ASCENT

SFO BUILDING FOR THE FUTURE

San Francisco Arts Commission Civic Design Review: Phase 2

June 18, 2012

San Francisco International Airport
Replacement Airport Traffic Control Tower and FAA / Airport Integrated Facility

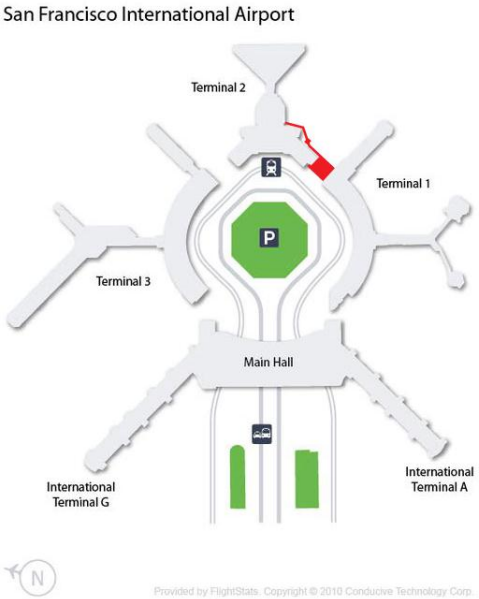
HNTB

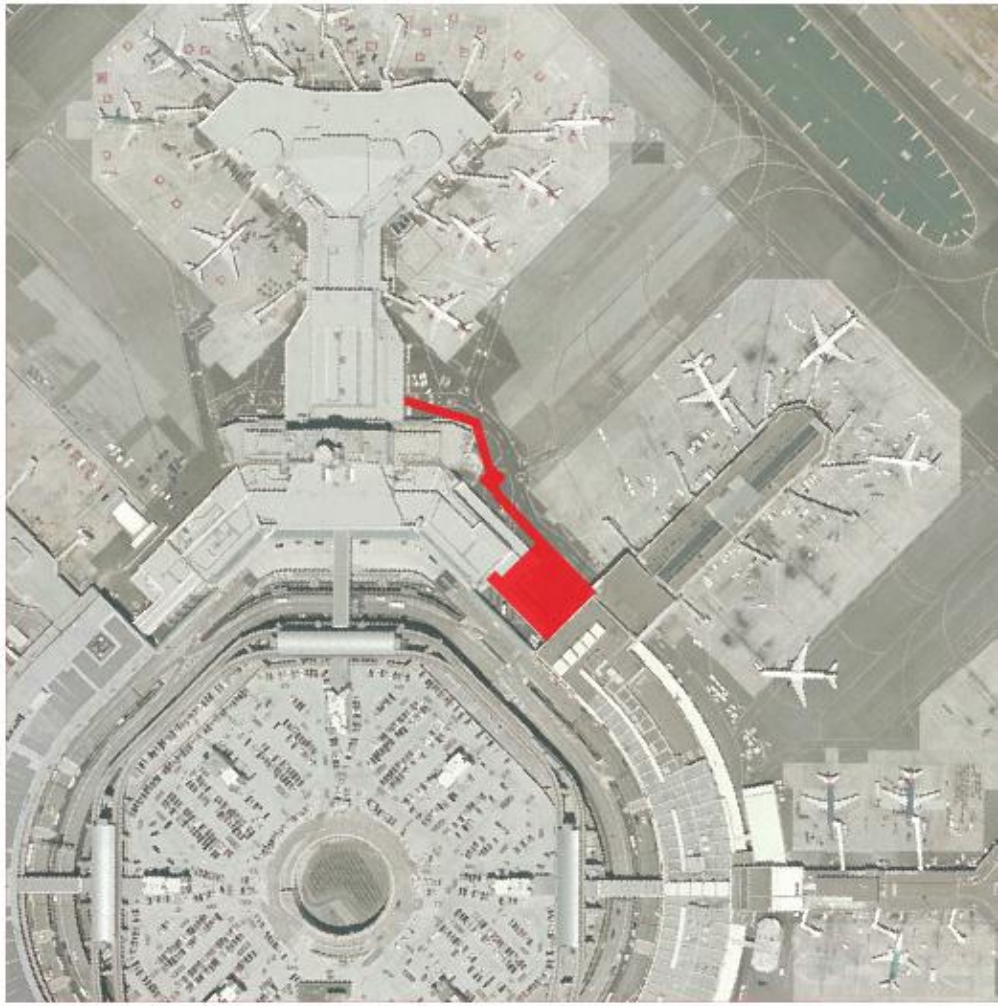
SFO San Francisco International Airport

PROJECT LOCATION

Courtyard 2 between Terminals 1 and 2 is the required location for the new tower because of specific functional and operational requirements.

- Optimal airfield views from the tower cab
- Sufficient area to accommodate the base building administrative and Airport functions
- Landside and airside access to the FAA facility

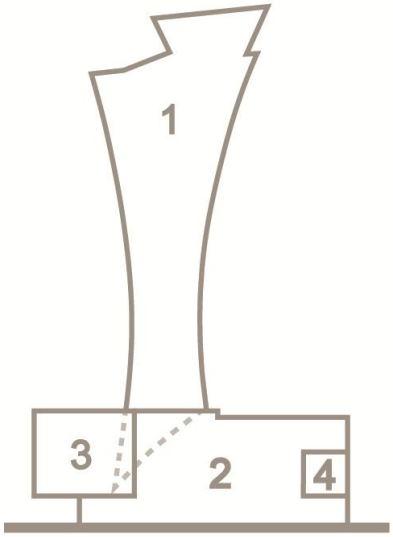


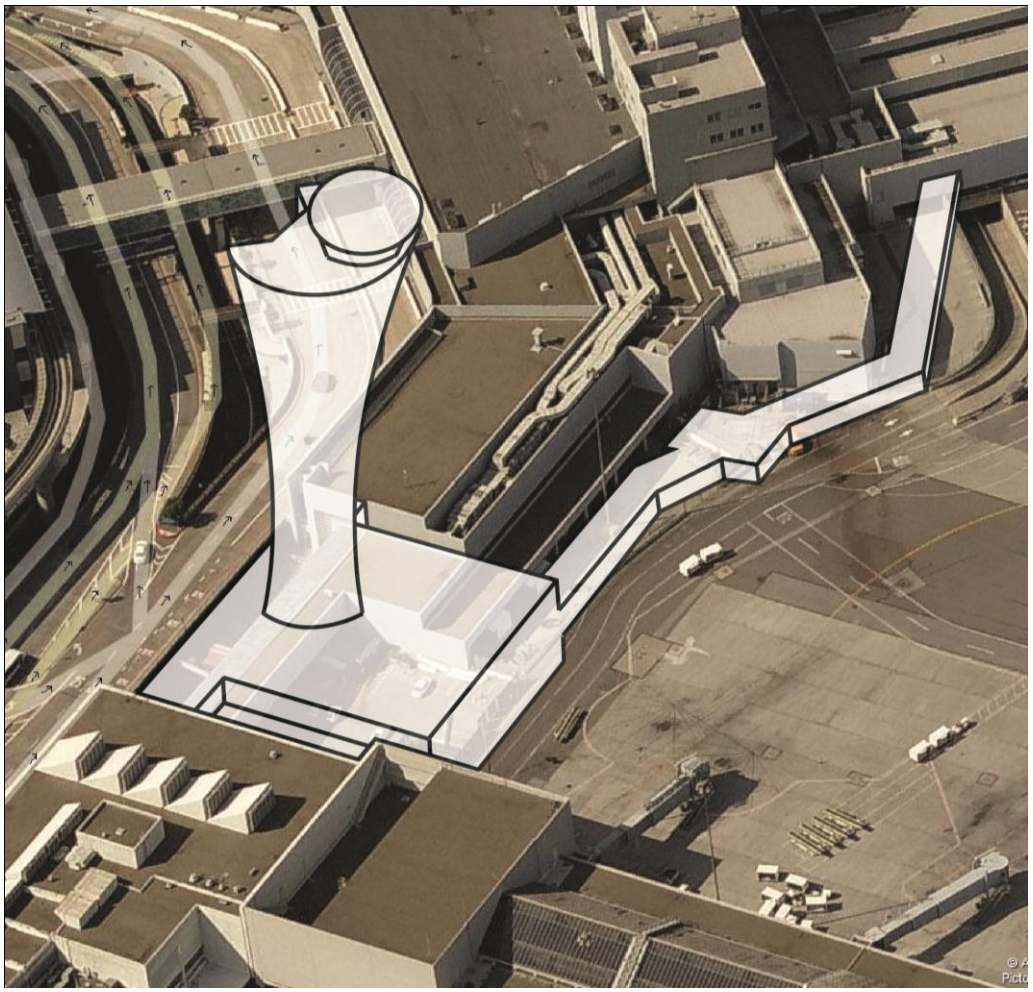


PROJECT OVERVIEW

NEW BUILDING ELEMENTS

1. **Airport Traffic Control Tower** (**ATCT**) to replace the existing ATCT
2. **Integrated Facility** base building that includes FAA and Airport functions
3. **Non-secure Corridor** for passengers circulating between Terminals 1 and 2
4. **Secure Connector** for passengers circulating between Terminal 1 and 2 boarding areas

