

ISLAIS CREEK PUBLIC ART

Islais Creek is a three-quarter mile long dredge channel that is the existing remnant of a natural waterway. The most dramatic visual element at the Islais Creek site is the copra crane at Pier 84, which is one of the last remaining creekside industrial machines from a bygone era of heavy industrial use.

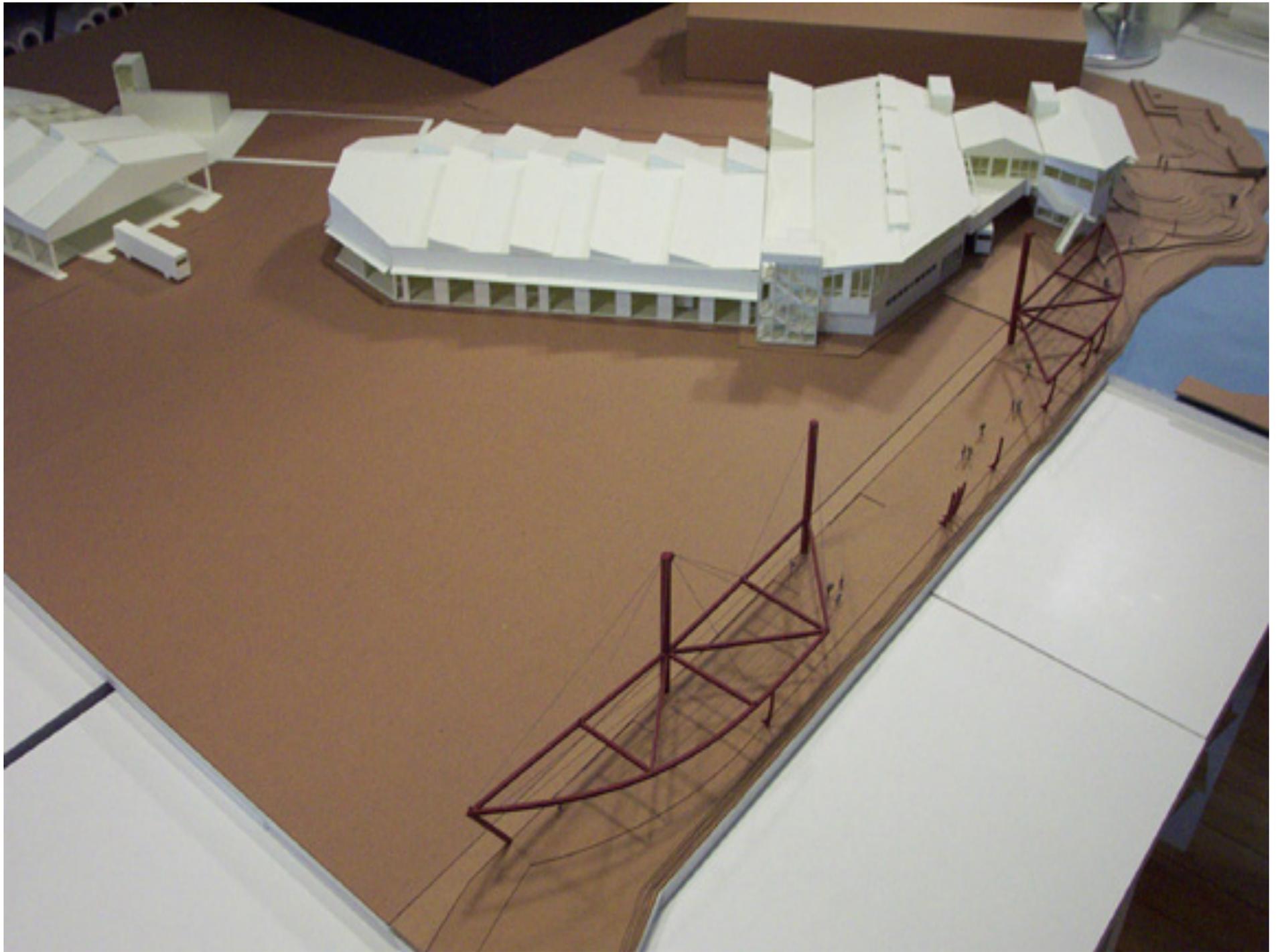
The new MUNI maintenance facility will include improvements to the 860-foot long public access area that runs along the north side of Islais Creek from Indiana Street to I-280

