sfac san francisco arts commission

2015/16 ART ON MARKET STREET KIOSK POSTER SERIES
PUBLIC ART SELECTION
QUALIFICATION PANEL AND PANEL ONE SUMMARY

QUALIFICATION PANEL

MEETING DATE
May 21, 2014

VOTING QUALIFICATION PANELISTS
Elisheva Biernoff, Artist
Zoë Taleporos, Program Associate, Arts Commission
Justine Topfer, Project Manager, Arts Commission

PROCESS
The Qualification panel reviewed the submissions of 40 artists that responded to the 2015/16 Art on Market Street Kiosk Poster Series Request for Qualifications (posted April 8, 2014 – May 19, 2014).

Round One “Yes/No” majority votes based on the criteria of Artistic Excellence, Appropriate to Project Goals, and Ability to Respond to Project Theme yielded 13 artists to advance to Selection Panel One.

SELECTION PANEL ONE

MEETING DATE
May 22, 2014, 1 – 5 p.m.

VOTING SELECTION PANEL ONE PANELISTS
Elisheva Biernoff, Artist
Barbara Sklar, Arts Commissioner
Lex Leifheit, Director, SOMArts Cultural Center

PROCESS
The panel evaluated the work of 13 artists selected by the Qualification Panel using the following criteria and numeric scoring system (1=low score):

- Artistic Excellence (1-10)
- Appropriate to Project Theme (1-10)

RESULTS
The following six artists received the highest scores:

Leah Rosenberg	58
Andrea Bergen	56

Kelly Inouye	52
Jeremy Fish	51
Susie Cagle	39
Chelsea Wong	39

ARTS COMMISISON APPROVAL
Motion to approve the following finalists for the 2015/16 Art on Market Street Kiosk Posters Series as recommended by the Art on Market Street Selection Panel: Andrea Bergen, Susie Cagle, Jeremy Fish, Kelly Inouye, Leah Rosenberg and Chelsea Wong.

Art on Market St
kiosk poster series 2015/16

Andrea Bergen – Susie Cagle

Jeremy Fish – Kelly Inouye

Leah Rosenberg – Chelsea Wong

Title: ***birthday bash***

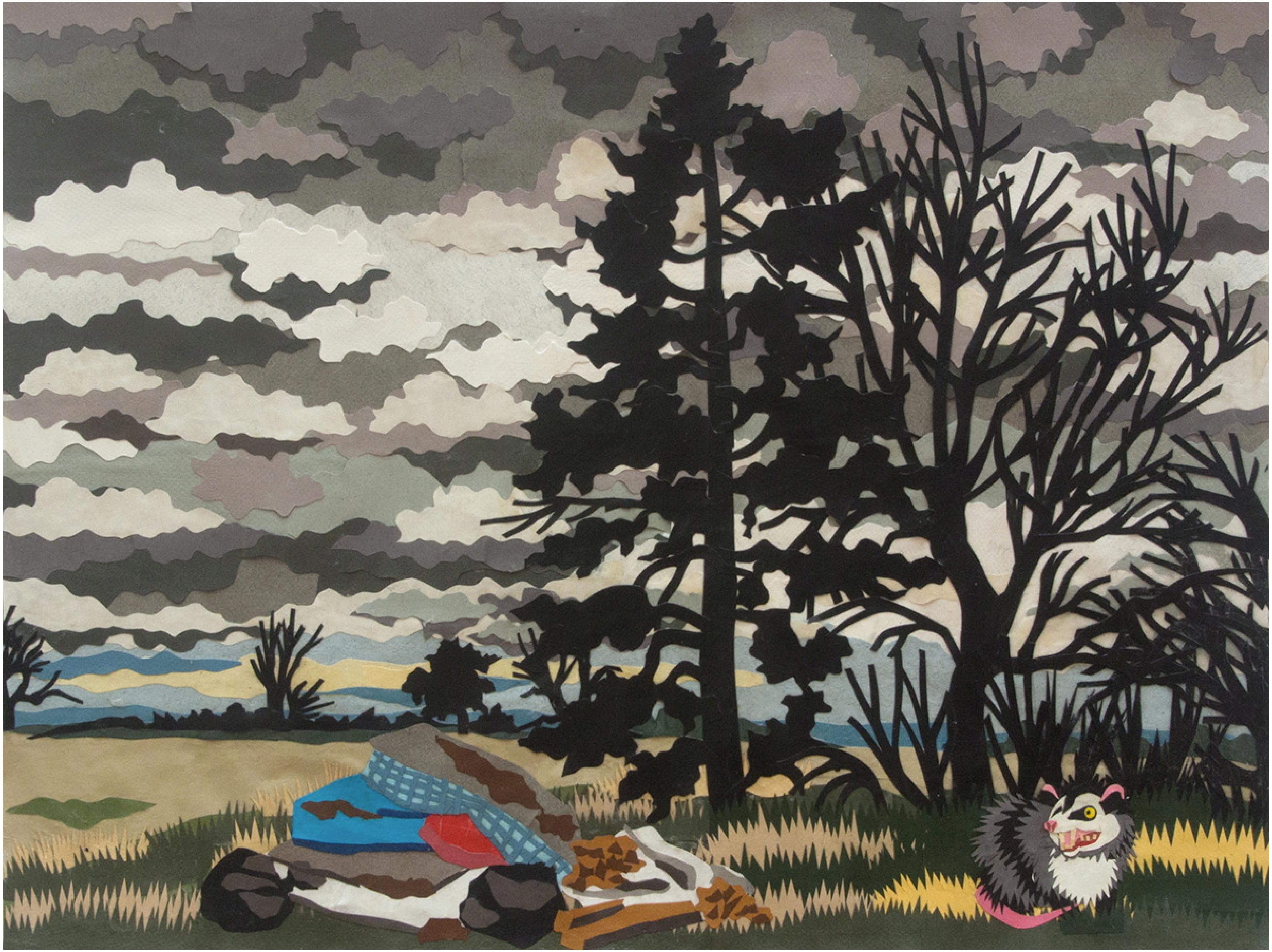
- In celebration of the SF City Hall Centenary
- Research what City events are planned?