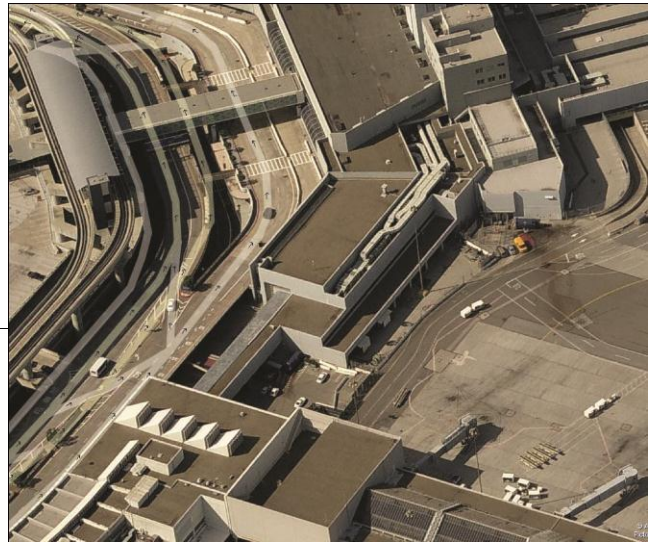




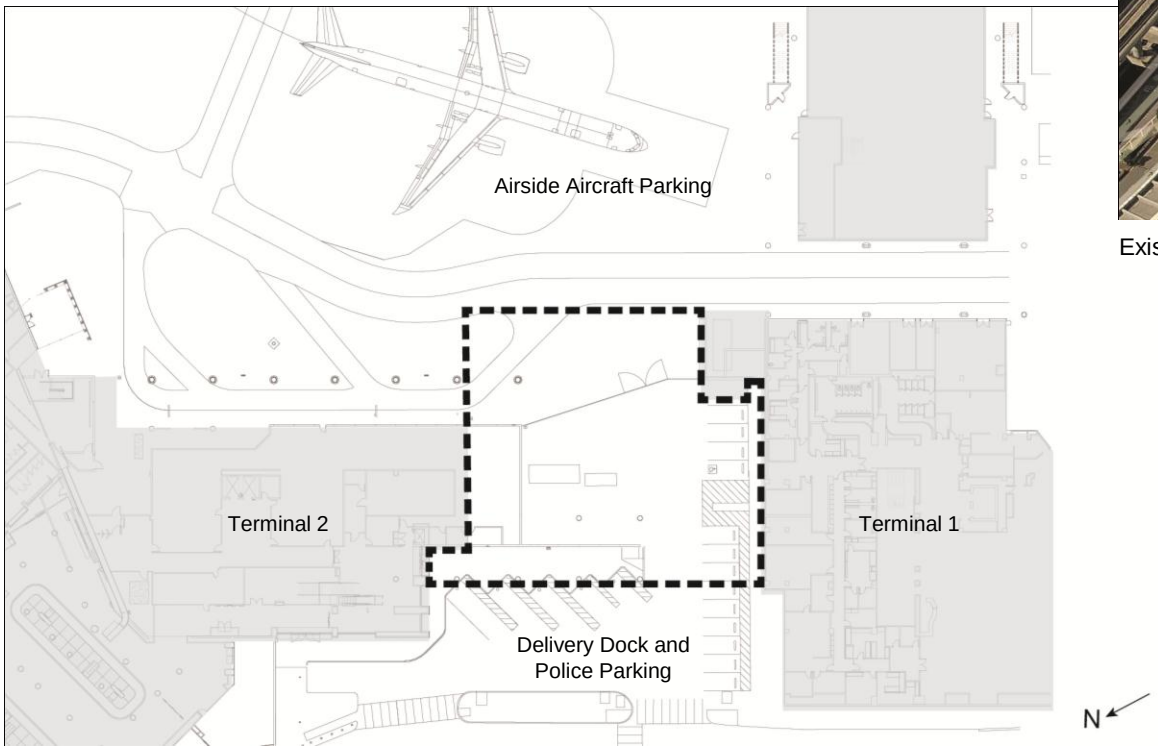
PROJECT OVERVIEW

Project Site Constraints

- Project bounded by existing landside roadways, airside aircraft parking, Terminal 1 and Terminal 2
- Existing police parking and delivery dock for Terminals 1 and 2 to be maintained



Existing Site: Aerial View



Level 1 Existing Site Plan

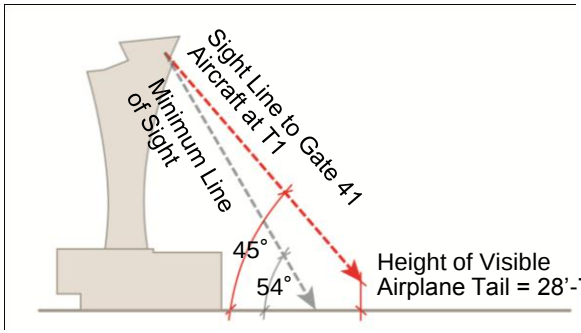
Existing Landside Roadway

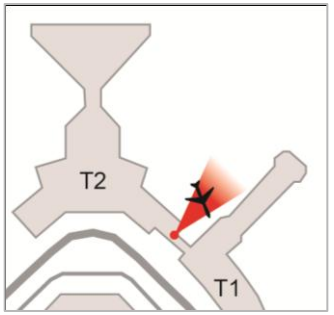
ATCT Functional and Physical Criteria

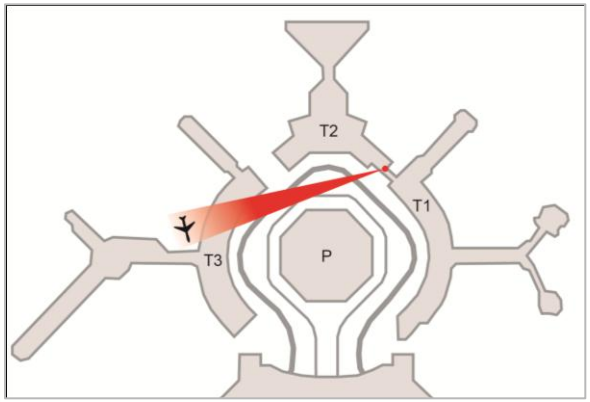
Tower Cab Design - Sightlines

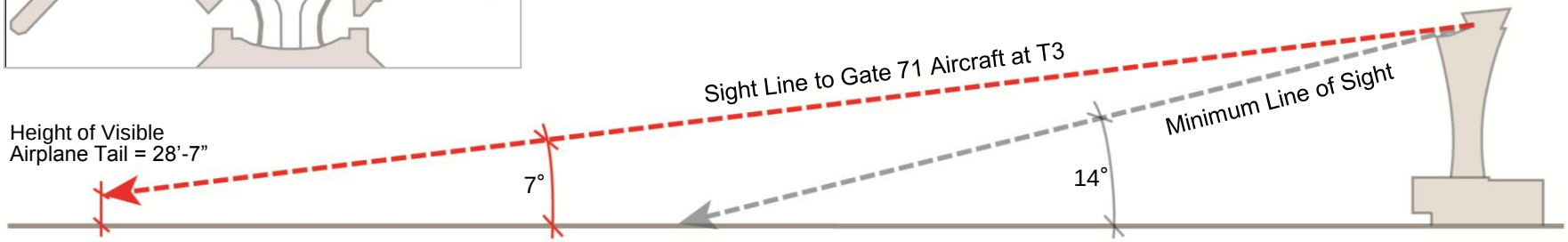
The cab design is prescribed by the FAA.

•Sloped roof on tower facilitates critical views of aircraft gates



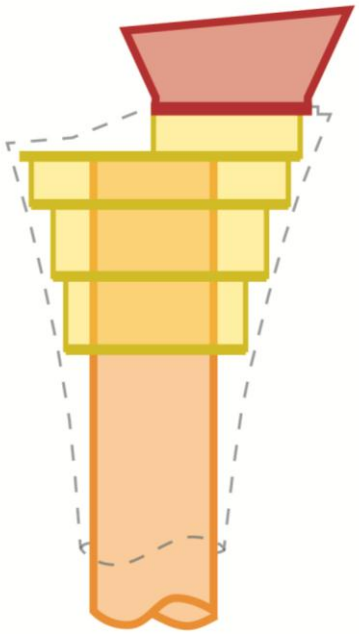




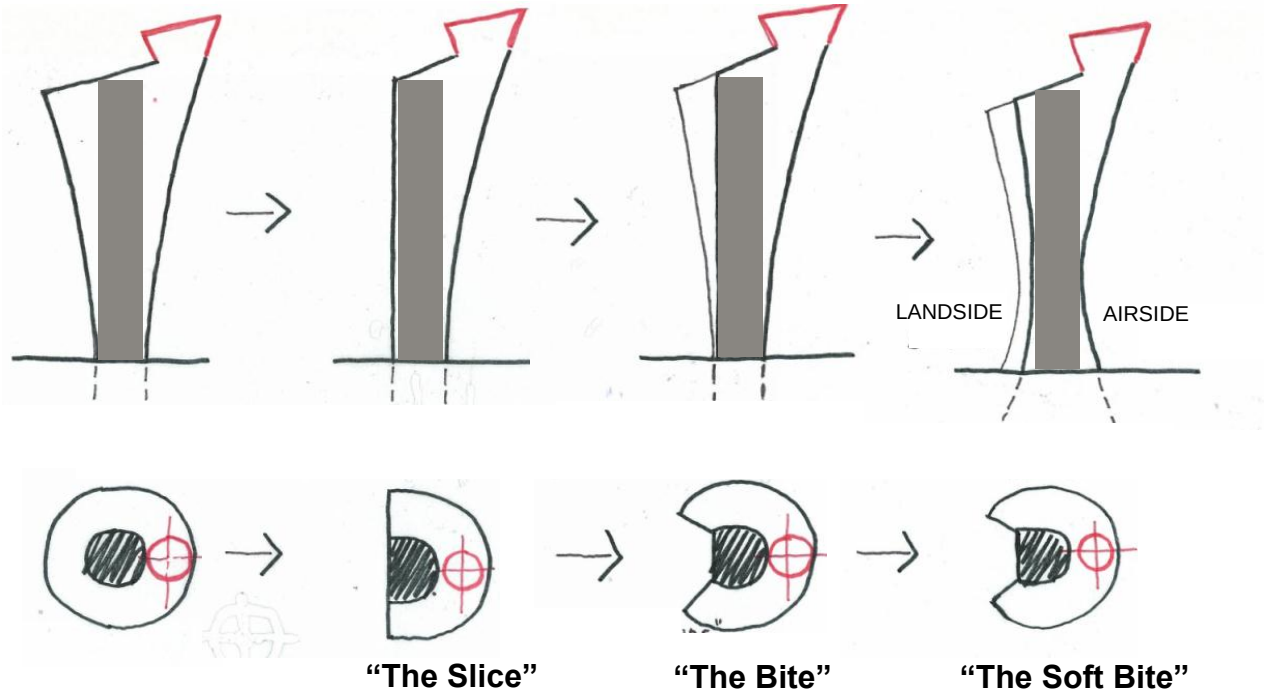


ATCT Functional and Physical Criteria

Program

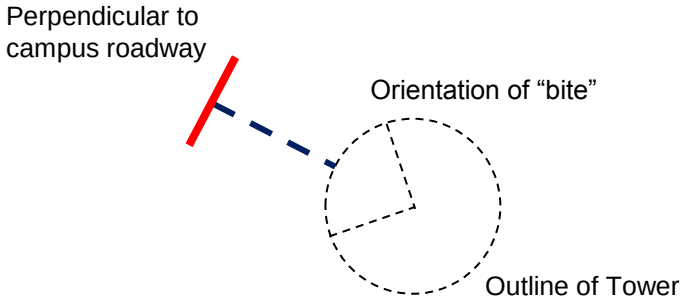


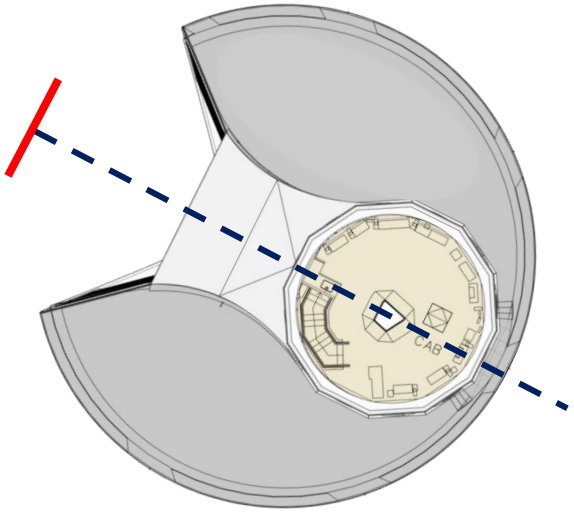
Form Development



THE PUBLIC GESTURE

AIRPORT TRAFFIC CONTROL TOWER CONCEPT

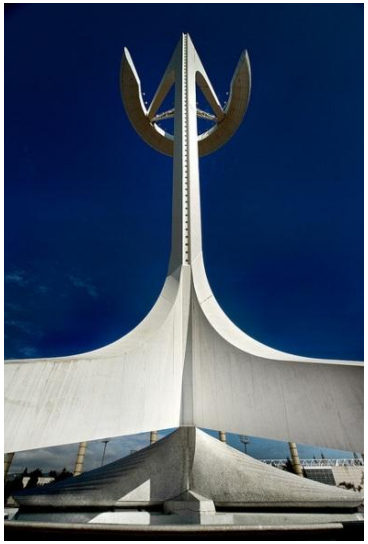




Radial Axes

Secondary Axes

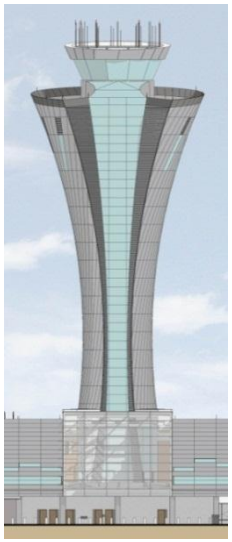
SITE GEOMETRY/ CAMPUS ORIENTATION



SYMMETRY

SYMMETRY

ASYMMETRY



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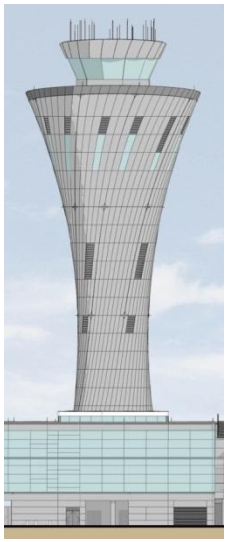