Art Components include:

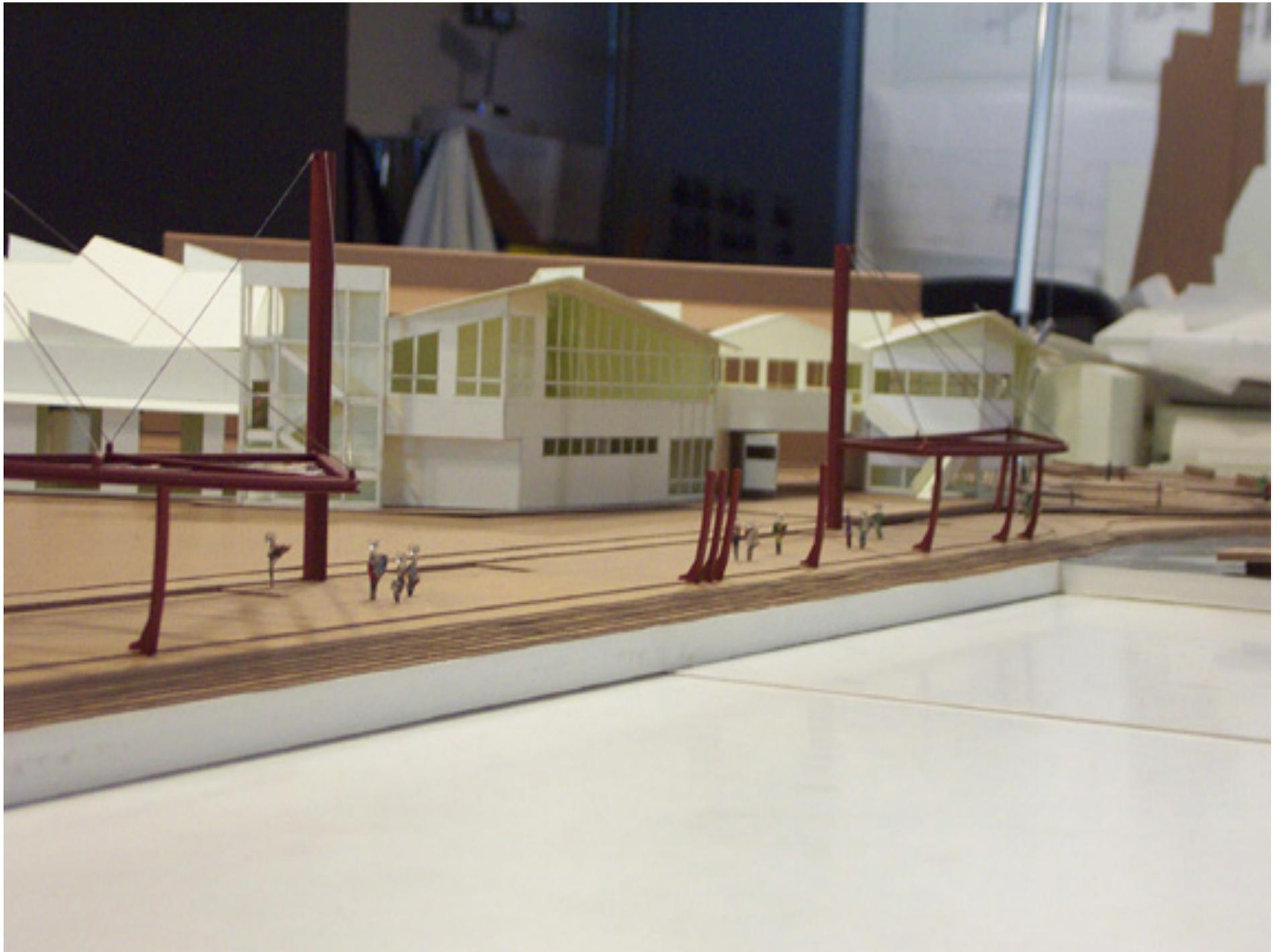
- A painted steel “cargo ship” that pays homage to the WW 1 Liberty Ships that carried international goods to San Francisco ports
- An historic maritime bell that will be cleaned and suspended from a new framework
- 3 Historic Mooring Cleats
- Etched poetry in the paving

