

**CITY OF
ASHLAND**
ASHLAND PUBLIC ARTS COMMISSION
REGULAR MEETING
MINUTES - *Draft*
May 17, 2019

CALL TO ORDER:

Chair Friend called the meeting to order at 8:00 a.m. in the Siskiyou Room, 51 Winburn Way.

Commissioners Present:

Sandra Friend
Thomas Fuhrmark
Richard Newman
Allison Renwick
Stanley Smith
Andy Stallman

Staff Present:

Aaron Anderson, Assistant Planner

Absent Members:

Jeff Phillips

APRC Liaison:

Joel Heller

Council Liaison:

Stephen Jensen

Chair Friend added an agenda item to change the Public Arts Commission's meeting time under **OTHER BUSINESS NOT ON THE AGENDA.**

APPROVAL OF MINUTES

A. Public Arts Commission regular meeting of April 19, 2018

Chair Friend made three corrections to the minutes. The first corrected Tom Doyle's name, the second noted Commissioner Newman was absent and the third that Commissioner Smith was in attendance.

Commissioners Smith/Newman m/s to approve the minutes of the meeting April 19, 2019 as corrected.

Voice Vote: AYES. Motion passed.

PUBLIC FORUM

Barry Thalden/Ashland/Spoke on updating the public arts brochure and the QR codes in the brochure. The Commission discussed QR codes and potentially using it with the MAP project. Mr. Thalden introduced the Sculpture on Loan Project and how it might work with the City.

NEW PROJECTS PROPOSAL - None

PROJECT UPDATES

MAP project - Andy

Commissioner Stallman provided an update that included the following:

- There were now five locations for plaques.
- Bids for the concrete work might be under budget.
- Concerns from Haskin's Garage regarding one of the locations were resolved.
- The process for direct commission with Master Works.

- Request for Proposal (RFP) process.
- Concerns from the Historic Commission that the plaques did not accurately capture the historic element.
- QR codes.
- A GIS presentation by staff on walking currently available on the City website.
- The Parks Commission approved the location of the Hub Sculpture.
- A review of locations.
- Materials - buff concrete versus standard concrete.

COUNCIL LIAISON REPORT

Councilor Jensen provided a Council report on the Budget process. The City Council would discuss surveillance cameras in public areas at their Study Session, June 3, 2019. He commented on the Failure to Provide Name and Date of Birth ordinance.

PAC WORK PLAN

- **Update: RFQ and RFP templates – templates - Sandy**

Both templates would be sent out for feedback prior to the next Commission meeting. Final templates would not be ready in time for the MAP process.

- **Update: Goal 3, develop visual presentation -Tom**

Concepts for the “What is Public Art” presentation were shared with the Commission. They were in the process of getting images that connected to the themes.

- **New work: Goal 2, formalize final review process for installations**

Future public art proposals would include a project review during the process similar to the Mural Guidelines.

- **New work: Goal 2, define fabrication review process**

Commissioner Renwick volunteered to work on the fabrication review process during the summer.

OTHER BUSINESS NOT ON THE AGENDA

The Commission discussed changing the meeting time from 8:00 a.m. to 8:30 a.m.

Commissioners Stallman/Newman m/s to change the Public Arts Commission meetings to 8:30 a.m.

Voice Vote: Commissioners Stallman, Newman, Renwick, Fuhrmark, and Friend, YES; Commissioner Smith, NO. Motion passed 5-1.

ADJOURNMENT

Meeting adjourned at 9:45 a.m.

*Submitted by,
Aaron Anderson, Assistant Planner*

Calendar

Next meeting – June 21, 2019

"Marking Ashland Places" Historic Markers --- Contract/RFP text

by Peter Finkle

This draft received initial approval by committee on March 21, 2019

#1 Title: Ashland Train Station & Roundhouse

Location of marker: Railroad Park (with focus on the impact of the coming of the railroad on Ashland)

Short narrative: Completion of the railroad in the 1880s changed Ashland from an isolated community to a commercial and cultural hub for Southern Oregon. [138 characters, including spaces]

History of site:

*Founded in 1852, Ashland was isolated due to transportation limitations (basically stagecoach, wagon or walking) until the coming of the railroad in the 1880's.