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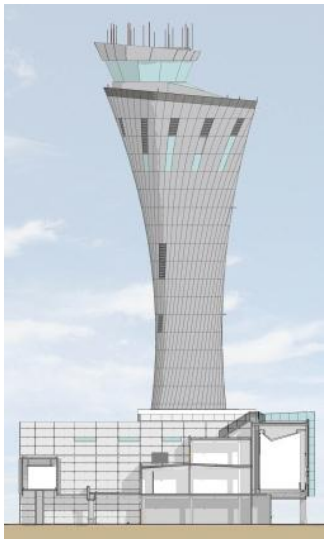
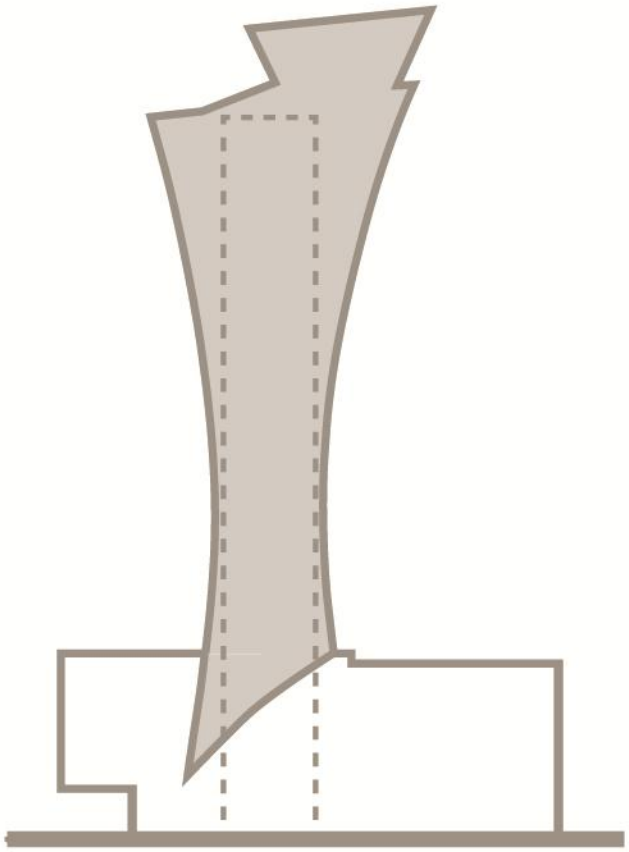
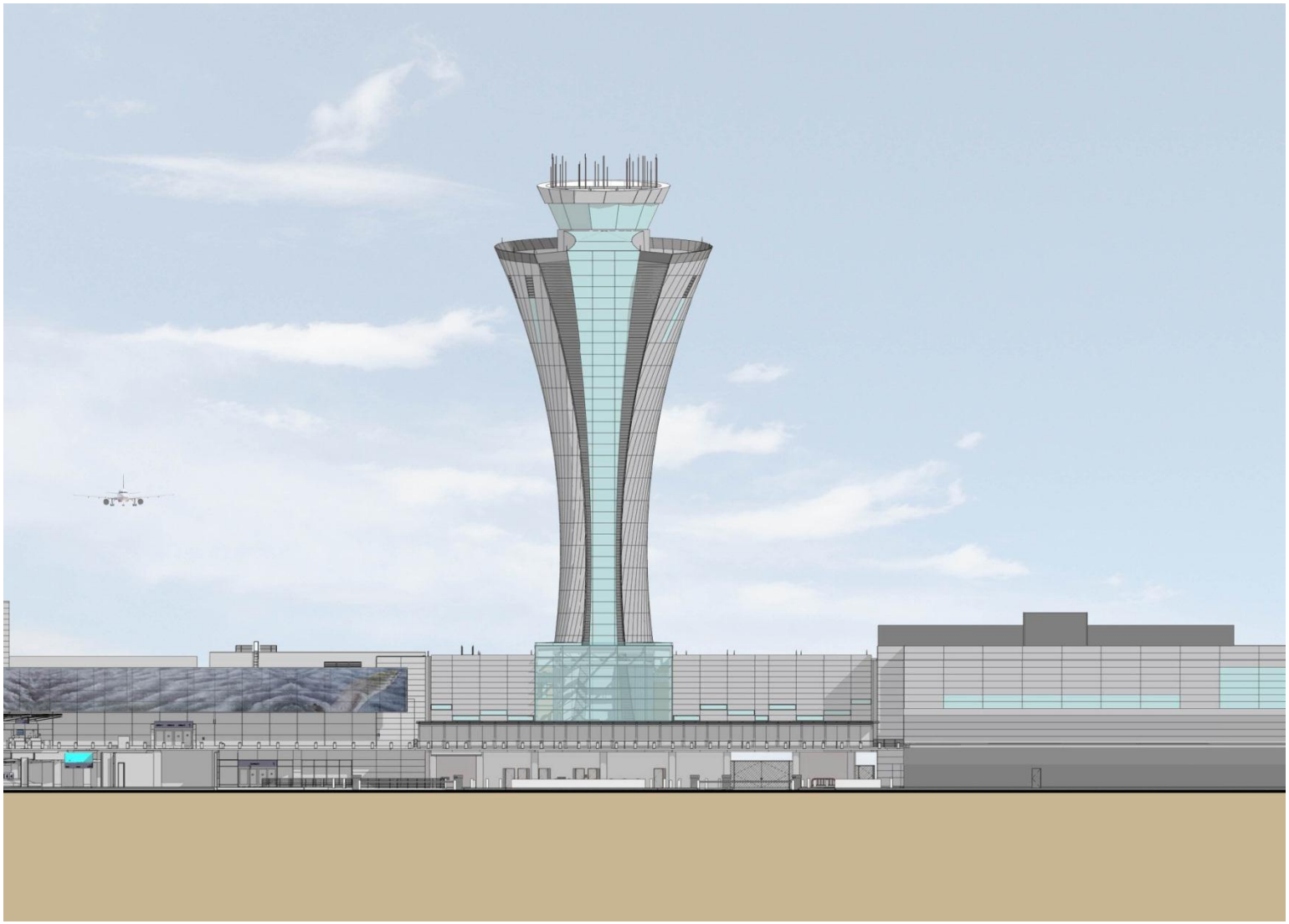


ASYMMETRY

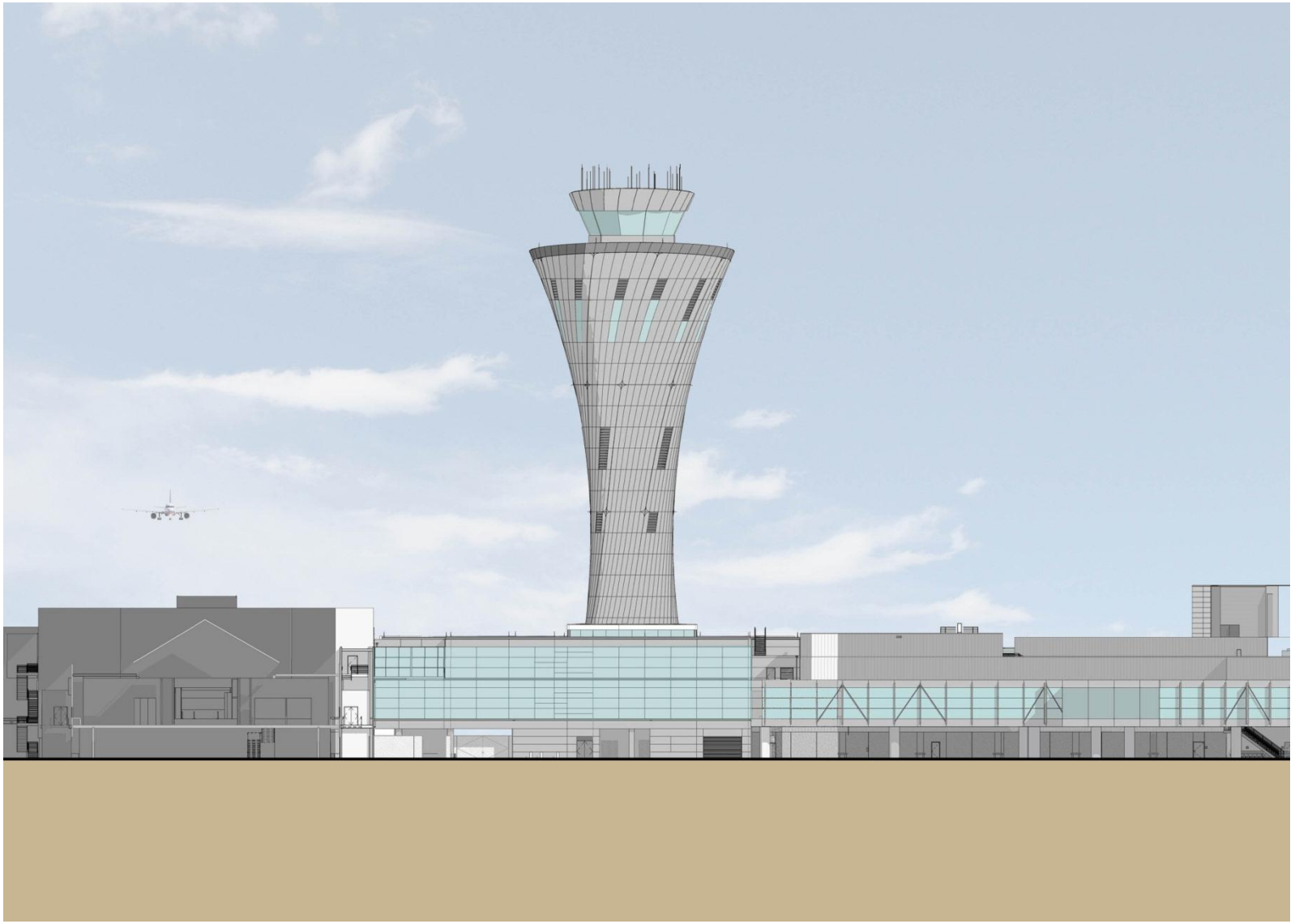
AXIAL SYMMETRY/ ASYMMETRY



Airport Traffic Control Tower



West Elevation (Landside)