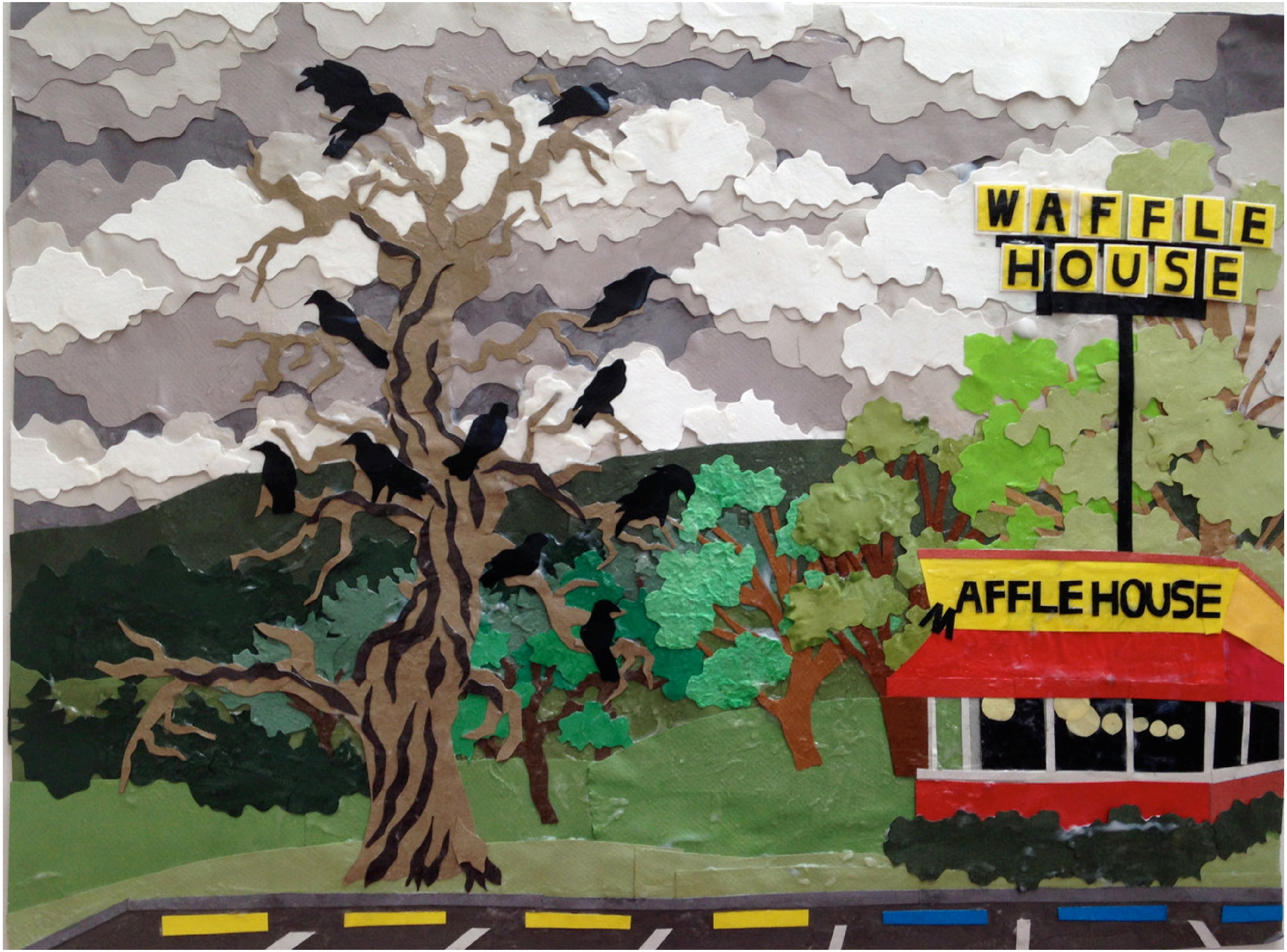
- Meet with JT early July

- Work up proposals - July/August 2014

- 2nd Selection panel in mid September 2014 to select 3 artists

- Contract - November 2014

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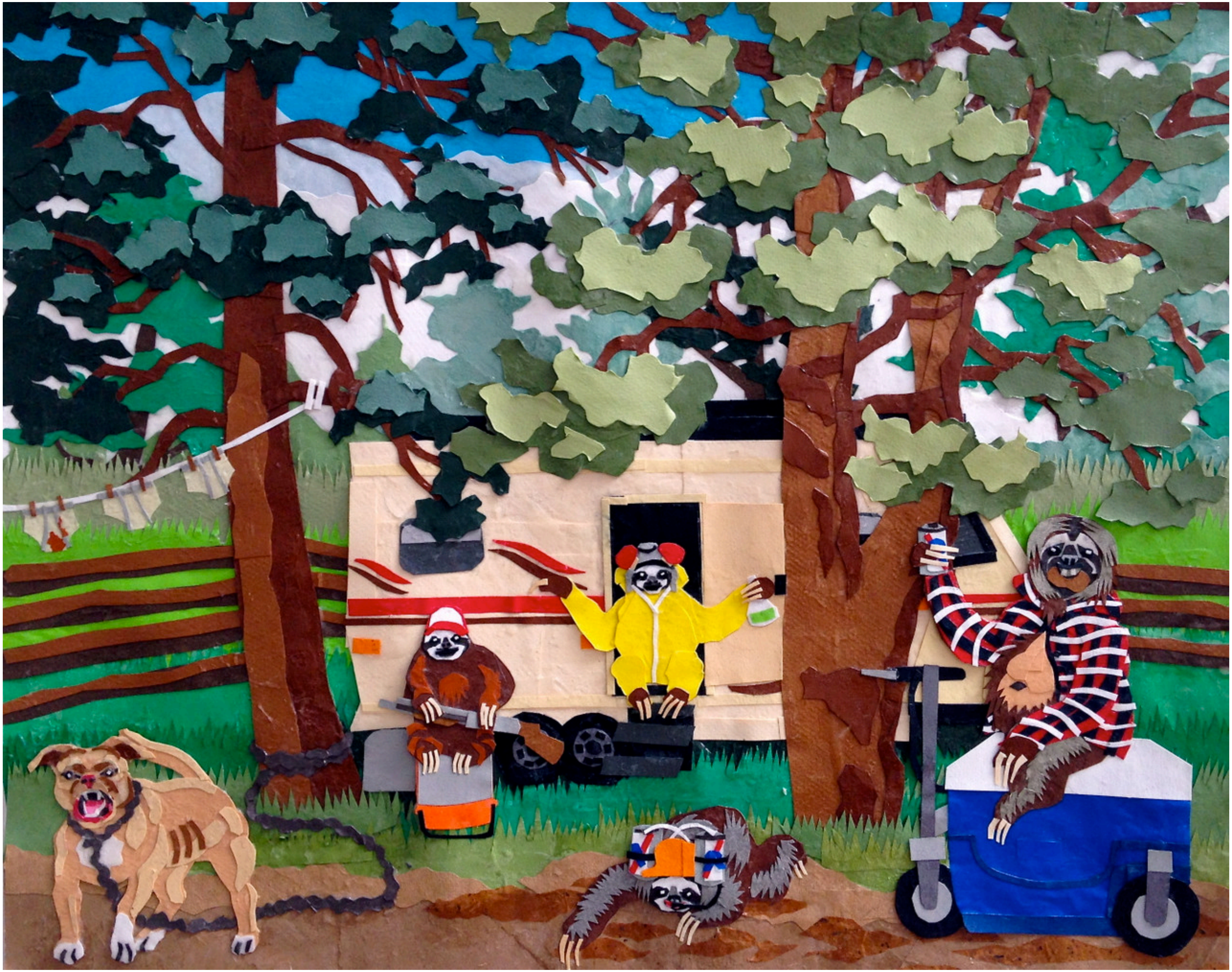
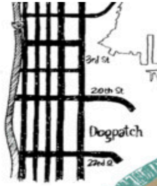
WAFFLE HOUSE



the

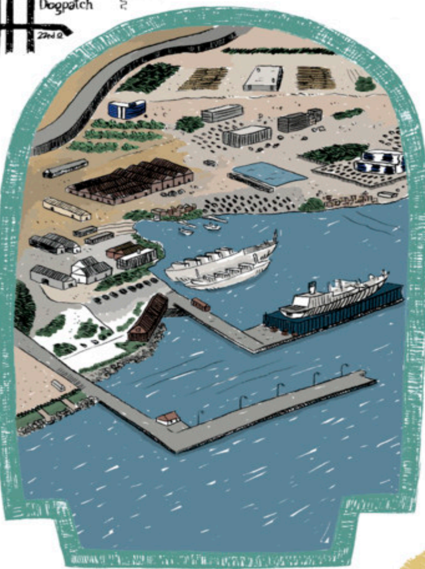
Gilded City

struggling to survive
in Mayor Bloomberg's
New York



CHOOSE YOUR OWN PIER 70

art: susie cagle
text: matt baume



You have 85 acres on the waterfront and two billion dollars... What would you build?