*Ashland's railroad connection north to Portland (in 1884) and south to San Francisco (in 1887) led to a boom in local population, agriculture and industry.

*On December 17, 1887, very near this spot, Southern Pacific (SP) railroad's Vice President Charles Crocker used a silver hammer to drive a "Golden Spike" celebrating the completion of railroads around the entire circumference of the United States. You will find a plaque here in Railroad Park commemorating the Golden Spike.

*With its location just north of the imposing Siskiyou Mountains, Ashland became a division point for SP, with railroad maintenance and repair yards and many railroad employees. Near this spot was a train engine turntable to change the direction the engine would travel. The turntable was in front of the roundhouse, a huge curved maintenance shed that held ten train engines or cars.

*Ashland was also a meal stop for passengers, which introduced thousands of people to Ashland each week. Ashland business people marketed to the passengers with a booth showcasing local agricultural and manufactured products.

*The depot had a gazebo extolling the virtues of and featuring samples of Lithia water. It was slightly larger than the existing Lithia water gazebo in Lithia Park.

*SP bought land from Lindsay Applegate and created the Railroad District. It was filled with boarding houses and small homes for railroad workers. New commercial streets were created on A Street and 4th Street to rival the "old" downtown Plaza and Main Street commercial areas.

*From 1887 until 1927, up to five trains each way stopped daily in Ashland.

*In 1927, SP rerouted long-distance trains away from Ashland to Klamath Falls and moved most of their railroad workers out of Ashland. The Railroad District went into a slump for decades.

#2 Title: Ashland Depot Hotel Kitchen

Location of marker: historic depot building at 5th & A Streets (with focus on the Ashland Depot Hotel exterior and dining room)

Short narrative: This building was the kitchen for the spacious Depot Hotel dining room, where 200 train passengers could eat all at once during a 30-minute stop. [144 characters, including spaces]

History of site:

*The huge Depot Hotel, with 40 sleeping rooms, opened in 1888. Since most passenger trains had only a 30-minute stop in Ashland, its spacious dining room was able to seat and feed 200 people all at once.

*The Ashland Depot building you see here was all that was left after the hotel was torn down in 1937. It was moved to this spot across the street from its original location in 1990, thanks to the efforts of history-lover and railroad district resident Jim Lewis. To give you an idea of the size of the original hotel, this building was only the kitchen and storage room for the Ashland Depot Hotel restaurant.

*Ashland children, especially young boys, were drawn to the depot like a magnet. First, there were trains and excitement. Perhaps more important, boys would sell backyard fruit in small baskets to train passengers and make some spending money.

#3 Title: 4th Street Fire Station

Location of marker: 264 4th Street

Short narrative: This 1908 building was the second fire station in Ashland. It also held a jail space to deal with hobos who came on the trains. [127 characters, including spaces]

History of site:

*With the coming of the railroad and the expansion of Ashland into the Railroad District, there was a need for a second fire station in addition to the original one downtown.

*The Ashland Hose Company No. 2 station was built in 1908, made of the new construction material called rockfaced hollow concrete block.

*The station was built next to a Livery Stable and Feed Store. Until Ashland citizens approved the purchase of the town's first motorized fire truck in 1913, the volunteer firemen borrowed horses from the Livery Stable next door when needed to pull their hose wagon. If no horses were available, power to pull the wagon shifted from horse-power back to human-power!

*A jail cell was added to the fire station to deal with the Railroad District's drunk and hobo problems. With the trains came the hobos, traveling for free up and down the West Coast, bothering Ashland residents by begging and stealing.

*At times, in order to prevent stealing, police gave hobos the option of a free meal and free lodging in the jail in exchange for a promise to leave town on the next morning's train.

*The old gas pump was installed in 1920, a few years after Ashland bought its first gasoline powered fire truck.

*The building became Haskins Garage in 1935, which was a fixture in the Railroad District for decades until Archie Haskins' death in 1976.