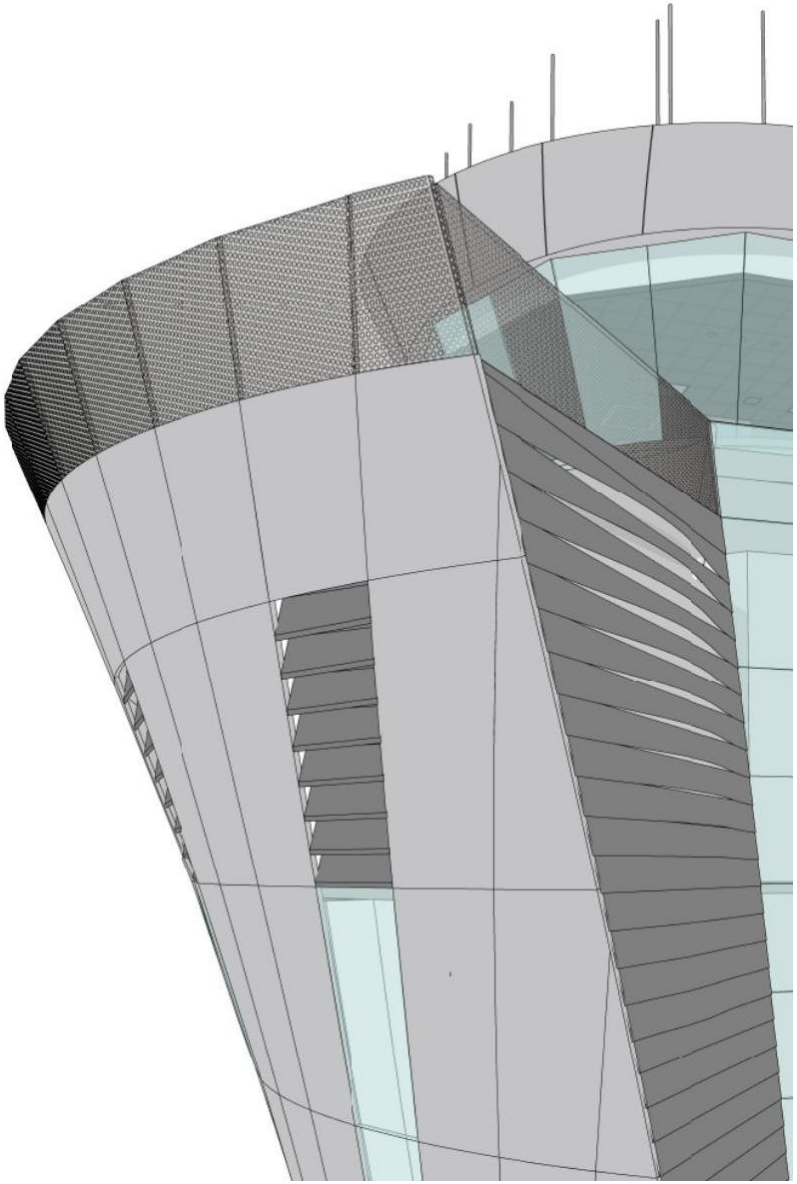


East Elevation (Airside)

North Elevation

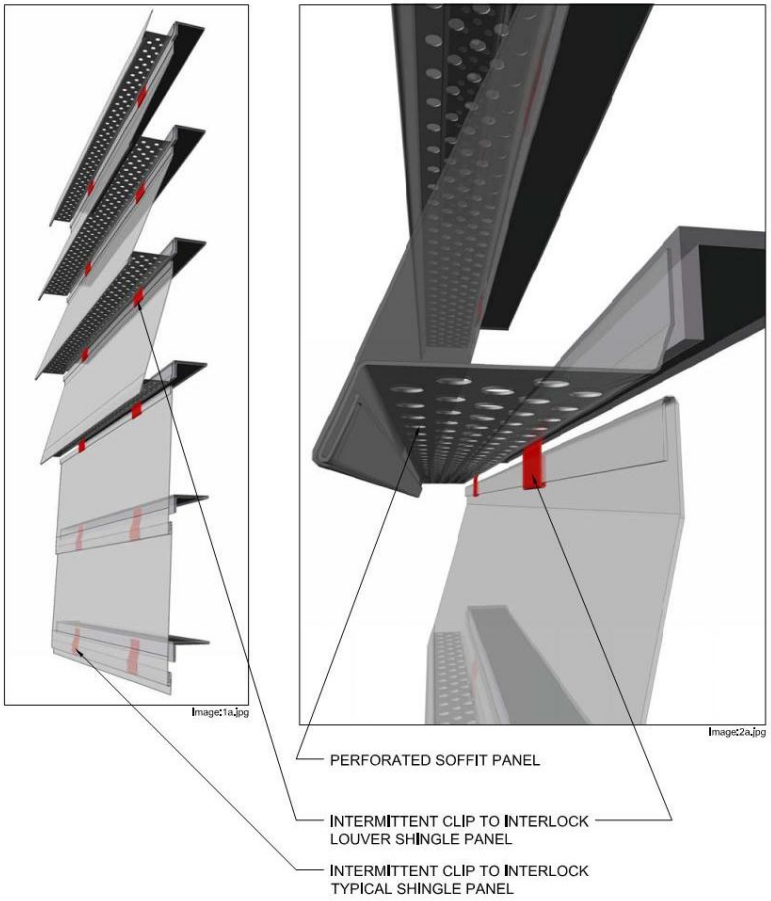
South Elevation

North & South Elevations

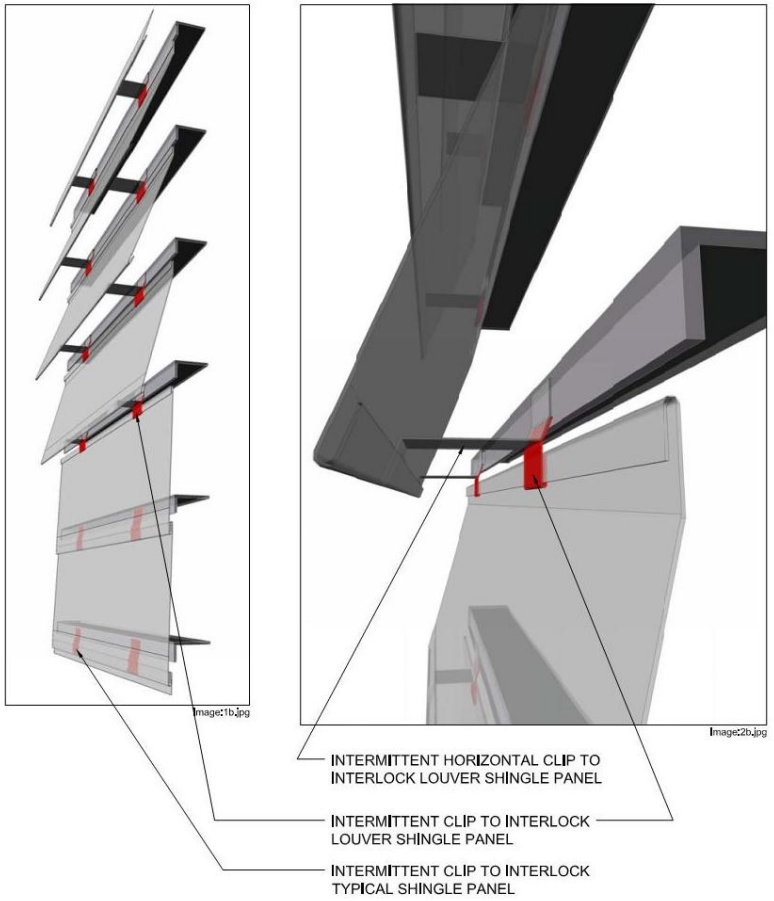


Cladding Articulation

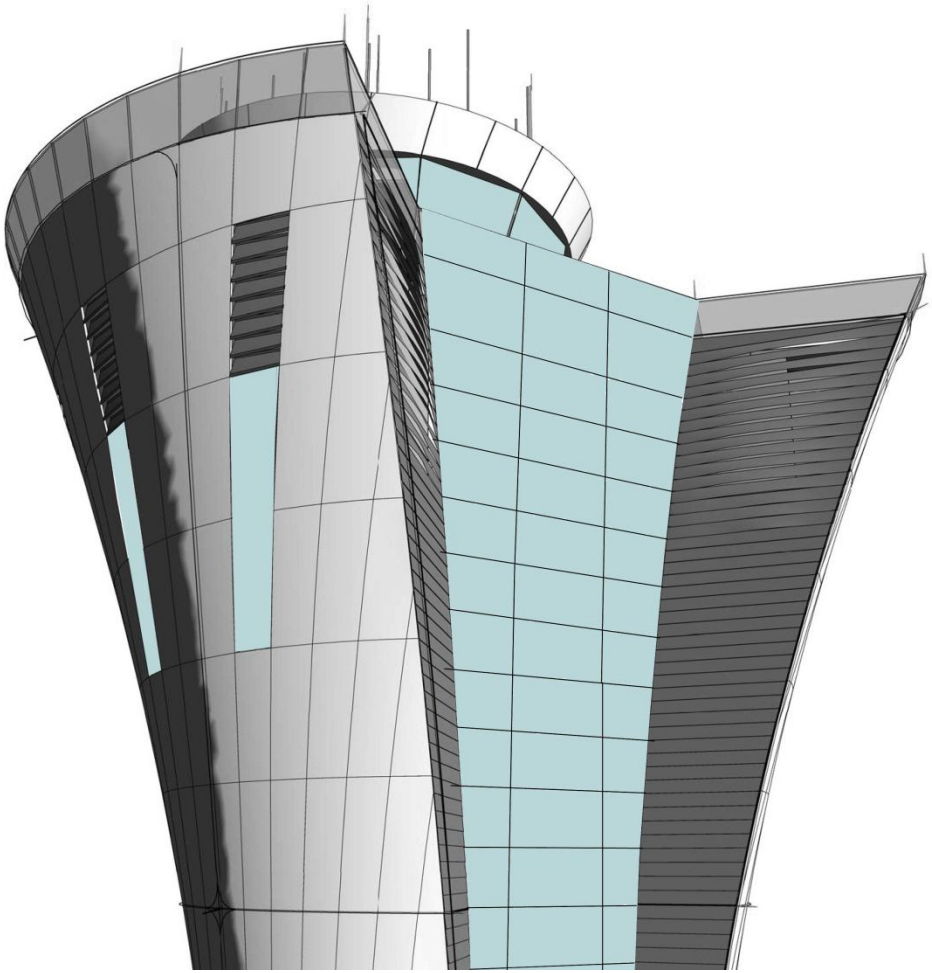
OPTION A: PERFORATED SOFFIT PANEL SCHEME