VIEW OF ISLAIS CREEK AND COPRA CRANE





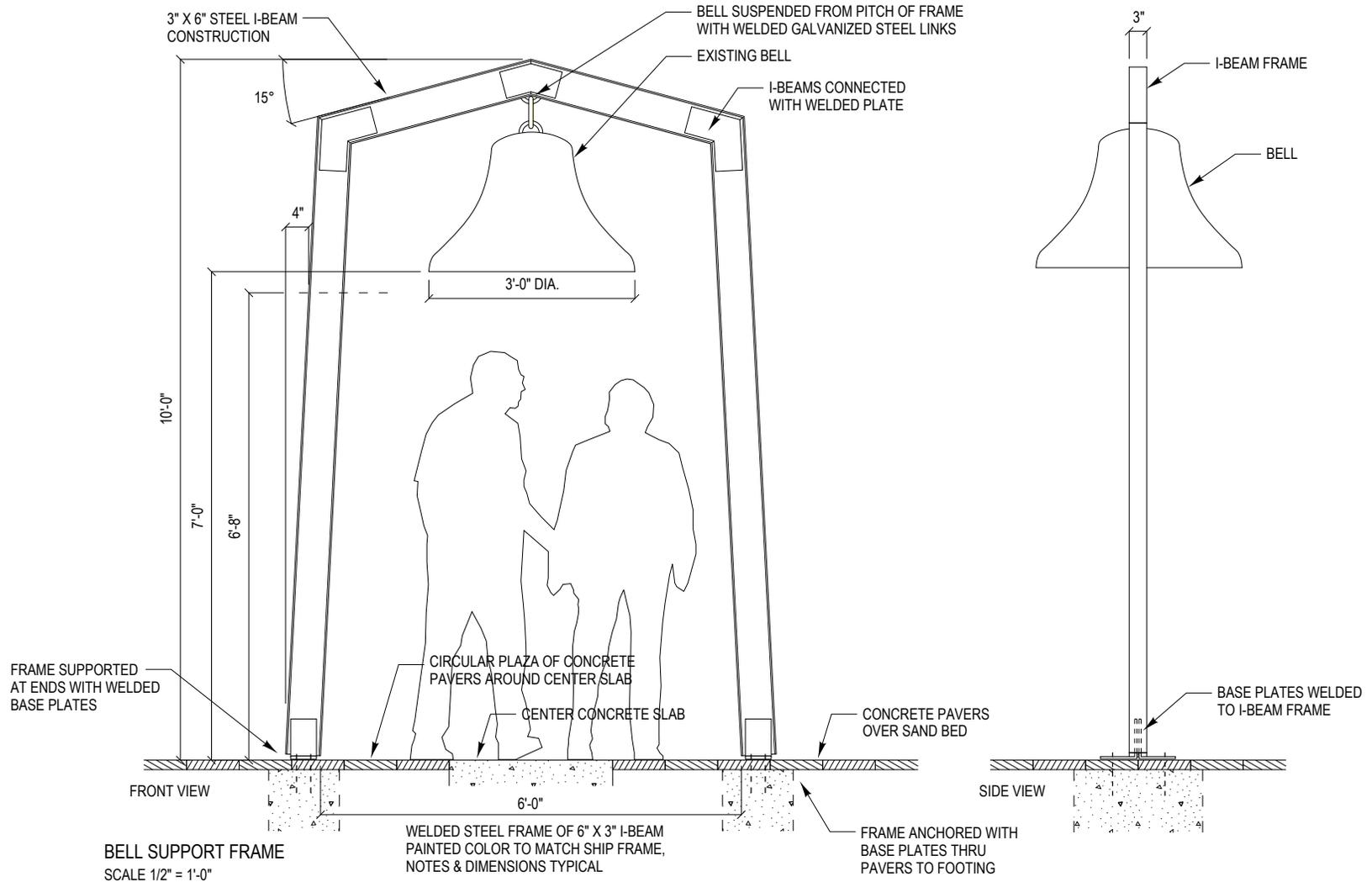
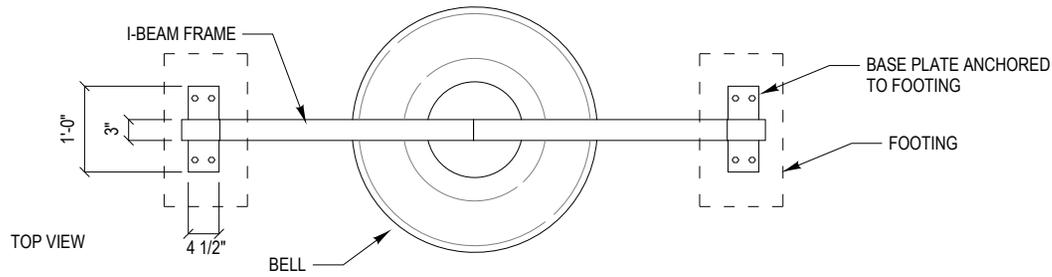




