

**San Francisco International Airport Control Tower and Integrated Facility
Public Art Program Outline Draft**

1/18/12

Project Description: The Airport is building a new control tower and integrated facility, which will be located between T-2 and T-1. In addition to the tower itself, the new construction will include a new secure and non-secure connector between Terminal-2 (T-2) and Terminal-1 (T-1).

Budget:

While the construction of the new tower is funded by federal FAA funds, and not subject to art enrichment, the additional terminal improvements are funded by the airport and will generate an estimated \$480,000 in art enrichment (AE) funds

In addition to the AE funds generated by this new construction, the Arts Commission still has \$897,713 in AE funds remaining from T-2 (\$541,945 in Art; \$355,768 in Admin.) A City Attorney's opinion allows us to use these funds anywhere within the Airport campus, so some of these remaining T-2 funds may be allocated to the Control Tower project.

Therefore, staff is proposing to allocate the entire \$480,000 generated by the control tower project to art, and support the project administrative costs with \$120,000 of remaining T-2 funds, for a total project budget of \$600,000.

Art Opportunities:

The major art opportunity is the non-secure connector wall between T-1 and what might be referred to as the control tower "atrium." This wall is approximately 70' long and 30' high. There is an additional opportunity as the connector continues from the atrium and T-2. This location affords high visibility to both ticketed and non-ticketed visitors, and will provide a more human scale and articulation to the corridor wall.

A secondary opportunity is the runway "viewing lounge" planned for the secure connector. While this area will see less foot traffic than the non-secure connector, it is still a public space the traveling public will use. This location seems ideal for a relocation of Fred Eversley's colored resin discs that require backlighting. Currently these sculptures are located in an obscure location in Boarding Area B, and relocating into the secure connector lounge space is expected to be a more successful installation.

Proposal:

New Art Enrichment: High light levels in the corridor will necessitate the commissioning of artwork in colorfast materials. Staff proposed commissioning two-dimensional or relief artwork in color fast materials that will not need additional protection from being touched by the public. Ideal materials are glass or tile mosaic, relief in terra cotta, bronze, cast aluminum, etc. The size of the panels will be dimensioned so that the bottom of the panels begin approximately 1' from the floor and have the same dimensions as the 5' x 10' wood panels they would replace. Therefore, the ideal height is 10', with length being in 10' modules. Panels will be set into the wall so that they are flush with the wood paneling.

Geographic limitations: Limited to Bay Area with preference for San Francisco based artists

Relocate Eversleys: Coordinate with project architects to design these sculptures into the space; Repair and/or re-fabricate current bases for new installation.

Schedule: This is a fast track project.

CIP Design and Construction Schedule is as follows:

Complete Design Development: July, 2012

100% Construction Documents: Jan. 2013

Construction Complete: July, 2014