OPTION B: INTERMITTENT HORIZONTAL CLIP SCHEME

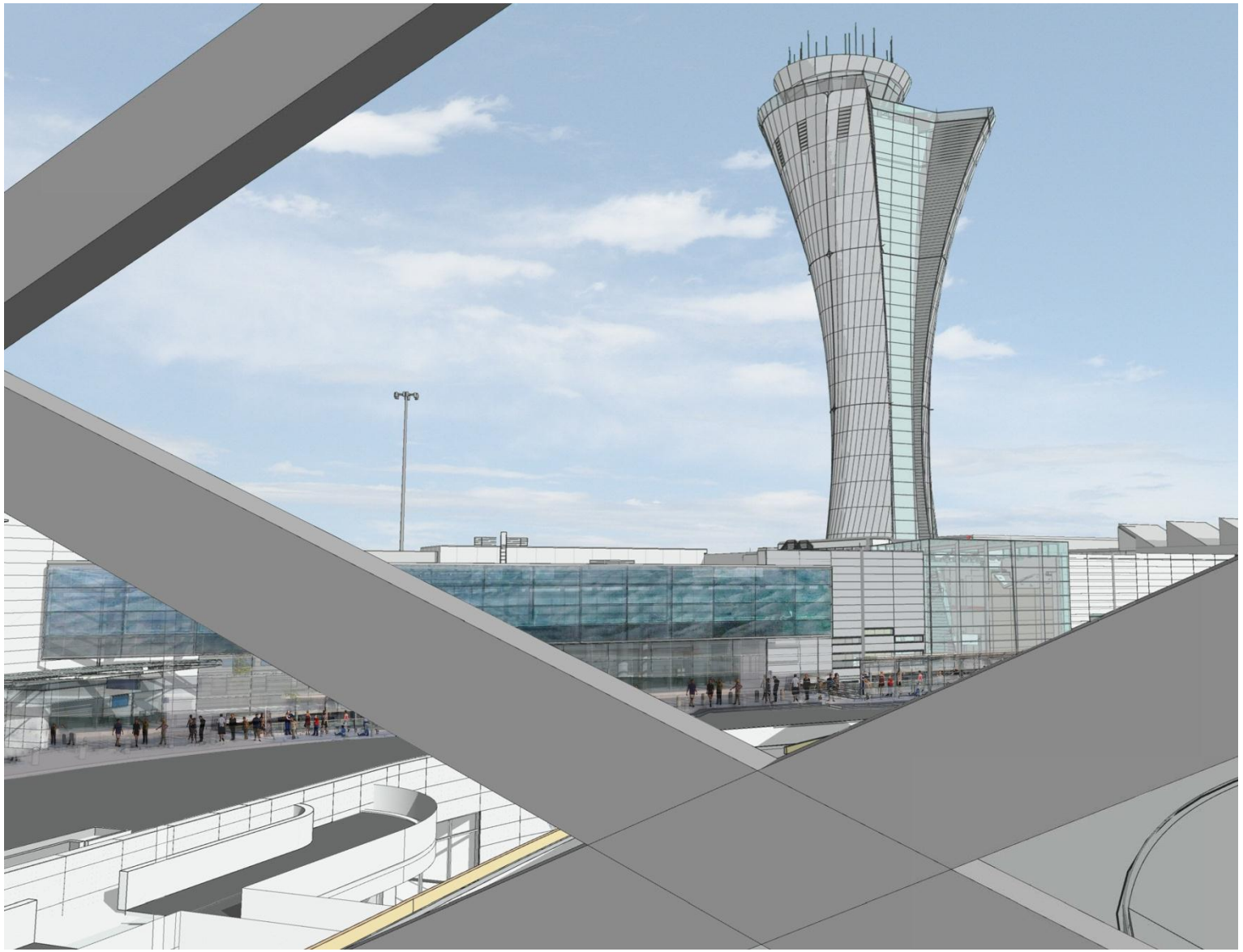


Cladding Articulation

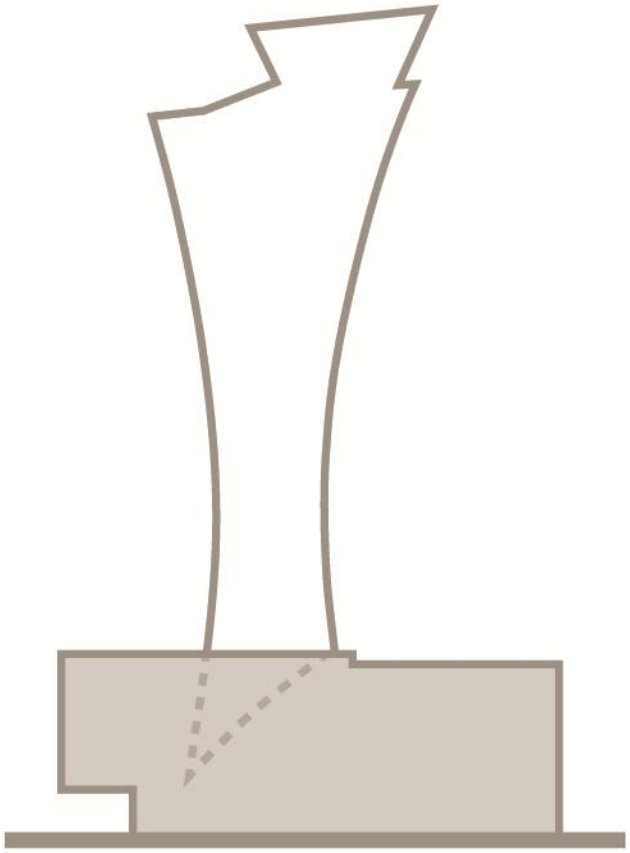


Cladding Detail and Lightning Conduction

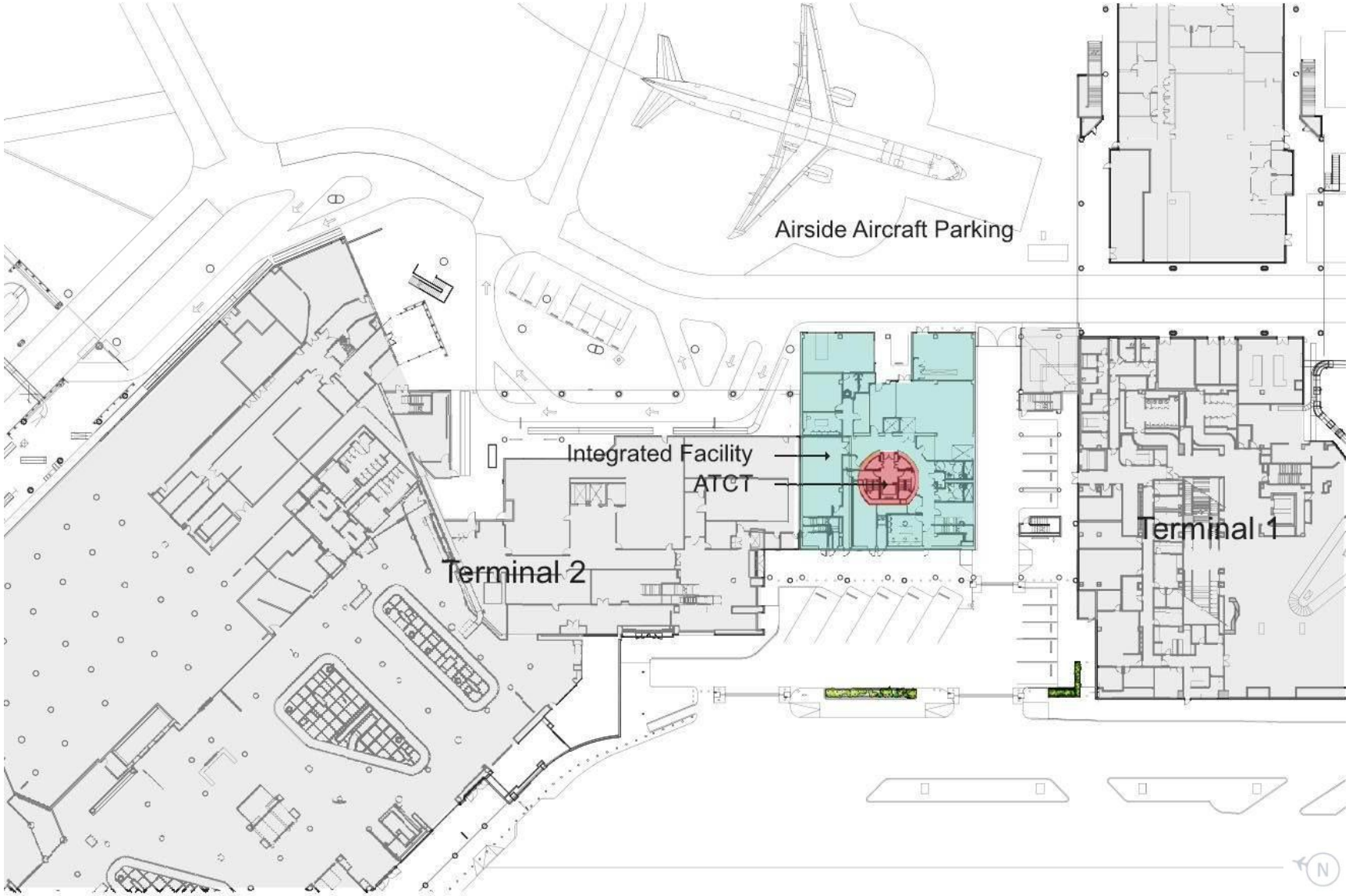
View from Terminal 2



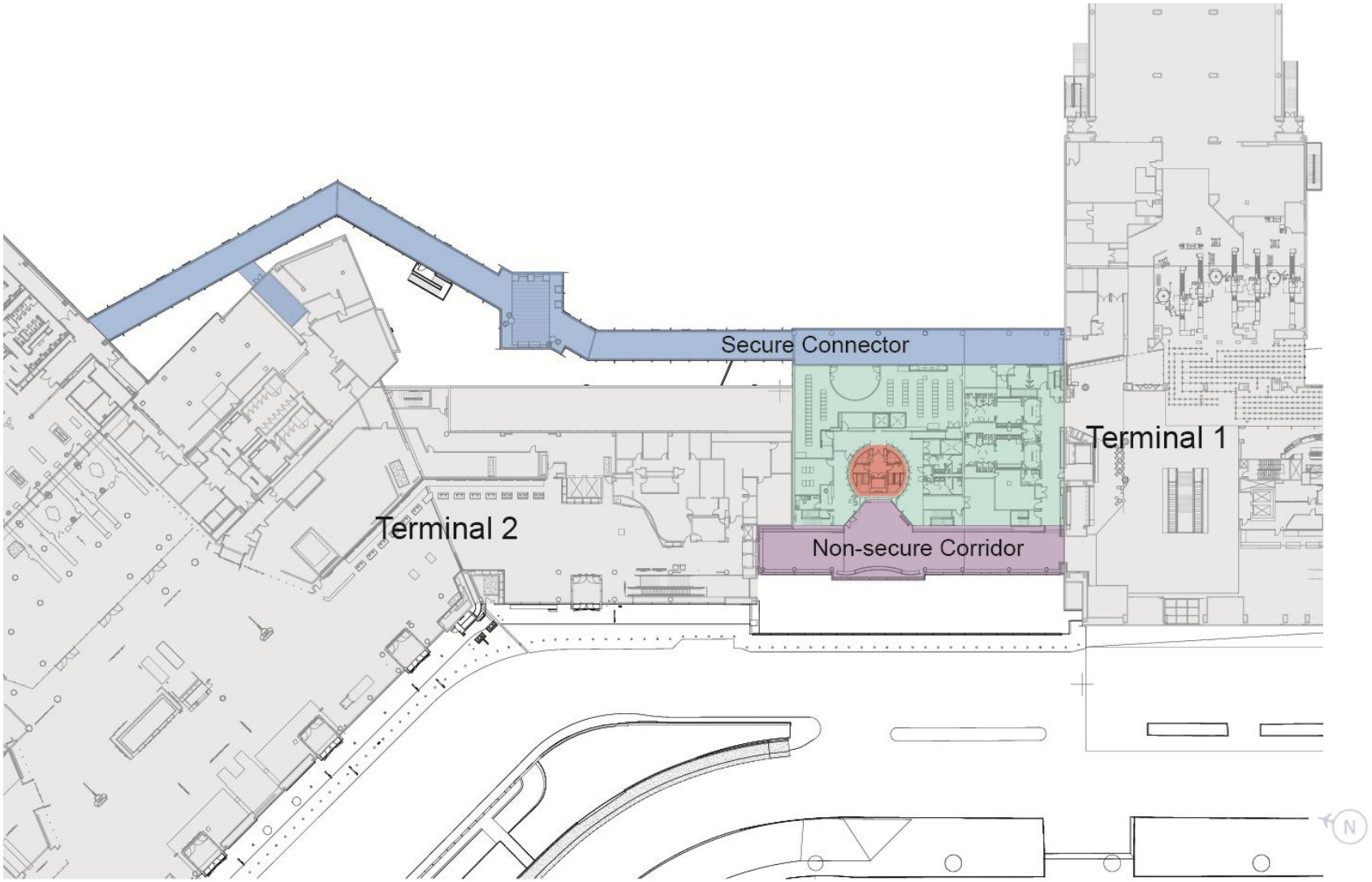
View from Terminal 2 AirTrain Bridge



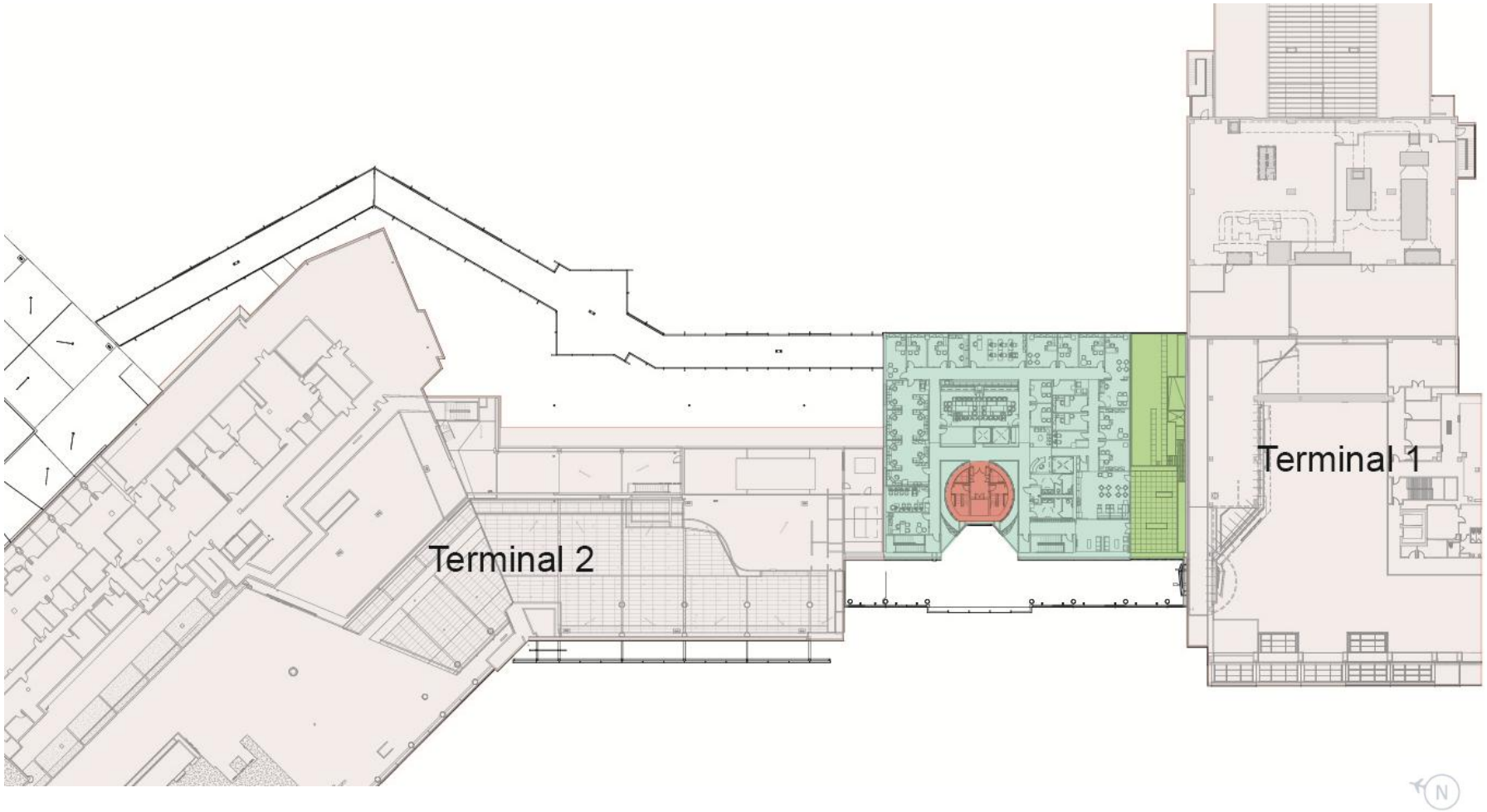
Integrated Facility, Non-secure Corridor, and Secure Connector