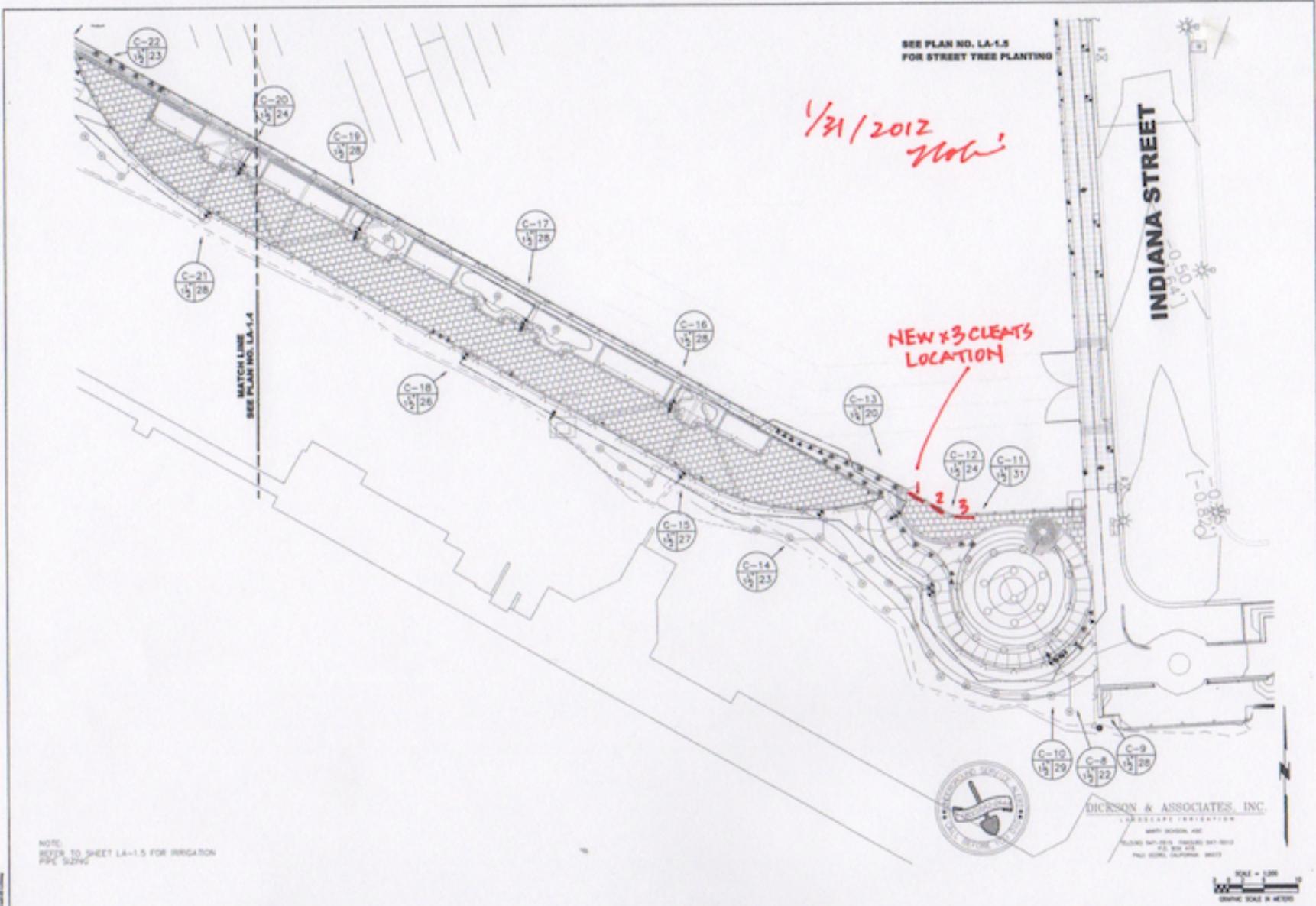












NOTE:
REFER TO SHEET LA-1.5 FOR IRRIGATION
PIPE SIZES

SEE PLAN NO. LA-1.5
FOR STREET TREE PLANTING

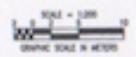
1/31/2012
MOM

NEW x3 CLEATS
LOCATION

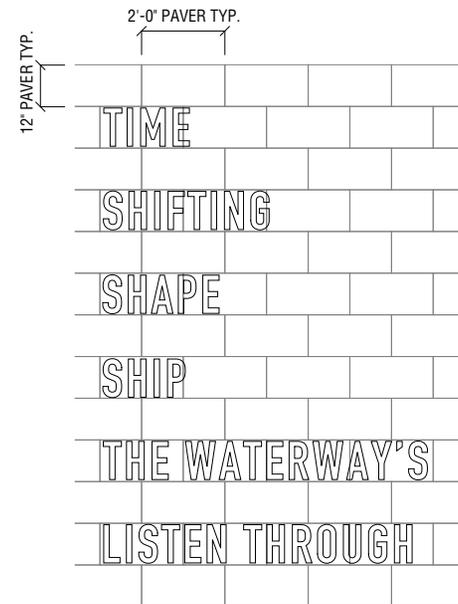
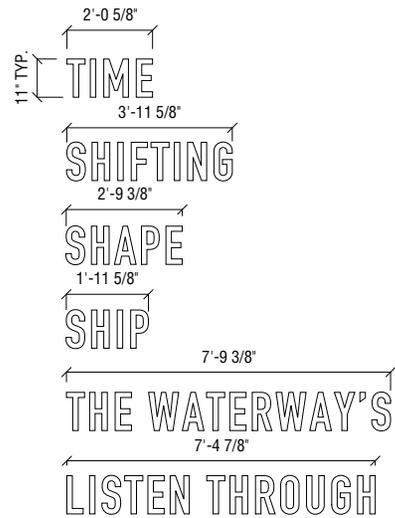