A once-bustling industrial site that has fallen into decay on San Francisco's waterfront, Pier 70 is facing a dramatic transformation. And in the next year, the Port of San Francisco will ask the public for feedback on as-yet unwritten development plans.

The Port has been keen to redevelop the site for years. Though the agency has been consulting neighbors at every step, most San Franciscans would be hard pressed to find it on a map. (It's just north of Warm Water Cove, at the eastern end of 20th Street.)

Over the next decade, a variety of projects will rise from the ruins, with side-by-side zones including retail, artist spaces, biotech and a marina. For example, there will be copious open space, but it could take the shape of anything from a metallic sculpture garden to a verdant wildflower meadow to something else altogether.

According to Project Manager Kathleen Diohep, construction alone will cost $1.3 billion. That's in addition to expenses like historic building rehabilitation ($355,000), infrastructure and site preparation ($70,000), and new parkland ($30,000). All told, Diohep estimates, the cost of development will reach nearly $2 billion.

A charter amendment, Proposition D of 2008, streamlined the planning process and opened up new avenues for financing. It allowed the city to provide the Port with funding counted against estimated future hotel and payroll taxes. It also simplified leasing, eliminating requirements that the Board of Supervisors approve leases of more than 10 years or $1 million. Federal grants, local taxes and private equity also will contribute to the project.

Once the busiest site of blacksmithing and shipbuilding in the city, Pier 70 gradually fell into disuse. Starting around the 1850s, California got its boats and blasting powder for the Gold Rush there. It was also the birthplace of a gasworks that came to be known as PG&E, and the source of steel plates for the Golden Gate Bridge.

As it became a West Coast hub for shipbuilding in the 20th century, Pier 70 was the site of major labor struggles during both world wars. In 1941, a strike halted construction for over a month. Workers won the right to organize, and by 1943 the shop was producing ships at a rate exceeding one per day.

As the shipbuilding industry slowed, activity on the pier died down. The city acquired the property in the early '80s for $1. Since then, activity has been limited mostly to drydock repairs, storage of towed cars and scrap metal collection. The pier hibernated for three decades as city planners mulled its future.

In August, the city invited developers to imagine a new Pier 70. Guidelines included setting aside 11 acres for parks, applying to the National Register of Historic Places, maintaining the largest ship drydock on the West Coast, limiting parking spaces to capitalize on the nearby T-Third Street light rail line and devoting 3 million square feet to new office and commercial space.

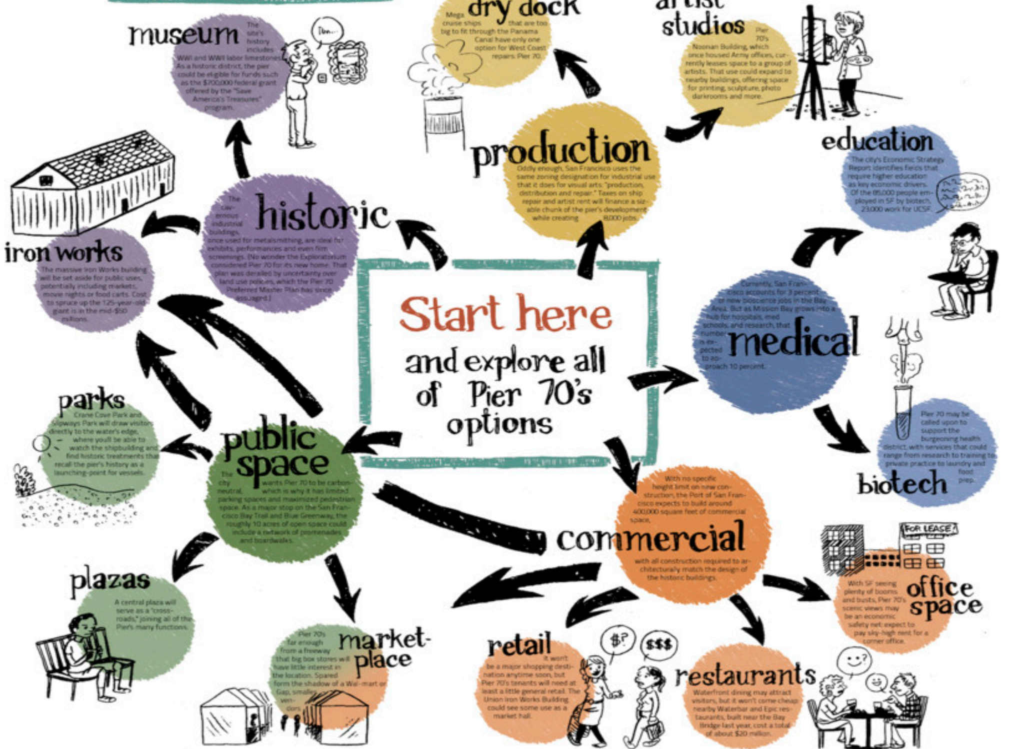
By early spring, the city will select developers. And because this is San Francisco, the public will have plenty of say over the final designs.

According to Diohep, community groups have responded enthusiastically to the Port's development push. "This is a place in San Francisco that the neighborhood and community backs us on change," she said.

Got a great concept for a park? In the market for office space? Eager to set up an artist's market stall? Start brainstorming your ideas now, and get ready to share them with the Port of San Francisco during public comment in 2011.

Connect with the Port on:

Facebook: **http://sfpr.es/SF-Pier70** and
Twitter: **http://twitter.com/sfport** to stay in the loop.



Start here and explore all of Pier 70's options

museum The site's history includes WWI and WWII labor limestones. As a historic district, the pier could be eligible for funds such as the $700,000 federal grant offered by the "Save America's Treasures" program.

dry dock Mega cruise ships that are too big to fit through the Panama Canal have only one option for West Coast repairs: Pier 70.

artist studios Pier 70's Noonan Building, which once housed Army offices, currently leases space to a group of artists. That use could expand to nearby buildings, offering space for printing, sculpture, photo darkrooms and more.

production Oddly enough, San Francisco uses the same zoning designation for industrial use that it does for visual arts: "production, distribution and repair." Taxes on ship repair and artist rent will finance a sizable chunk of the pier's development while creating 8,000 jobs.

education The city's Economic Strategy Report identifies fields that require higher education as key economic drivers. Of the 85,000 people employed in SF by biotech, 23,000 work for UCSF.

historic The cavernous industrial buildings, once used for metalsmithing, are ideal for exhibits, performances and even film screenings. (No wonder the Exploratorium considered Pier 70 for its new home. That plan was derailed by uncertainty over land use policies, which the Pier 70 Preferred Master Plan has since assuaged.)

iron works The massive Iron Works building will be set aside for public uses, potentially including markets, movie nights or food carts. Cost to spruce up the 125-year-old giant is in the mid-$60 millions.

medical Currently, San Francisco accounts for 3 percent of new bioscience jobs in the Bay Area. But as Mission Bay grows into a hub for hospitals, med schools, and research, that number is expected to approach 10 percent.

biotech Pier 70 may be called upon to support the burgeoning health district, with services that could range from research to training to private practice to laundry and food prep.

parks Crane Cove Park and Slipways Park will draw visitors directly to the water's edge, where you'll be able to watch the shipbuilding and find historic treatments that recall the pier's history as a launching-point for vessels.

public space The city wants Pier 70 to be carbon-neutral, which is why it has limited parking spaces and maximized pedestrian space. As a major stop on the San Francisco Bay Trail and Blue Greenway, the roughly 10 acres of open space could include a network of promenades and boardwalks.

commercial With no specific height limit on new construction, the Port of San Francisco expects to build around 400,000 square feet of commercial space, with all construction required to architecturally match the design of the historic buildings.

