

SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION

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July 2, 2015

TO: All Design Review Board Members

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SUBJECT: Point Sheridan Art Project; First Review
(For Board consideration on July 13, 2015)

Project Summary

Project Sponsor. The City of Richmond and the Port of Richmond

Project Representatives. Michelle Seville (City of Richmond); Regina Almaguer (Project Manager); and Jeff Reed and Jennifer Madden (Reed Madden Design; Artists).

Project Site and Description. The site is located at Sheridan Point (also added Fort Point) at the end of Harbor Way South west of Craneway Building, in the City of Richmond, Contra Costa County. The proposed art exhibit would be sited within an approximately 33-foot by 65-foot unpaved public access area, required of the City of Richmond (City) under BCDC Permit Nos. 1978.018 and 1979.022, and just north of the Bay Trail. The site separates the parking lot from the Bay Trail and the proposed Ferry Terminal dock.

The proposed artwork would consist of seven sculptures, seating elements, landscaping and lighting components. For detailed information, please see attached "Changing Tide: A Proposed Artwork for Sheridan Point," a description (Exhibit A) of the proposed project site and artwork, as well as exhibits illustrating the proposed artwork, prepared by the City and the artist's consultant.

San Francisco Bay Plan Policies. The *San Francisco Bay Plan* (Bay Plan) **Public Access** policies state that access should "be provided in and through every new development in the Bay or on the shoreline," be designed—using the Commission's *Public Access Design Guidelines*—"to encourage diverse Bay-related activities and movement to and along the shoreline," be conveniently located near parking and public transit, "permit barrier free access for persons with disabilities to the maximum feasible extent...and include an ongoing maintenance program." These policies state in part that "public access should be sited, designed and managed to prevent significant adverse effects on wildlife," and that, "whenever public access to the Bay is provided as a condition of development, on fill or in the shoreline, the access should be permanently guaranteed." These policies further state that, "any public access provided as a condition of development should either be required to remain viable in the event of future sea level rise or flooding, or equivalent access consistent with the project should be provided nearby."

The Bay Plan **Appearance, Design and Scenic Views** policies state, in part, that, “all bayfront development should be designed to enhance the pleasure of the user or viewer of the Bay” and that “maximum efforts should be made to provide, enhance, or preserve views of the Bay and shoreline, especially from public areas, from the Bay itself, and from the opposite shore.” These policies also state, in part, that “[s]horeline developments should be built in clusters, leaving open area around them to permit more frequent views of the Bay.”

The *Public Access Design Guidelines* state that public access should feel public, be designed so that the user is not intimidated nor is the user’s appreciation diminished by structures, or incompatible uses, and that there should be visual cues that public access is available for the public’s use by using site furnishings, such as benches, trash containers and lighting. The *Public Access Design Guidelines* further state that public access areas should be designed for a wide range of users, should maximize user comfort by designing for weather and day and night use and that each site’s historical, cultural and natural attributes provide opportunities for creating projects with a “sense of place” and a unique identity.

Public Access Issues. The staff requests that the Board consider the following questions during its review of the project:

1. Does the proposed project adequately preserve views to the Bay and maximize the public’s enjoyment of the waterfront area?
2. Are there adequate connections to and through the public access space to accommodate ferry patrons crossing from the parking lot to the ferry?
3. Does the site layout and proposed design provide usable and inviting public spaces that are oriented to the Bay, compatible with the surrounding public access areas, and incorporate unique and special amenities that draw the public to them, create a “sense of place”, are safe, and feel public?
4. Are the proposed landscaping treatments appropriate?