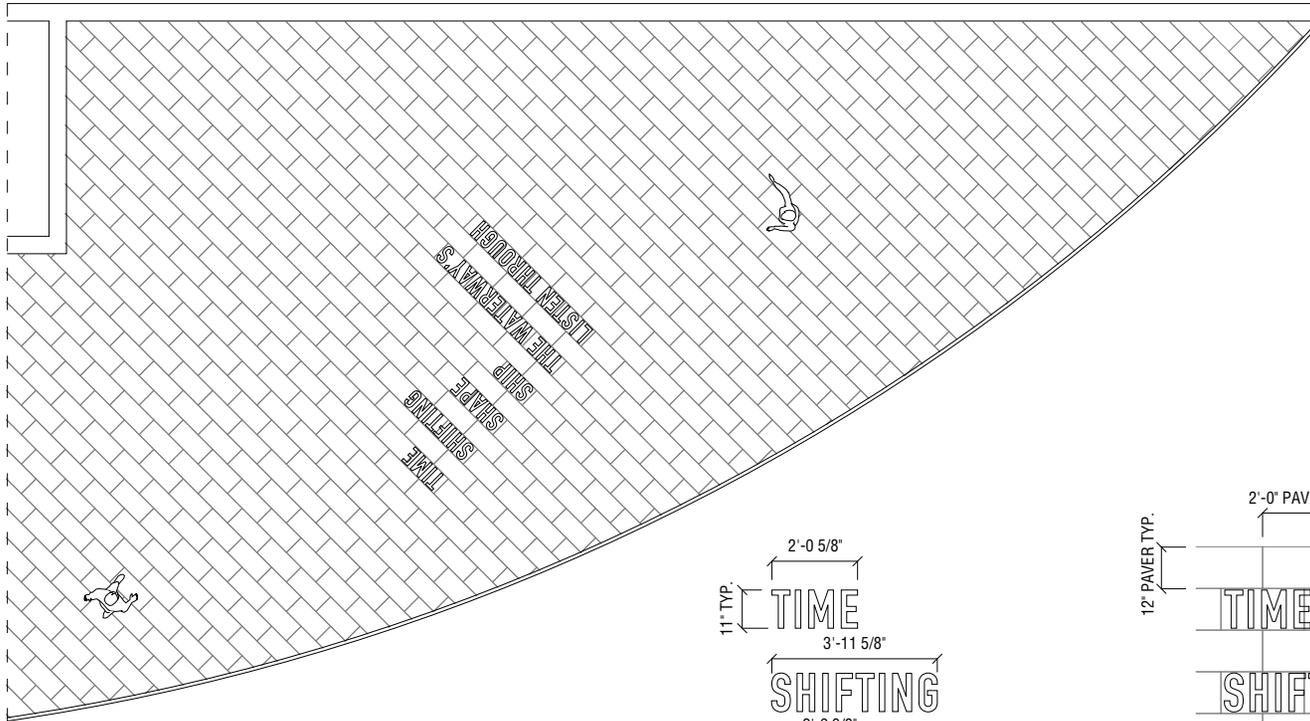
INDIANA STREET



DICKSON & ASSOCIATES, INC.
LANDSCAPE IRRIGATION
3800 BOWEN AVE
FOLSOM, CA 95630
TEL: 916.915.1111
FAX: 916.915.1111



URS/RCCO (JV) 1000 RIVER STREET SUITE 200 SACRAMENTO, CA 95811 TEL: 916.441.1000 FAX: 916.441.1001		JOHN W. DICKSON, P.E. LICENSE NO. 10000 DATE: 10/15/09				CITY AND COUNTY OF SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY 100 MARKET STREET SAN FRANCISCO, CA 94102 TEL: 415.355.3000 FAX: 415.355.3000		SLAS CREEK MOTOR COACH MAINTENANCE & OPERATIONS FACILITY PHASE I - SITE DEVELOPMENT & FUEL/WASH BLDGS IRRIGATION PLAN		WS-12069 CL-15538 LA1.3 178 1	
---	--	--	--	--	--	--	--	--	--	--	--