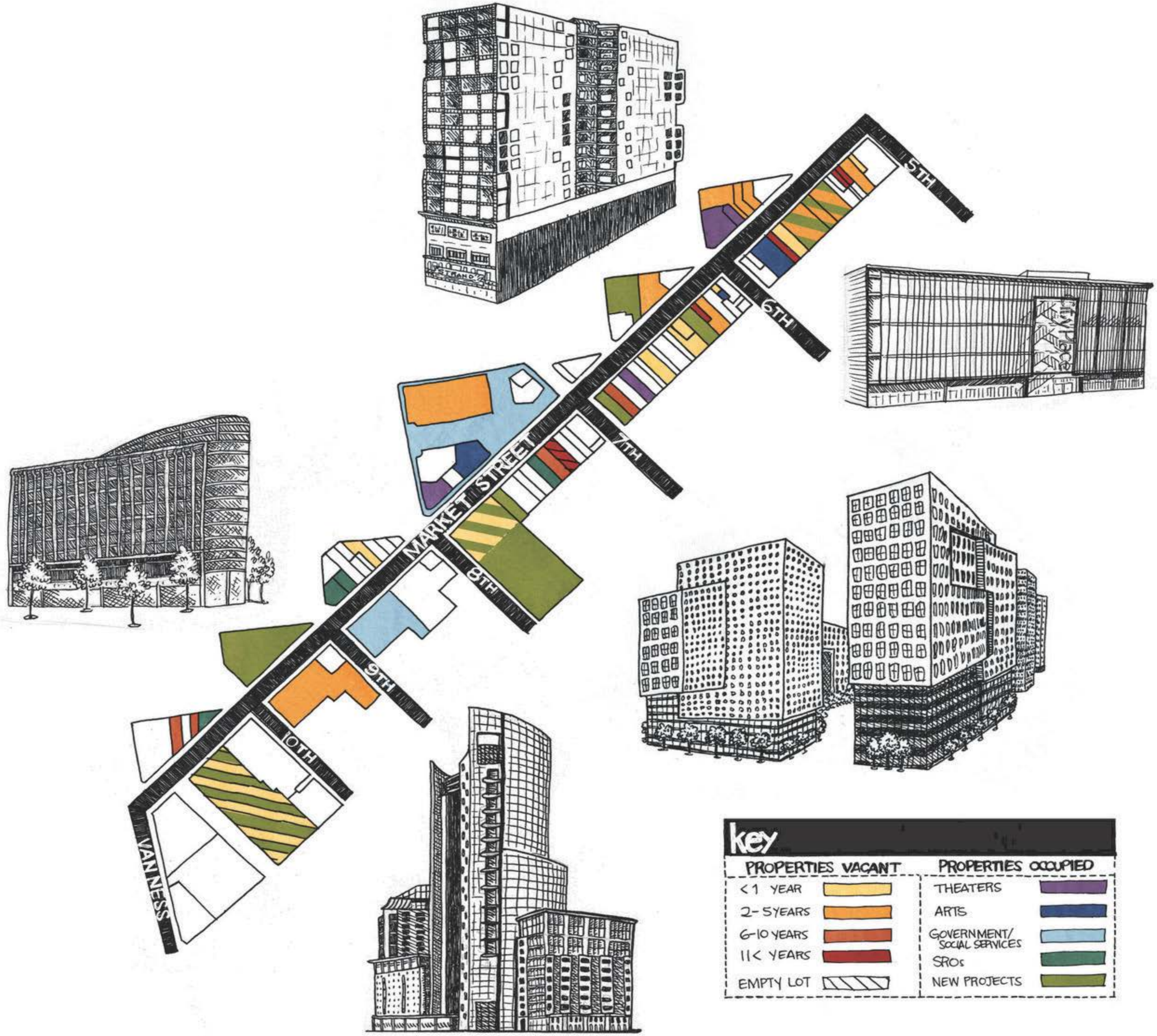
office space With SF seeing plenty of booms and busts, Pier 70's scenic views may be an economic safety net: expect to pay sky-high rent for a corner office.

plazas A central plaza will serve as a "crossroads," joining all of the Pier's many functions.

market-place Pier 70's far enough from a freeway that big box stores will have little interest in the location. Spared form the shadow of a Wal-mart or Gap, smaller [illegible] vendors

retail It won't be a major shopping destination anytime soon, but Pier 70's tenants will need at least a little general retail. The Union Iron Works Building could see some use as a market hall.