Integrated Facility, Non-secure Corridor, and Secure Connector: Level 1 Plan



Integrated Facility, Non-secure Corridor, and Secure Connector: Level 2 Plan



Integrated Facility, Non-secure Corridor, and Secure Connector: Level 3 Plan

Level 3 Garden Patio Plan

Heavenly Bamboo

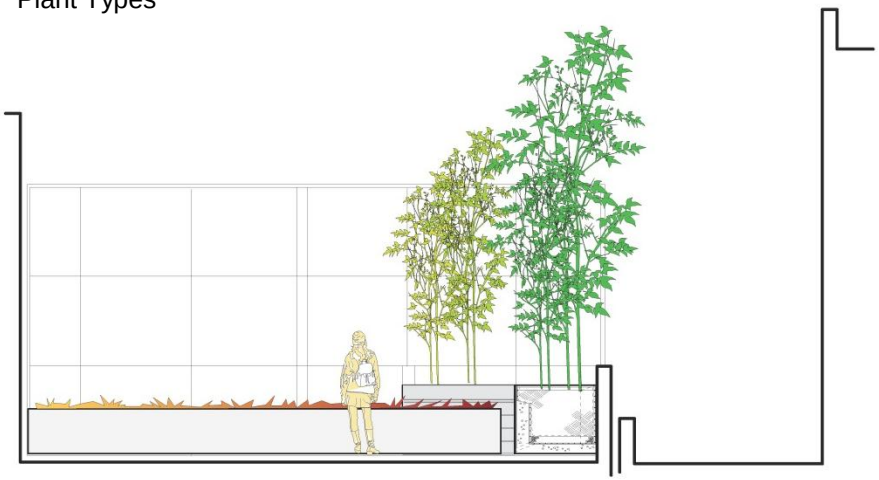
Succulents

Sedum

Green Bamboo

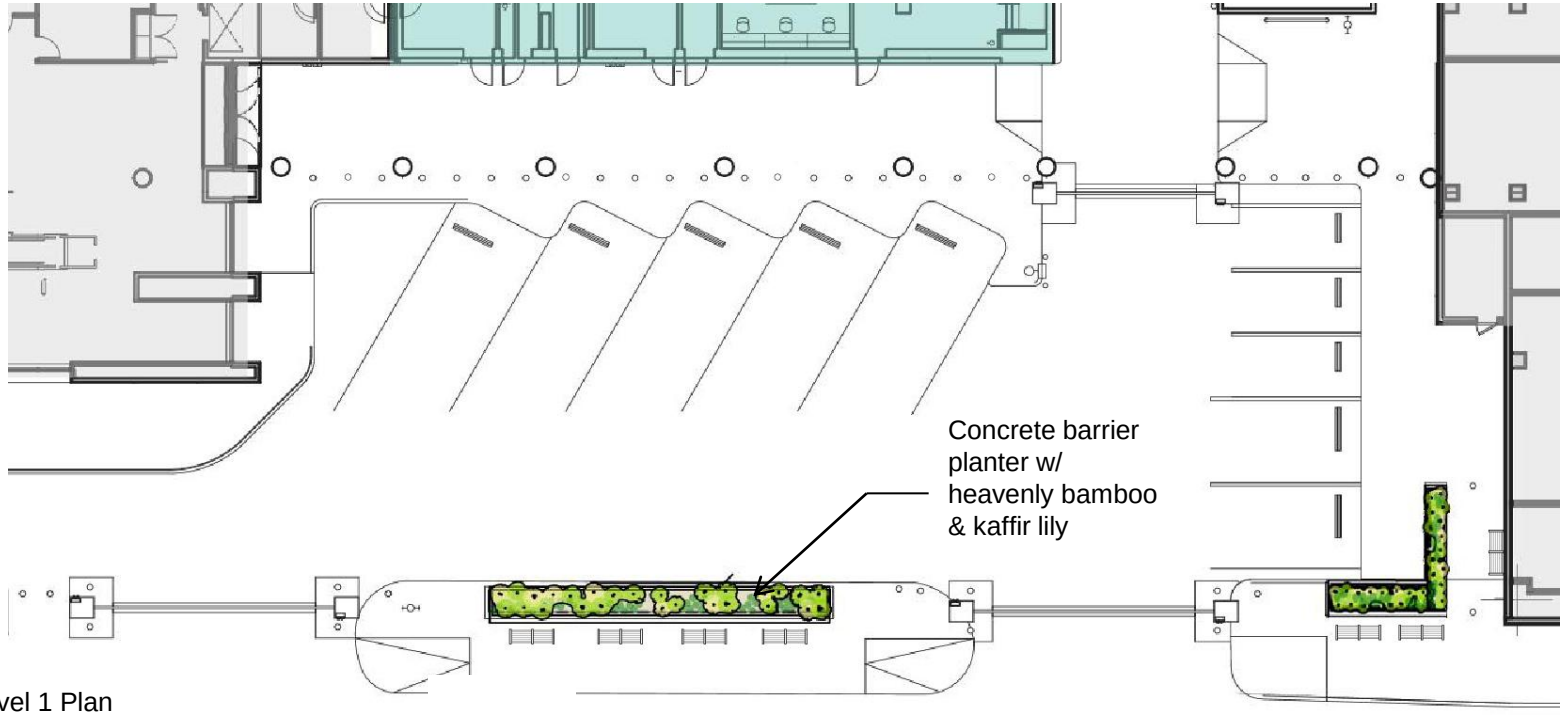
Black Bamboo

Plant Types

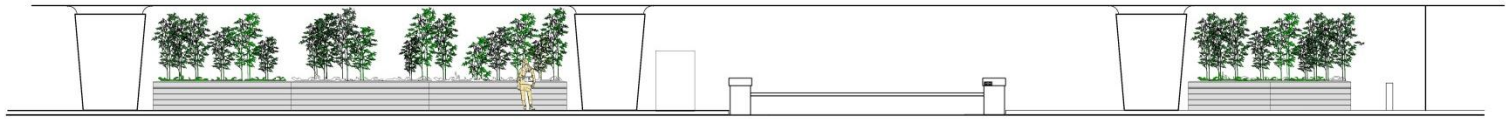


Level 3 Garden Patio Section

Landscape Concept: Level 3 Garden Patio