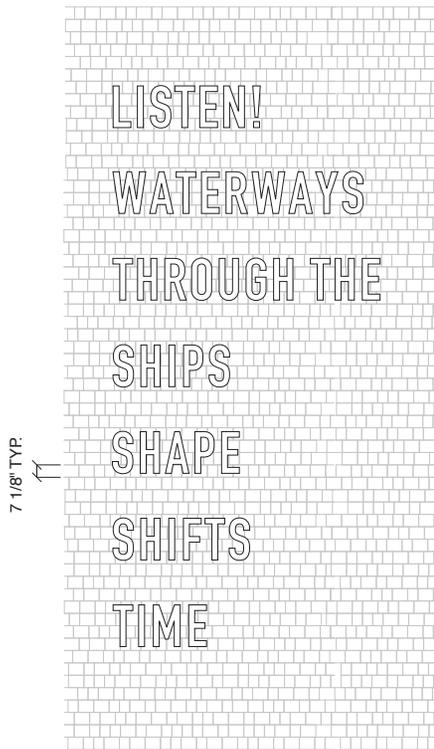


NOTE ALL WORDS ALIGNED LEFT, EACH WORD CENTERED VERTICALLY ON PAVER

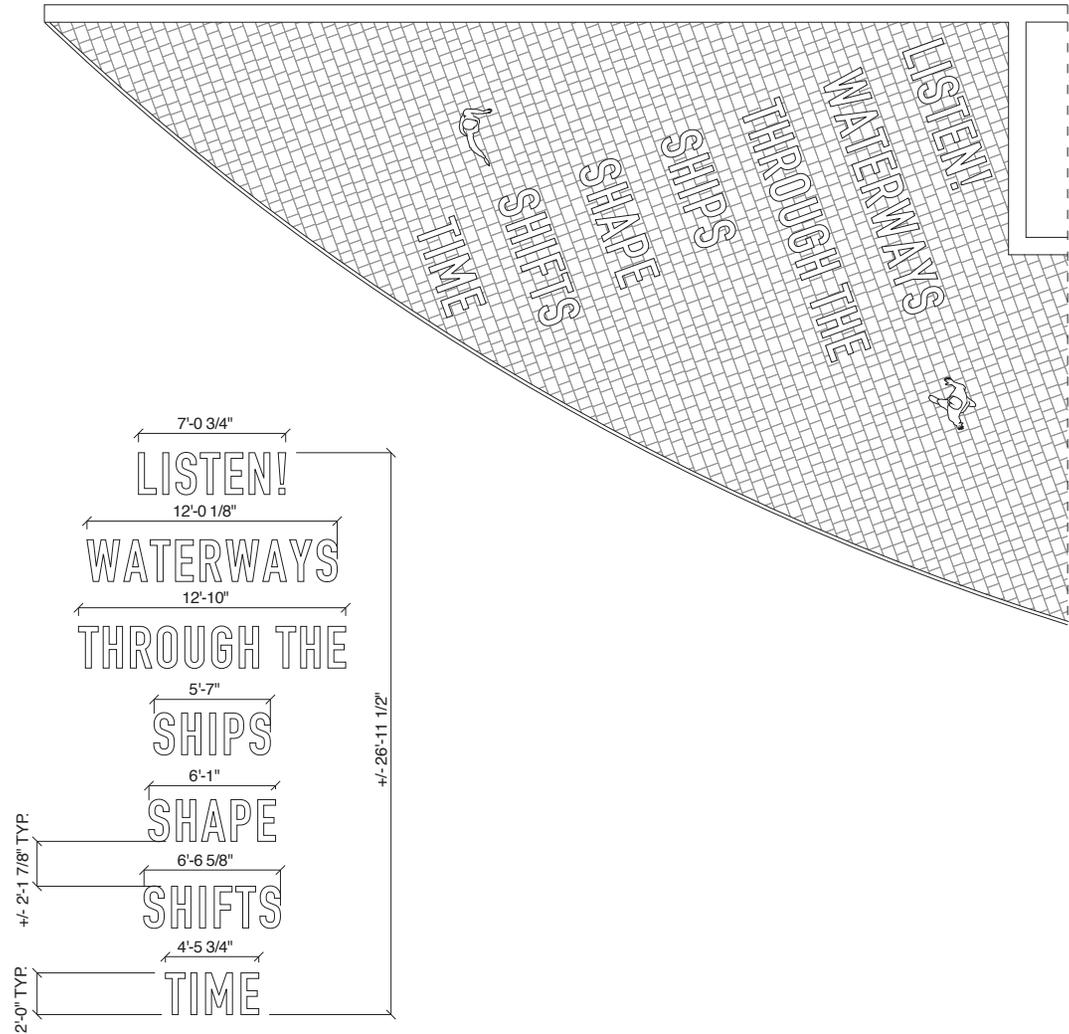
RUNNING BOND PATTERN PAVERS

COPY LAYOUT

ISLAIS CREEK TEXT ON PAVING - S.E. CORNER, 45 DEG. ANGLE PAVERS 11" LETTER HEIGHT SCALE 1/4" = 1'-0"



TYPE 1 & 2 RANDOM RUNNER BAND PAVERS



COPY LAYOUT

ISLAIS CREEK TEXT ON PAVING - N.W. CORNER, 20 DEG. ANGLE PAVERS 24" LETTER HEIGHT SCALE 1/8" = 1'-0"

Proposal for the Islais Creek Municipal Railway Facility

The project consists of improvements to the 860-foot long public access area that runs along the north side of Islais Creek from Indiana Street to I-280. The site is approximately 45 feet wide, stretching from the Muni Maintenance Facility fence line to the Islais Creek shoreline. Islais Creek is a three-quarter mile long dredge channel that is the existing remnant of a natural waterway. The most dramatic visual element at the Islais Creek site is the copra crane at Pier 84, which is one of the last remaining creekside industrial machines from a bygone era of heavy industrial use.

The inspiration for the public art project came from the community's interest in preserving and commemorating the shoreline's industrial past. The copra crane and its adjacent dock are already a dramatic visual landmark to the maritime history of Islais Creek. The public art project builds upon this infrastructure with a work of equally dramatic proportions and metaphoric associations. After reviewing historic photos of the creek, I selected the cargo ship as a link between the site's past and its future use as a transportation facility. The Muni Islais Creek art project uses the cargo ship form as an aesthetic and symbolic image to invite reflection of Islais Creek's ongoing transformation in the post-industrial economy.