restaurants Waterfront dining may attract visitors, but it won't come cheap: nearby Waterbar and Epic restaurants, built near the Bay Bridge last year, cost a total of about $20 million.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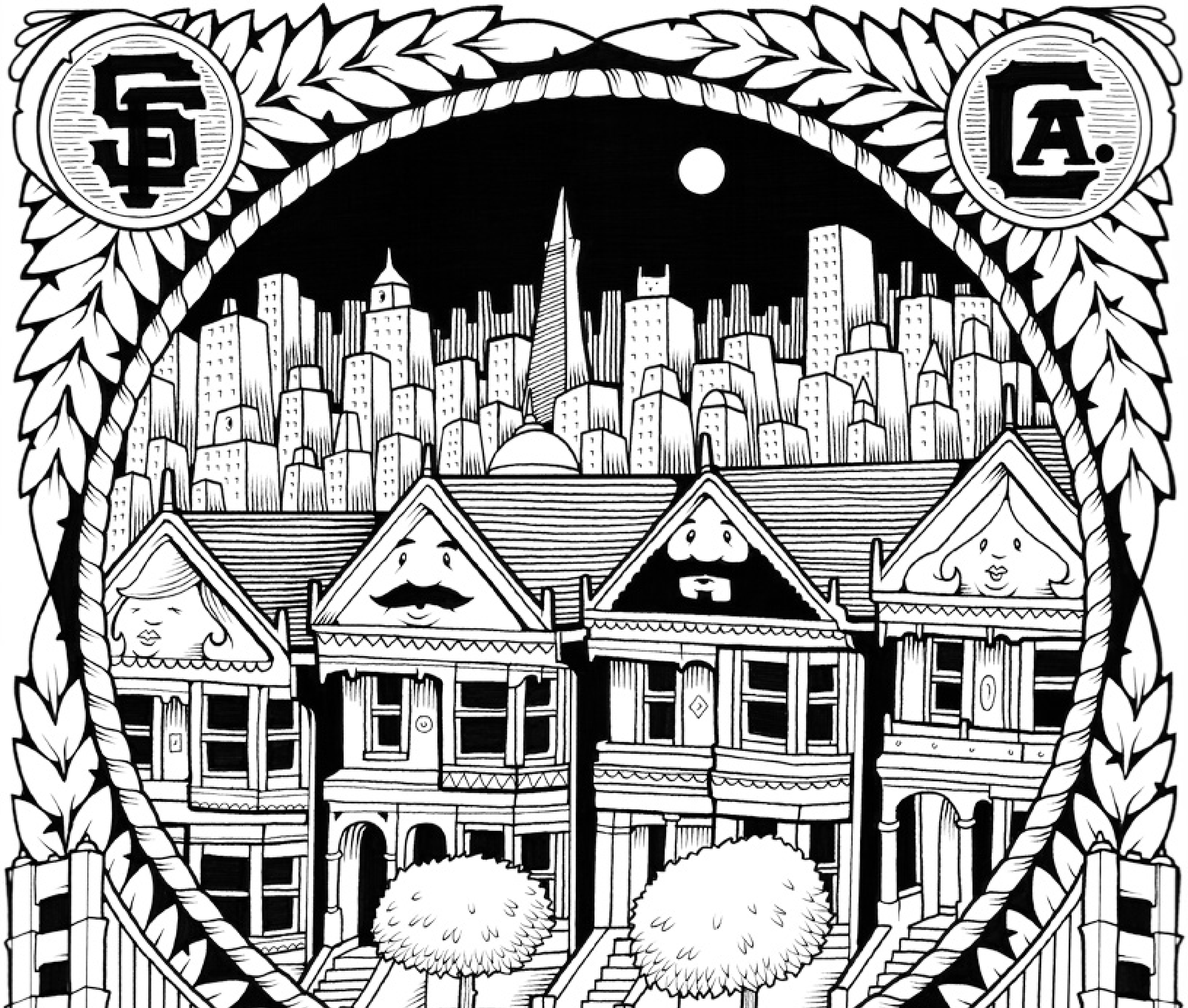
NEW PROJECTS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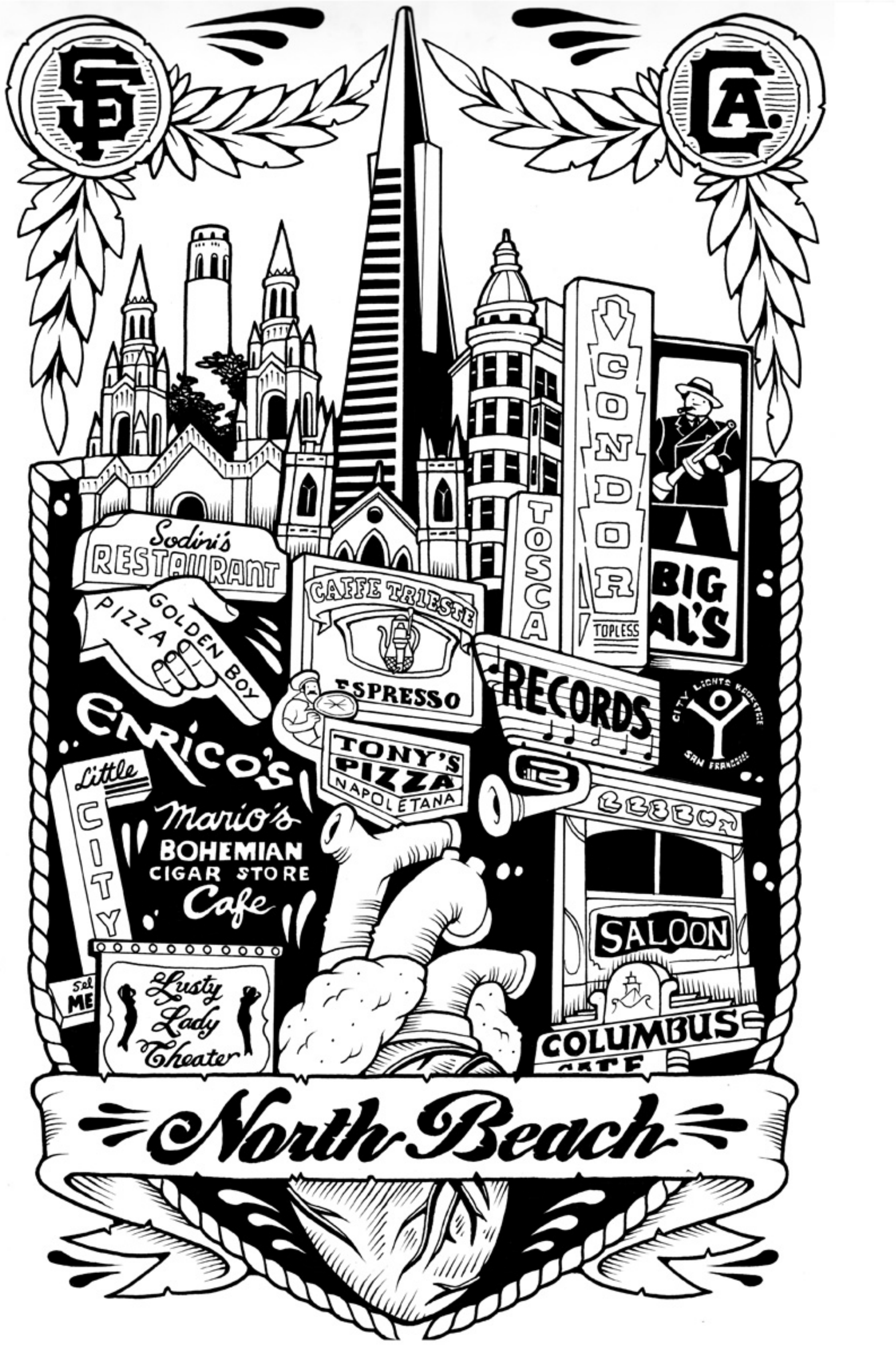
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Sodini's RESTAURANT
GOLDEN BOY PIZZA
CAFFE TRIESTE
ESPRESSO
TOSCA
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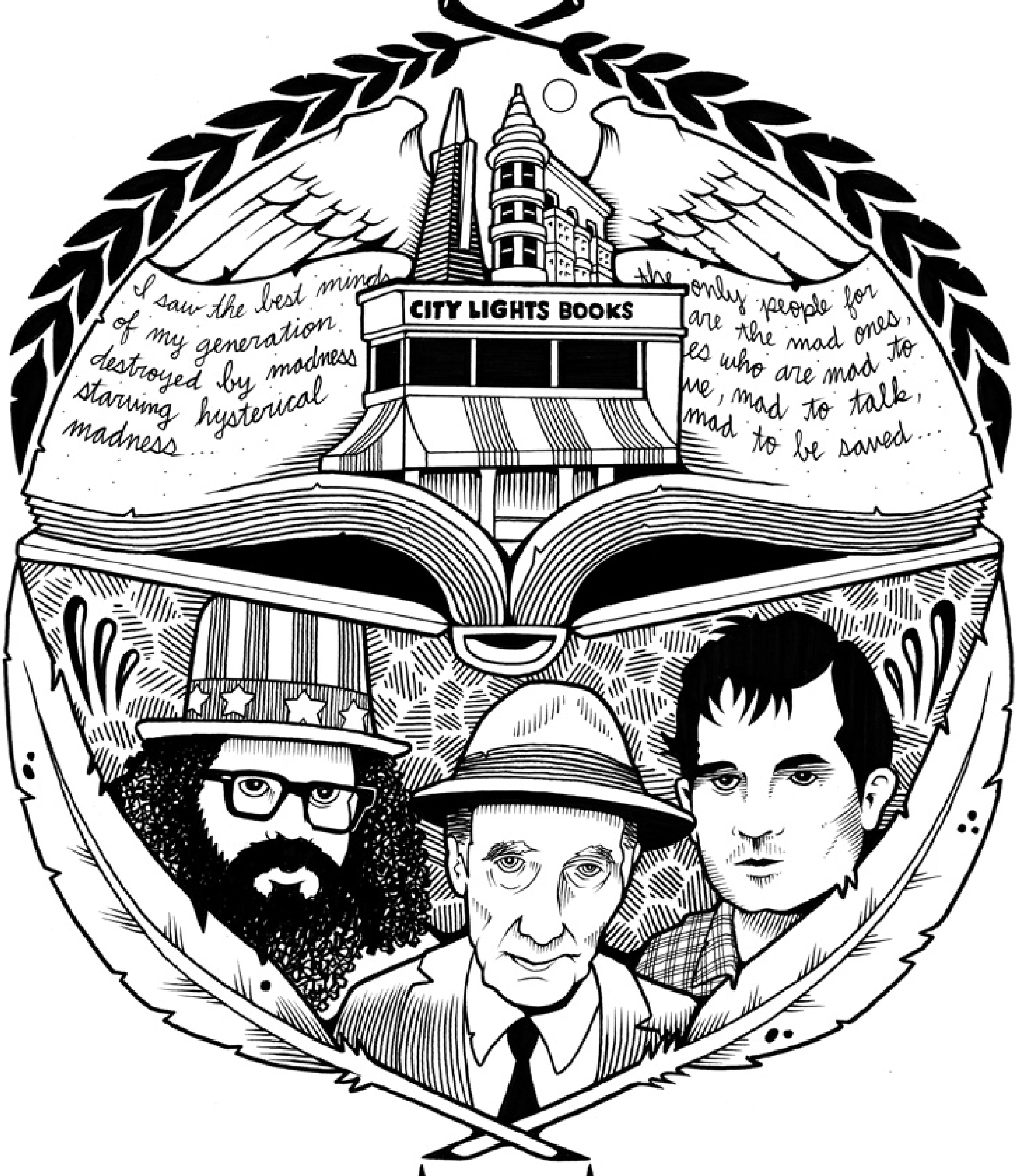
TOPLESS
BIG AL'S
RECORDS
CITY LIGHTS BOOKSTORE SAN FRANCISCO
ENRICO'S
TONY'S PIZZA NAPOLETANA
Little CITY
Mario's BOHEMIAN CIGAR STORE Cafe
SALOON
Sal
ME
Lusty Lady Theater
COLUMBUS
CAFE
North Beach


