jury on 1-2 August 2007 and the TJPA Board of Directors on 6 August 2007. The shortlisted teams were Rogers Stirk Harbour & Partners and Forest City Enterprises with MacFarlane Partners, Skidmore Owings and Merrill and Rockefeller Group Development Corporation, and Pelli Clarke Pelli Architects and Hines. On 10 September 2007, the latter of the three was pronounced the winner of the eight-month-long international competition by the Jury, who now pending another approval from the TJPA, will enter into exclusive negotiations to build a 1,300-ft (400-metre) high tower and the one-million-sq. ft (93,000-sq. metre) state-of-the-art train and bus station at Mission and First streets. >>



According to the nine-person jury appointed by the TJPA, the winning proposal by developer Hines and architect Pelli Clarke Pelli offered a whopping US\$350 million for the tower property, more than twice what the other two teams were willing to pay. The astounding offer blew away the team ranked second in the competition, Rogers Stirk Harbour & Partners and Forest City Enterprises, which offered US\$145 million for the tower land. The third-place team, Skidmore, Owings & Merrill and Rockefeller Group Development Corp., made a purchase price offer of US\$118 million.

"The exceptional financial offer put forth by the recommended team will increase the funds available to the Transbay Transit Center Project to US\$1.85 billion", said Maria Ayerdi, executive director of the TJPA. "Since our inception, we have been successful at fully funding the first phase of our programme, and this offer builds upon that success to deliver the necessary funding to help complete the rail extension," she added.

The jury called all the proposals "exceptional" but ruled unanimously that the Pelli/Hines proposal "best met the TJPA's operational, functional, and aesthetic requirements". The Hines project calls for an 82-storey obelisk-shaped tower with a 5.4-acre (22,000-sq. metre) park atop the terminal itself. The jury based its evaluation and ranking on how well each team's proposal met the evaluation criteria as listed in the competition manual. Scores, which were given by individual jurors and summed to derive each team's overall ranking, analysed such criteria as design excellence, functionality and financial feasibility.

Groundbreaking for the project is scheduled to begin in 2008 with the building of the temporary terminal to serve bus passengers while the new Transit Center Project is under construction. Demolition of the existing terminal is scheduled for 2009, while construction of the new landmark Transit Center and complementary Transit Tower is scheduled to begin in 2010 and complete in 2014. This first phase of the project includes design and construction of the Transit Center building, the rail foundation, bus

ramps and bus storage facilities, and design of the underground rail level component of the Transit Center. Construction of the Caltrain Downtown Rail Extension is estimated to begin in 2012 and complete in 2018.

A Civic Space

According to the architects of the winning proposal, Pelli Clarke Pelli, their Transbay Transit Center aspires to become one of San Francisco's great civic places. Its architecture is open, full of light and clean air, and environmentally sustainable. It is also functional, a pleasure to use, and adaptable to future needs. It is designed to be the centrepiece of a new neighbourhood. As such, their design proposes to transform the roof of the Transit Center into a public park - City Park. The 5.4 acre City Park will be accessible and inviting, complete with the attractions and activities that characterise great urban green spaces. Furthermore, the park will actively improve the environment around the Transit Center, absorbing pollution from bus exhaust, treating and recycling water, and providing a habitat for local wildlife. Sustainability is at the heart of Pelli Clarke Pelli's proposal.

The accompanying Transbay Tower will be a slender, graceful and beautiful icon. It is a simple and eternal form, like an obelisk, marking the location of the Transit Center against the San Francisco sky. At its base is Mission Square, a grand public space sheltered under a flowing glass and steel canopy that forms the ceremonial entrance to the Transit Center. The timeless form of the Tower balances the richness of design of the Transit Center. It is infused with natural light coming through Light Columns that also open views of the sky and the trees of City Park to all users. Meanwhile, the perimeter structure of the Center is sculpted like branches of a tree, covered with glass that waves like the petals of a flower. Once complete, the Transit Center and City Park will be extraordinary new assets for their neighbourhood, the City and the Region. *Text: TJPA and Pelli Clarke Pelli. Images: Pelli Clarke Pelli. Edited: Architecture+*



