

REQUEST FOR REVIEW FORM

San Francisco Arts Commission
Civic Design Review

PROJECT INFORMATION

PROJECT TITLE: _____ DATE: _____

CLIENT DEPARTMENT: _____

PROJECT ADDRESS _____ DISTRICT NUMBER: _____

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

PROJECT TEAM

TIDA PROJECT MANAGER: _____ Email: _____

TICD PROJECT MANAGER: _____ Email: _____

ARCHITECT: _____ Email: _____

LANDSCAPE ARCHITECT: _____ Email: _____

DATES OF REVIEW

Conceptual/Informational Presentation _____

PHASE 1: Schematic Design _____

PHASE 2: Design Development _____

PHASE 3: Construction Documents _____

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): _____

BUDGET

Total Construction Cost: _____

Art Enrichment Budget: _____

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.

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)

and is a site specific response 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 laminated glass windscreen, rising from a low 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 edge of the main roof canopy facing the water, and smaller letters with the words "Treasure Island" shown within the fritted pattern of the windscreen glass.

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 windscreen wall, or sit on one of the two-sided concrete and ipe wood benches that articulate the waiting area. Automated ticket kiosks are located at the eastern edge of the Shelter and are set within an architectural enclosure that will also accommodate electrical infrastructure needs, and possible ferry notification screens above, facing the patron area.

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 between the columns, 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.