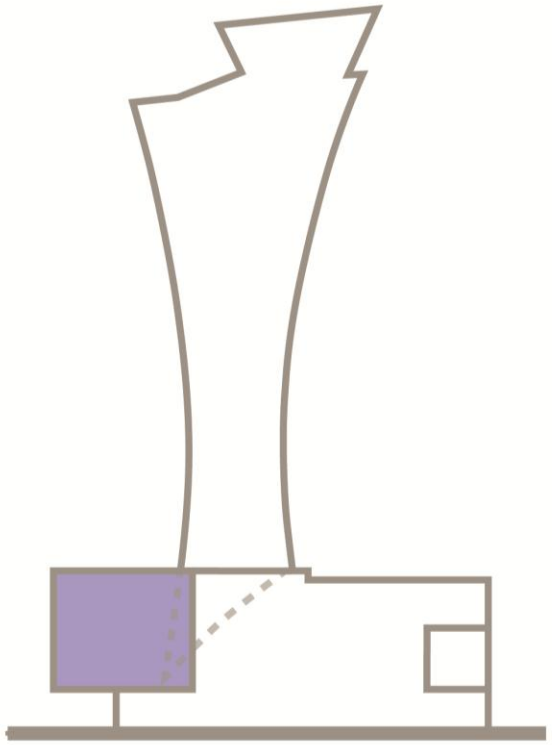


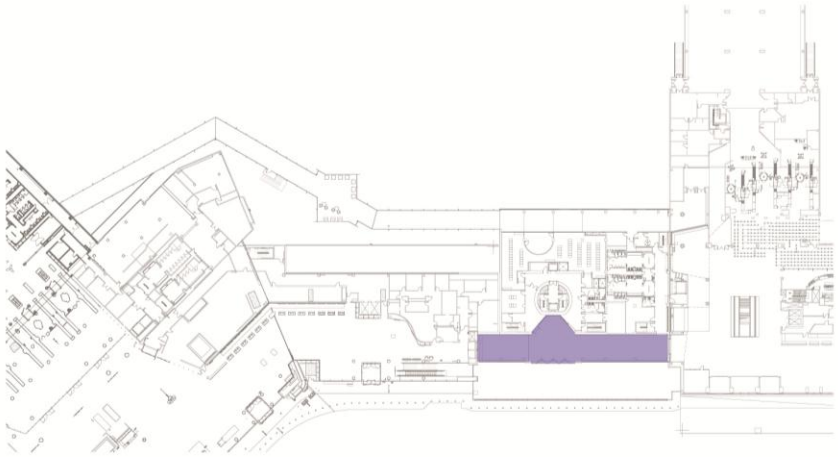
Level 1 Plan



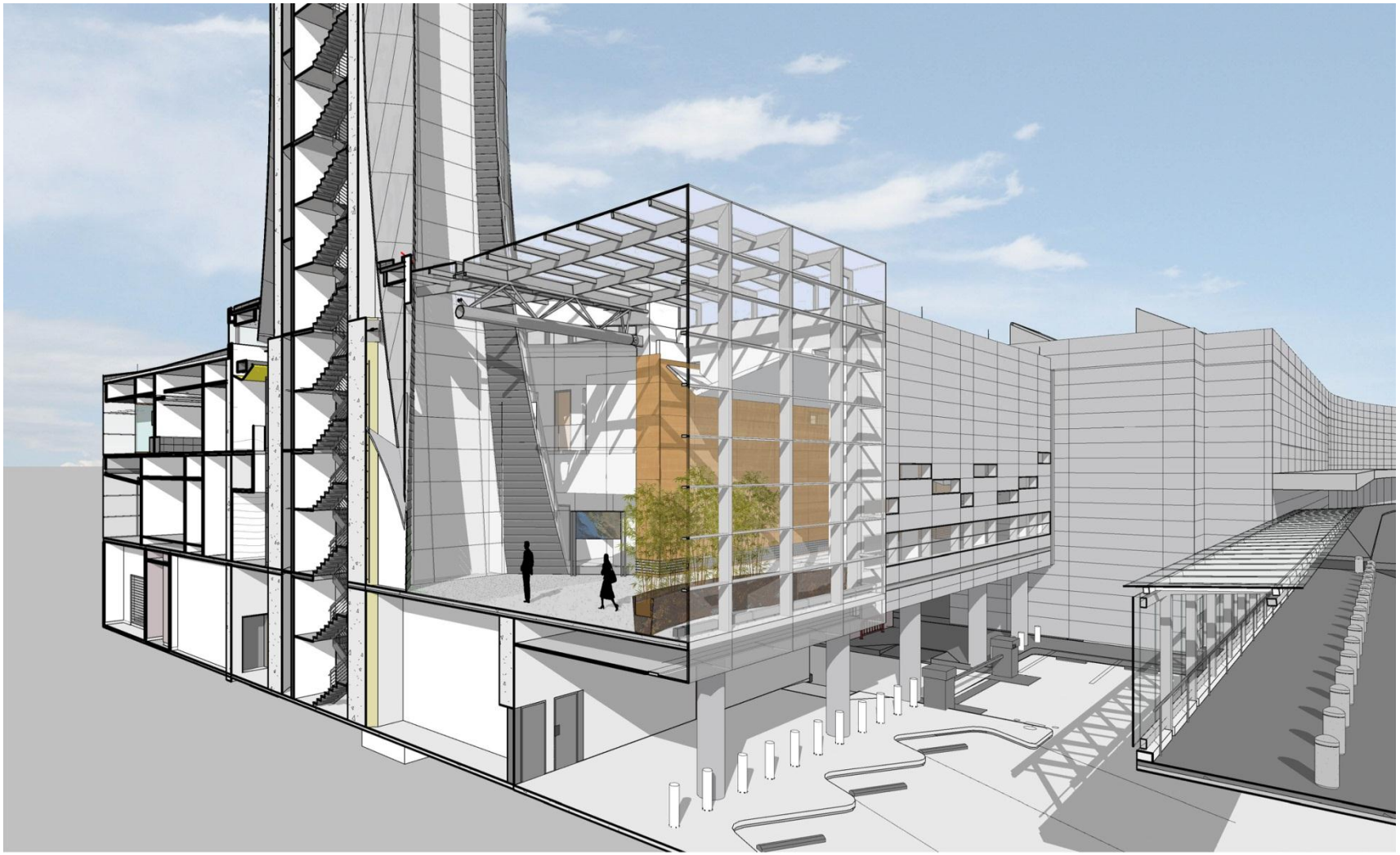
Elevation

Landscape Concept: Level 1

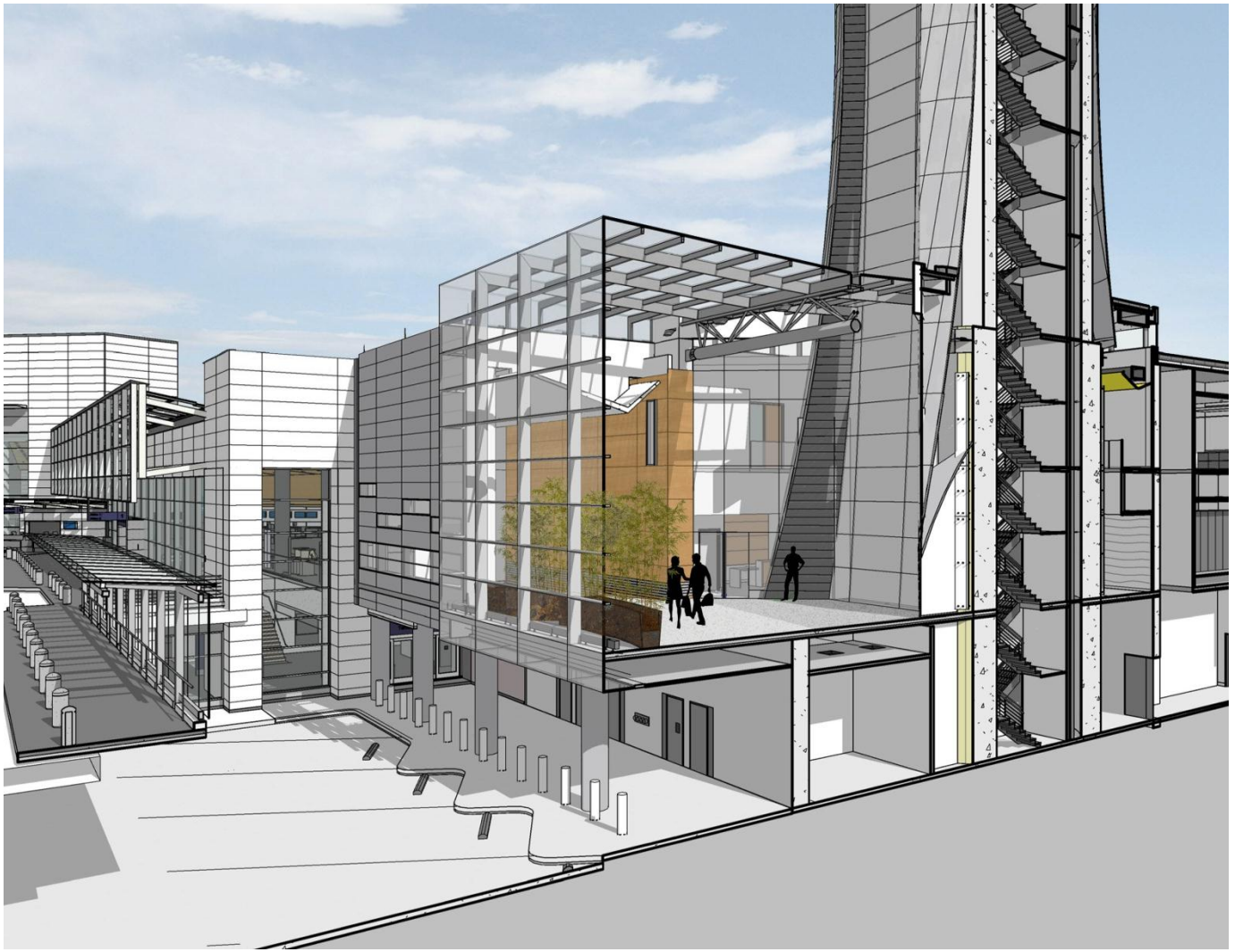




Non-secure Corridor

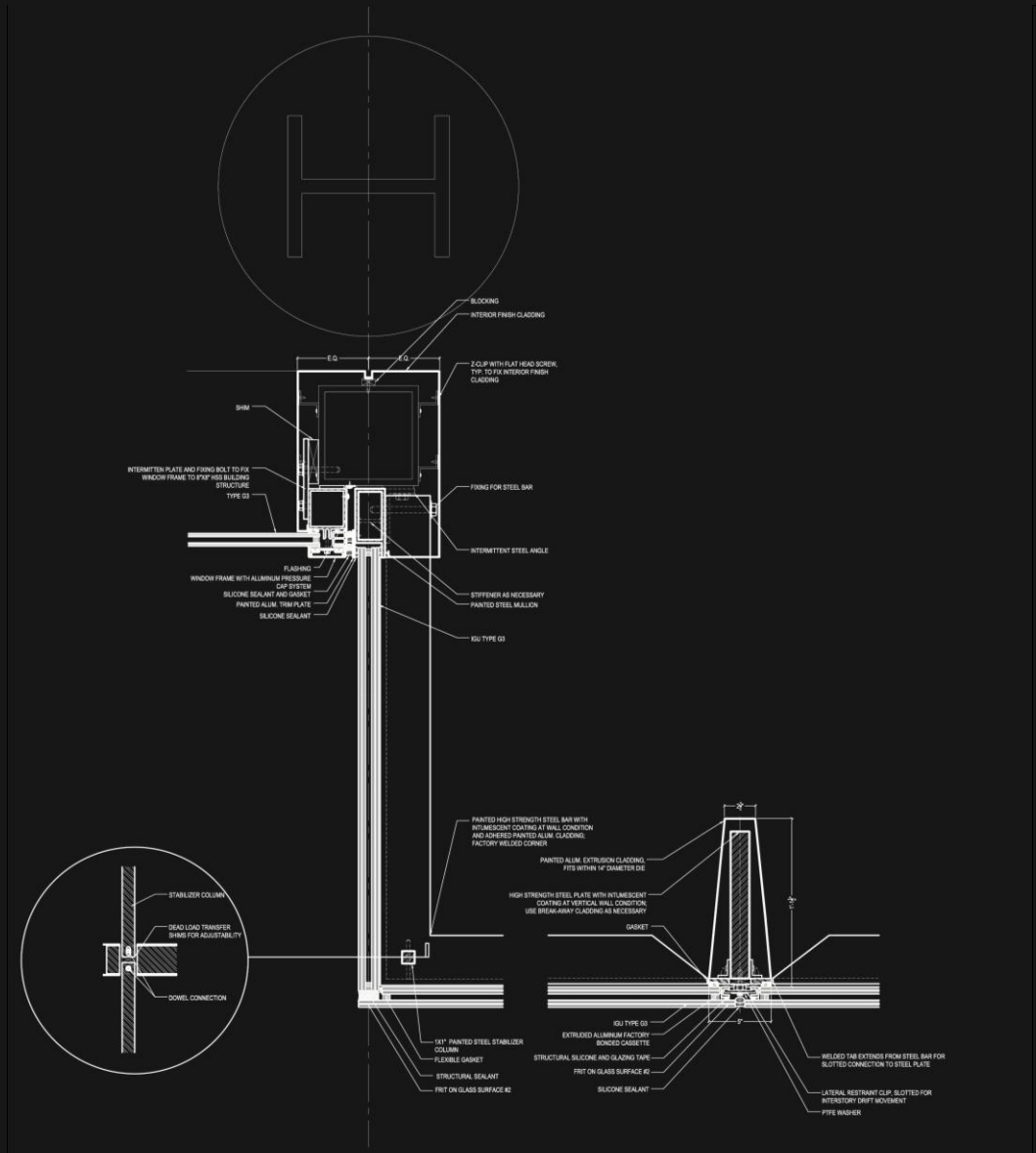


Non-secure Corridor: 3D Section looking toward Terminal 1



Non-secure Corridor: 3D Section looking toward Terminal 2

Non-secure Corridor Conservatory: Interior Views



Non-secure Corridor Conservatory Structural Glazing Details

