

# REQUEST FOR REVIEW FORM

San Francisco Arts Commission  
**Civic Design Review**

## PROJECT INFORMATION

PROJECT TITLE: Treasure Island Ferry Shelter & Bus Shelters DATE: 8 April 2016

CLIENT DEPARTMENT: Treasure Island Development Authority (TIDA) / Treasure Island Community Development (TICD)

PROJECT ADDRESS Treasure Island, San Francisco, CA DISTRICT NUMBER: \_\_\_\_\_

Is this part of a multi-site project, bond or capital improvement program? If yes, which program?

## PROJECT TEAM

TIDA PROJECT MANAGER: Bob Beck Email: bob.beck@sfgov.org

TICD PROJECT MANAGER: Julian Pancoast Email: julian.pancoast@lennar.com

ARCHITECT: Amy Eliot, Principal, Dilworth Eliot Studio, Inc. Email: amy@dilwortheliot.com

LANDSCAPE ARCHITECT: Blake Shelton, Principal, AECOM Email: blake.sanborn@aecom.com

## DATES OF REVIEW

Conceptual/Informational Presentation January 12, 2015

PHASE 1: Schematic Design May 18, 2015

PHASE 2: Design Development December 14, 2015

PHASE 3: Construction Documents April 18, 2016

Other:

Small Project Review

Plaque Review

## PROJECT DELIVERY METHOD

Design, Bid Build (traditional)

Fast Track

Design-Build

Bridging

Other

Construction Commencement: \_\_\_\_\_

Construction Completion: \_\_\_\_\_

Structure size (SQ FT): 7,000

## BUDGET

Total Construction Cost: \$3M

Art Enrichment Budget: N/A

Please attach the official line item construction budget for the project and provide an explanation. If the Art Enrichment budget is less than 2% of the total construction cost including above and below ground construction unless exempt per the Art Enrichment Ordinance.

## DESIGN CONCEPT

Please provide a succinct description of the design concept or idea (not the functional goals). Attach additional page if needed.

Ferry Shelter Design: The Treasure Island Ferry Shelter will be located on the island's western city-facing shore to accommodate ferry passengers (residents, tourists, those who work on the island) and importantly is directly opposite historic Building 1. Its design is inspired by the rigor of Building 1's architecture to which it acts as an introduction, (cont'd on attached)

## ADDITIONAL INFORMATION

Is this project on a City designated landmark or in a City designated historic district? If yes, have you contacted staff of the Historic Preservation Commission to determine whether a certificate of appropriateness is required?

## COMMUNITY OUTREACH

**It is your obligation to notify the community (by mail or email) that there is opportunity for public comment at the Civic Design Review Meeting.** This is an important part of the public process. What has been done in this regard?

## FEES

Effective July 1, 2014: \$10,220

Projects will now be charged on a per project basis. The Base Fee per project will be \$10,220, however, complex projects or projects involving more than one building may be charged a higher fee.

**Journal Entry should be paid to:**

**Index code: 28CIVDESIGN\_PAR516**

**Write check to: San Francisco Arts Commission**

## **DESIGN CONCEPT:** (cont'd)

to the marine environment and the city and Bay Bridge views beyond. The Ferry Shelter has been conceived as a light structure, which is extremely transparent within the panorama of sea and sky, and in the opposite direction, clearly differentiates itself from the opacity of Building 1's Deco-era architecture. The main roof canopy, clad in ipe wood and beveled on the underside in all four directions, is supported by three rows of steel columns that define the passenger waiting area below. Linear skylights running in the direction of movement between the ferry and Building 1 provide an even pattern of daylight to the patron area and create patterns on the plaza below to activate the patron experience. At the Ferry Shelter's north, west and south edges, a cantilevered frameless laminated and fritted glass windscreen, rising from a low precast concrete wall to a height of 13 feet above the plaza, surrounds the waiting area, protecting passengers from the wind coming from the west through the Golden Gate. The design of the Ferry Shelter currently includes identity signage on the western face of the windscreen facing the water, in the form of dimensional brushed stainless steel letters attached to the face of glass, but offset by an inset reveal.

Ferry riders and visitors are accommodated behind the windscreen where protection is the greatest and can view the city while leaning on a concrete ledge cast into the base of the windscreen wall, or sit on one of the precast concrete seating elements that articulate the waiting area. Automated ticket kiosks are located at the eastern edge of the Shelter and are freestanding next to a glass Media Center that will also accommodate electrical infrastructure needs, and intermodal transit monitors above, facing the patron area and the eastern promenade.

## **Bus and Shuttle Shelter Design:**

The Bus and Shuttle Shelters take their design cues from the main Ferry Shelter and like their bigger neighbor, have a major obligation to protect riders from wind and rain. The shelters are conceived as a modular system of fritted glass wall panels supported by a framework of painted steel columns and beams that carry the metal roof and transit signage on each short end. Passenger seating is accommodated by means of an ipe wood bench on stainless steel supports, allowing for companion seating on one end of the shelter.

The island Shuttle stop is located to the north of the main axis between Building 1 and the Ferry Shelter and will only drop-off island residents and visitors at the Waterfront Plaza in order to access the Ferry service and Muni or AC Transit buses. Two Muni/AC Transit shelters, picking up passengers only at this location, balance the southern edge of Palm Drive.