I saw the best minds
of my generation
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CITY LIGHTS BOOKS
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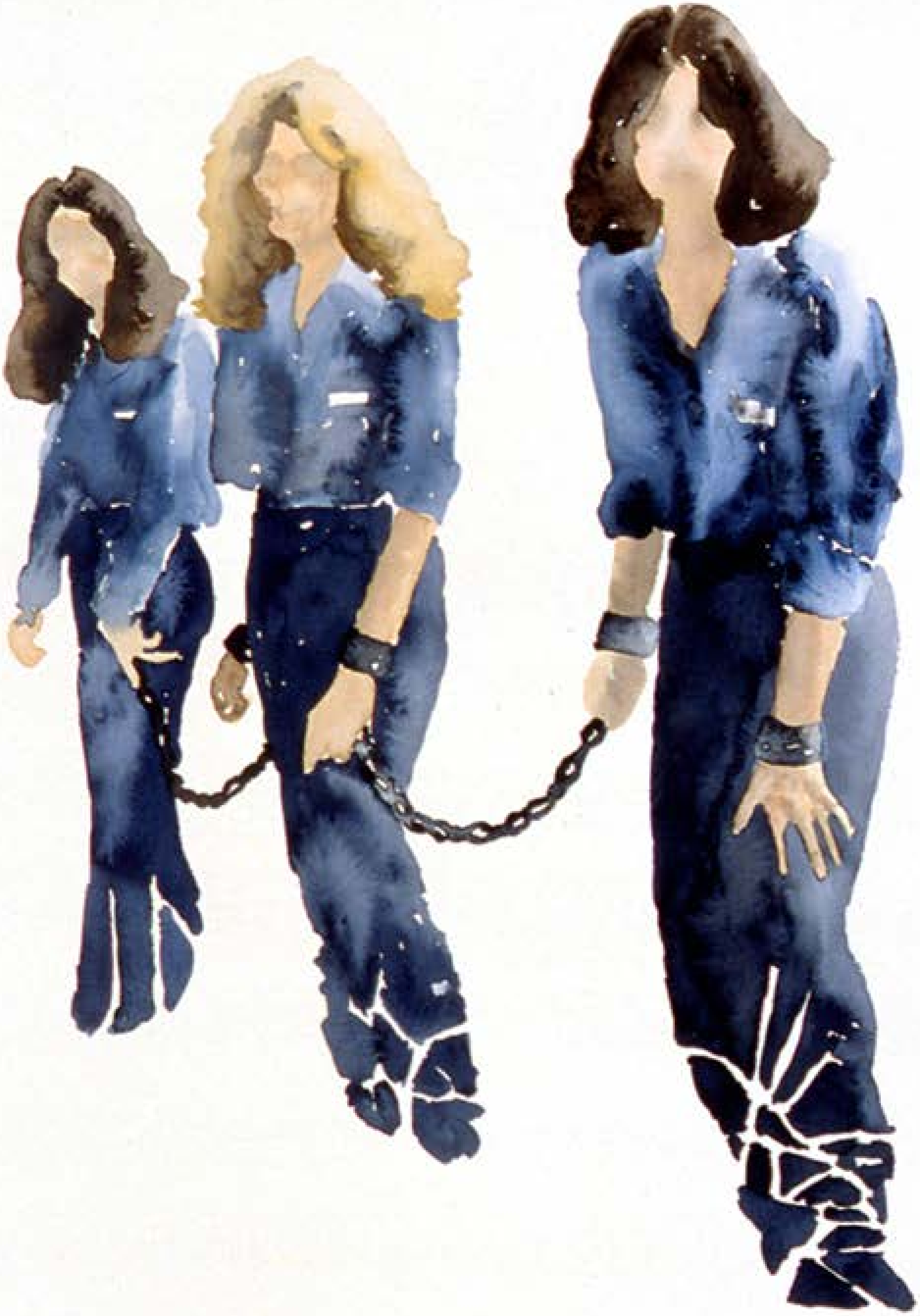