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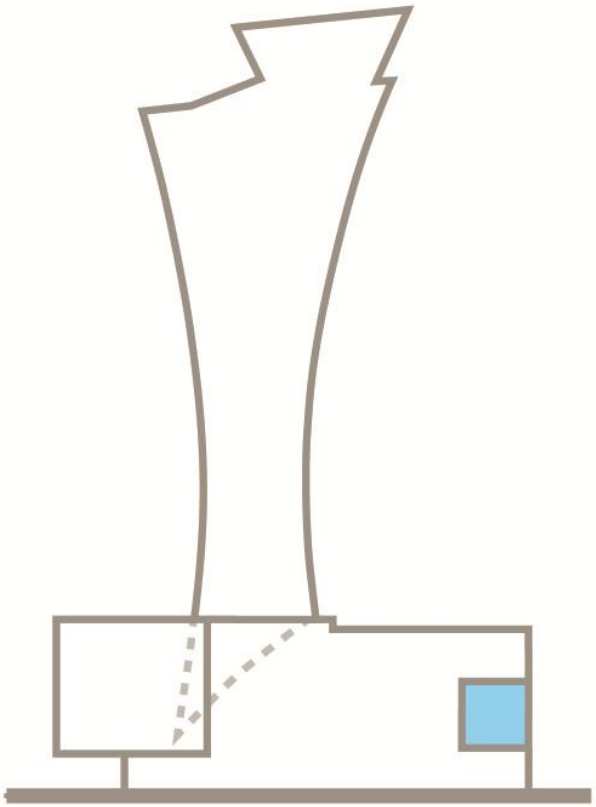
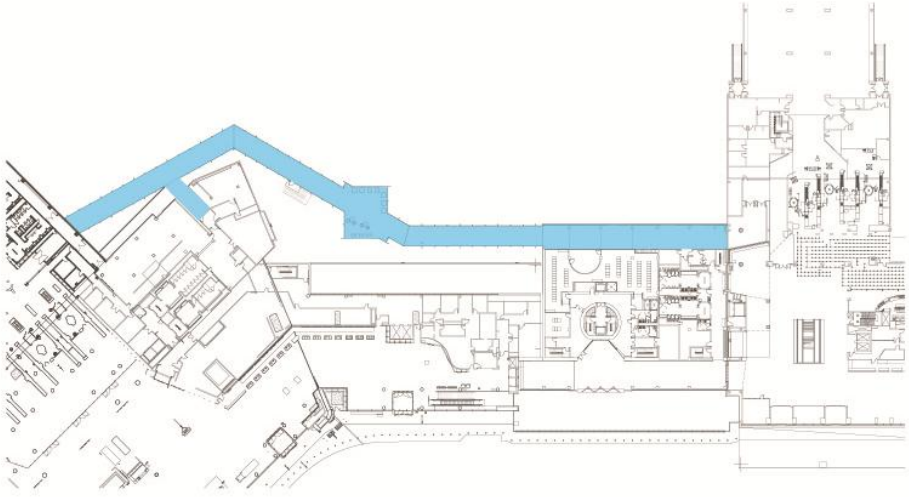
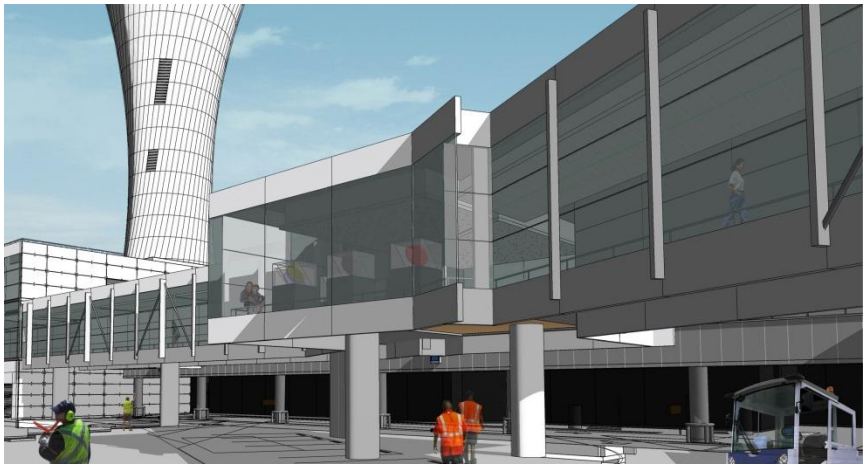
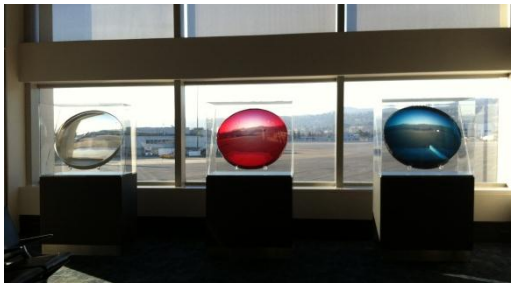


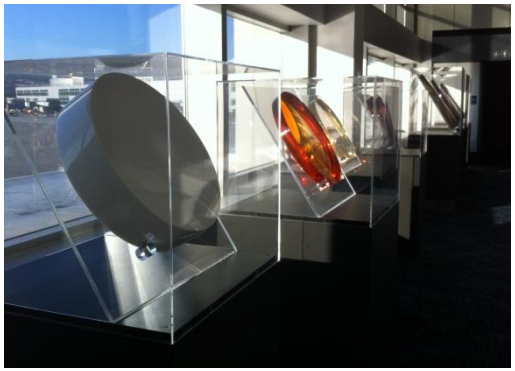


Secure Connector

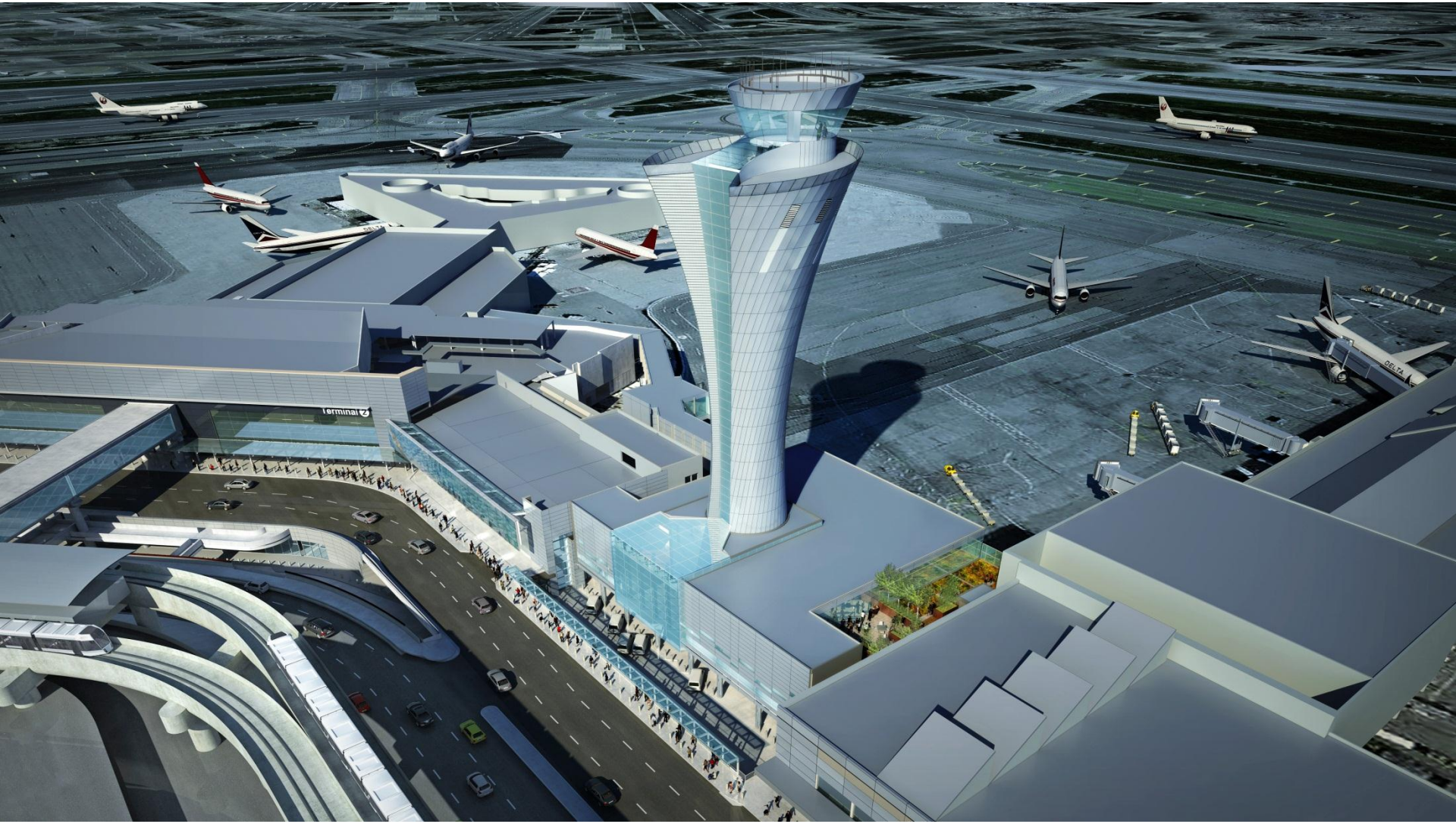


Secure Connector: Exterior Views





Secure Connector: Museum Interior Displays “Untitled” by Fred Eversley, 1982, cast resin



Aerial Perspective

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