After World War 1 many Liberty Ships were used as cargo ships to carry international goods to the ports of San Francisco. The art concept incorporates actual plans for a liberty ship as its primary design orientation. The "memory" of a liberty ship is reflected in a dramatic suspended steel sculpture that subtly alludes to a vessel form. On the ground plane, one half of the ship's deck is defined in true scale with asphalt pavers. The abstracted ascending cargo ship canopy and deck commemorate the dreams, aspirations and memories of the area's ethnically diverse workers and immigrants. From a design perspective, the sculptural canopy provides an important verticality and monumentality to the site that enhances its relationship to the surrounding landscape.

The canopy structure will be suspended from three 50-foot high "masts" positioned exactly where the liberty ship's masts would exist. Cables suspended from the masts will support a frame that defines an outline of the bow and stern of the ship. The canopy outline is meant to suggest a ship's gunwale and to add dimensionality to the design. The ship's canopy arches at each end to reflect curves actually seen on a liberty ship. Additionally, steel members have been dropped from the "bow" and "stern" to the ground, increasing the illusion of volume and form. The steel members also perform the structural task of resisting rotation.

Pedestrians walking beneath the sculptural canopy will experience a ghost image or shadow of the same ship in the shoreline pavement below. The form reflects the original plan layout of one-half of a liberty ship if full scale (441'6" long by 35' wide outlining the ship). Due to soil conditions in the area, all paths and the ship's "deck" will be composed of asphalt pavers.

Other salvaged maritime elements will be included in the design to reinforce the ship metaphor. A bell once used to mark the ends of piers in the Bay Area will be sited at the eastern access to the property. Industrial-sized marine cleats will be placed at key points along the shoreline trail as markers and seating.