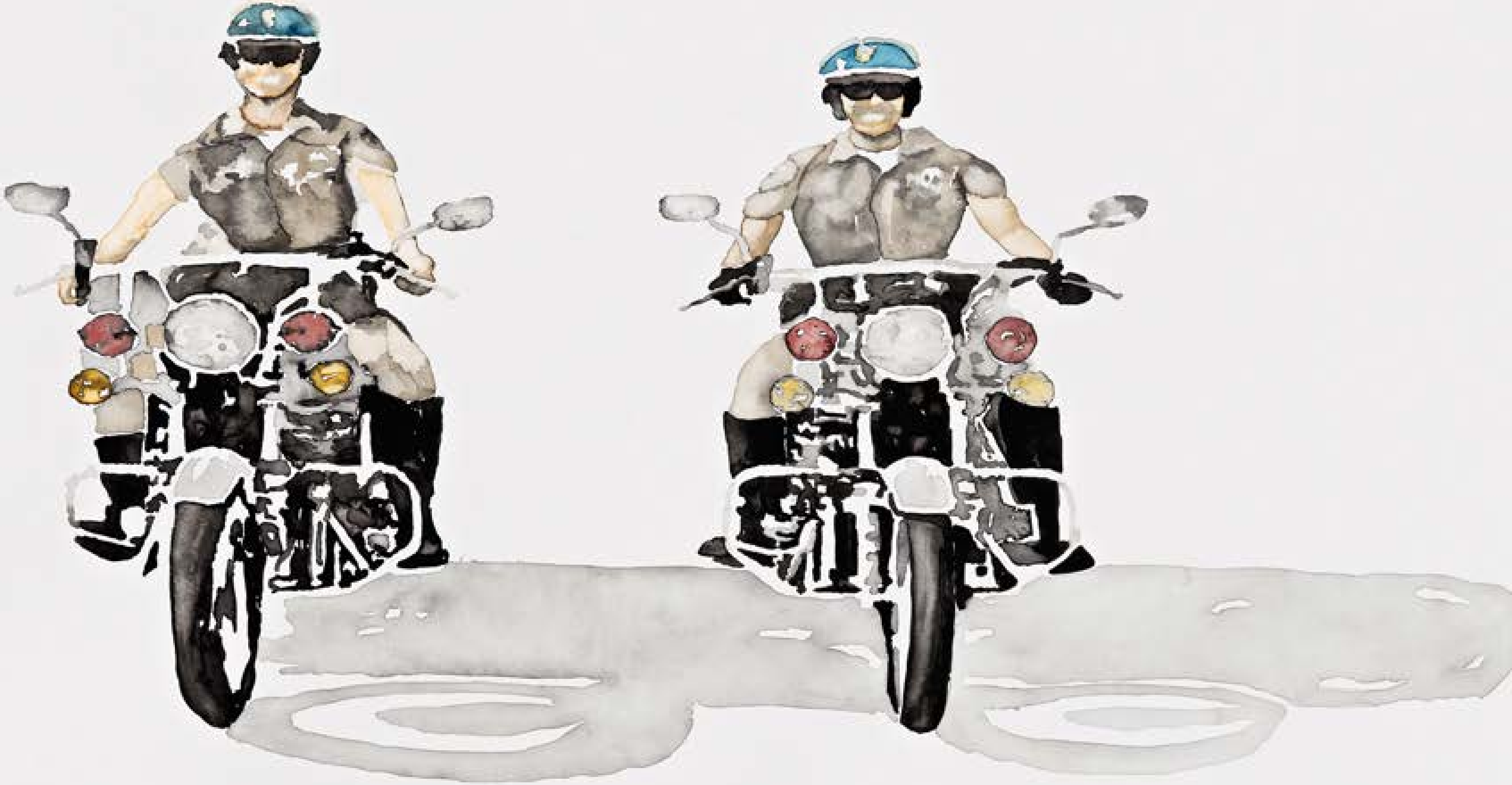

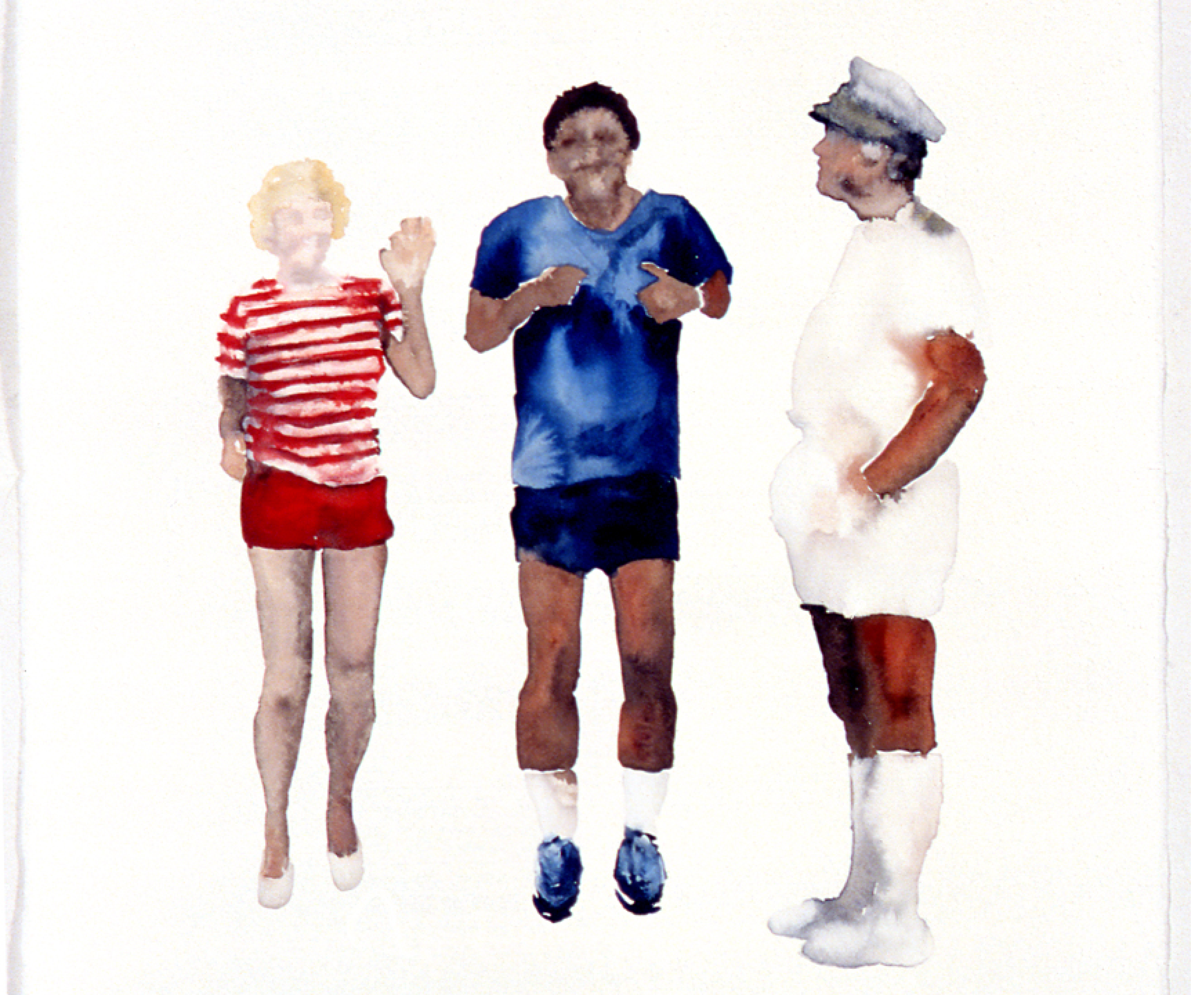

EXIT
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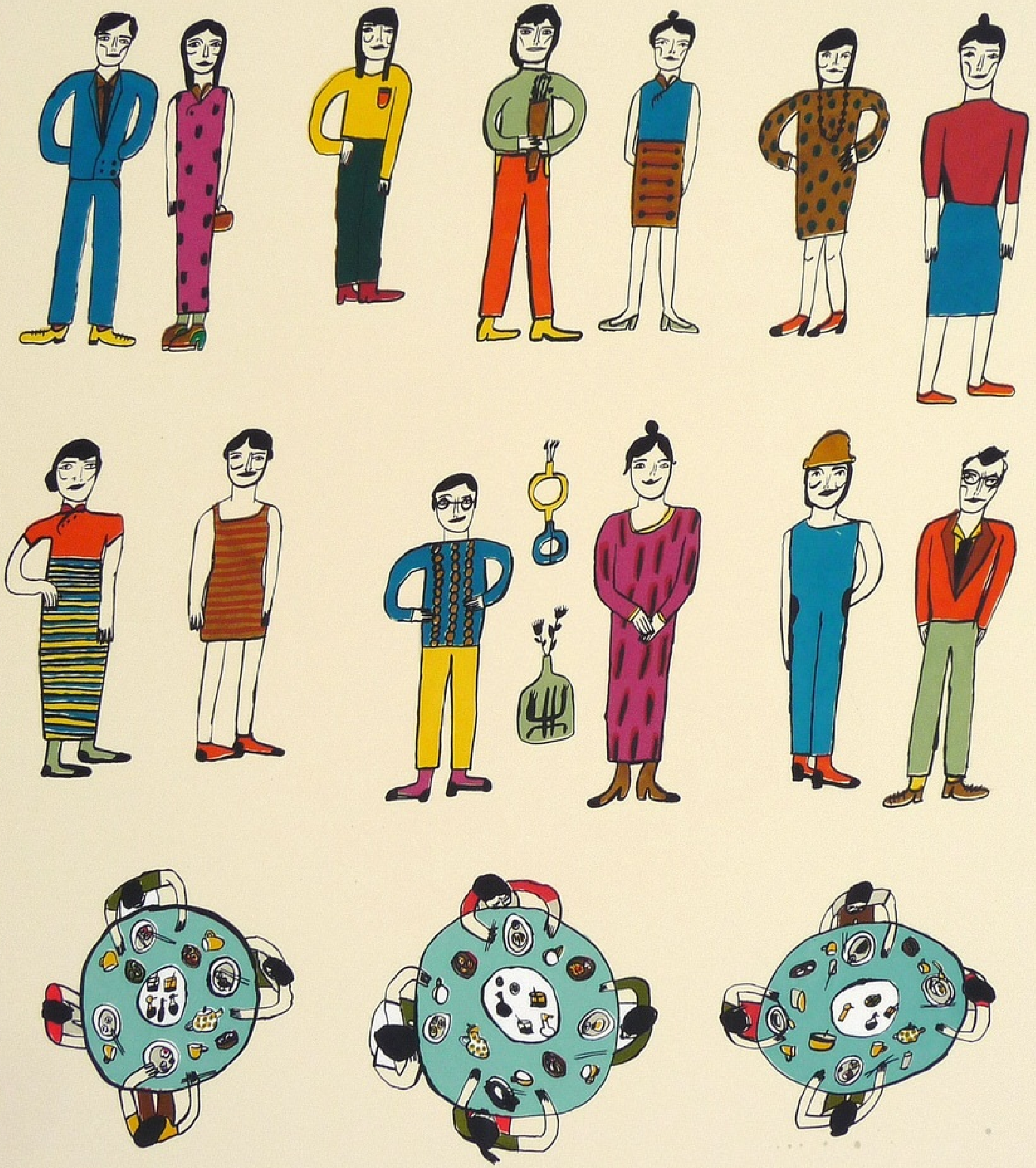

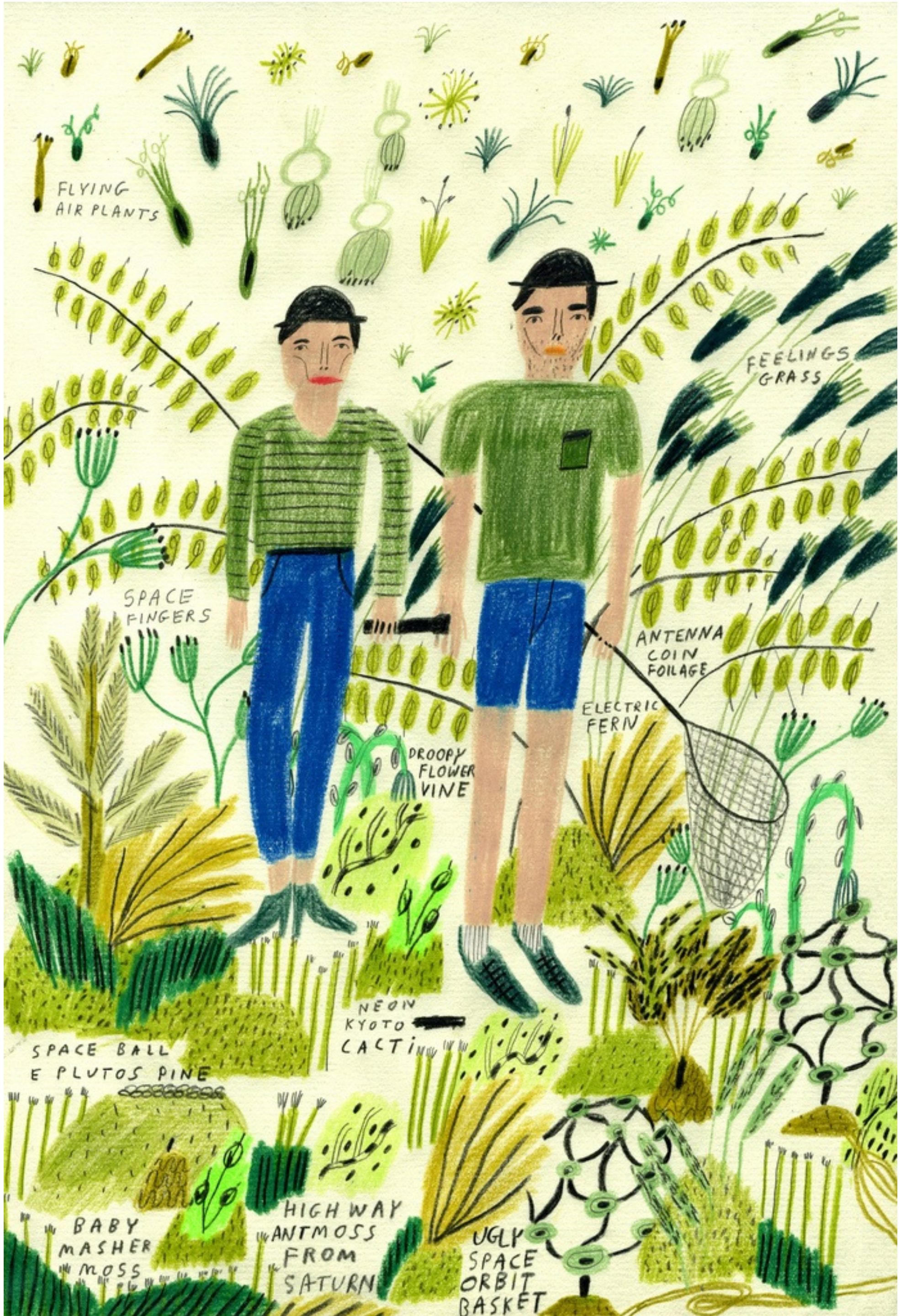

FLYING AIR PLANTS
FEELINGS GRASS
SPACE FINGERS
ANTENNA COIN FOILAGE
ELECTRIC FERN
DROOPY FLOWER VINE
NEON KYOTO CACTI
SPACE BALL E PLUTOS PINE
BABY MASHER MOSS
HIGHWAY ANTMOSS FROM SATURN
UGLY SPACE ORBIT BASKET