*The building was lovingly restored by new owners Bill Welch and Darlene Beckett in 2008, the 100th anniversary of the historic fire station.

#4 Title: Ashland's Chinatown

Location of marker: the corner of A and 2nd Streets (with focus on Wah Chung's family and the Chinese presence in Ashland)

Short narrative: The Ashland Chinese community was active in railroad work, with only the Wah Chung (Mr. Wong) family fully participating in the wider Ashland community. [152 characters, including spaces]

History of site:

*Ashland's best-known Chinese citizen was Wah Chung. Americans called him Wah Chung after his business name: Wah Chung & Company. His birth name was Wong Quon Sue, or Mr. Wong.

*An estimated 2,000 Chinese laborers helped build the railroad tracks across the Siskiyou Mountains. Only a few dozen seem to have stayed in the Ashland area after railroad construction was completed in December 1887. They maintained the train tracks for Southern Pacific, worked as cooks and waiters at the Ashland Depot Hotel, ran a laundry, provided Chinese medicines for Ashland Chinese and Americans, and more.

*For at least 42 years, Mr. Wong hired, fed and took care of Chinese workers as a labor contractor for Southern Pacific railroad.

*Mr. Wong, his wife and two children lived in a two-story house near the corner of A and 2nd Streets. His two-story Chinese grocery store was next door at 282 A Street. He also owned rental property, a building that held a Chinese laundry, and at one time he ran a restaurant at 82 North Main Street.

*The family grew Chinese green beans (1' to 2 ½' long), Chinese cucumbers and American vegetables in their garden, and also had a pond where they raised fish.

*Most local Chinese lived around 2nd Street and A Street, though an 1898 Sanborn map and a 1901 newspaper article both also described a "Chinatown" across the railroad tracks from Mr. Wong's house.

*The Wong family children Jennie and Sammy attended Ashland public schools.

*Mr. Wong seems to have been able to adeptly balance the Chinese and American cultures. Despite strong anti-Chinese sentiment and discrimination in Oregon, he was able to befriend and gain the trust of the powerful families and institutions of Ashland. As leading Ashland businessman Henry Enders said: "Wah Chung was a perfect gentleman...everybody trusted him." Mr. Wong and his wife mixed socially with wealthy business people in town, and he did things like drive his patriotically decorated car in Ashland 4th of July parades.

*The Chinese New Year was a big event for the town of Ashland. With food and fireworks, the annual celebration centered around Mr. Wong's store and home.

*Connection with China: Mr. Wong was born in Chun Lock Village in China's coastal Taishan county, Guangdong province. Chelsea Rose, staff archeologist at SOULA (Southern Oregon University Laboratory of Anthropology) has learned that not only Mr. Wong (Wah Chung), but also most of Ashland's Chinese residents in the late 1800's and early 1900's, were from this same village cluster in China.

#5 Title: Natatorium and Twin Plunges

Location of marker: the corner of A and 1st Streets

Short narrative: The Natatorium and Twin Plunges provided recreation, exercise and a gathering place for generations of Ashlanders. [114 characters, including spaces]

History of site:

*The Natatorium, opened in 1909, was a massive swimming and recreation center for the people of Ashland. The huge 100' by 200' building contained two pools fed by mineral hot springs at the site, one for men and one for women.

*The Natatorium was intended to become a community recreation center. In addition to the two pools, it had a maple wood floor covering the water storage tank that served as a dance hall and skating rink. There was a balcony surrounding the pools had seating for 500 people to watch and socialize.

*The Natatorium was one of three places in Ashland people could "take the waters," which may be why it closed in 1919. Jackson Hot Springs just north of town had been founded in 1862 (and is still going strong as Jackson Wellsprings) and the Helman Baths was opened in 1886 (and operated until 1956).

*The huge Natatorium building was torn down in the late 1920's. However, the two pools remained, waiting for a new life.

*In 1931 William Briggs, an attorney in Ashland, bought the property from the county for the bargain price of \$500. He resurfaced the pools, built bath houses, and opened Twin Plunges (named for the two pools) on June 26, 1931.

*The last owners of Twin Plunges were Al and Edith Willstatter, who bought the property in 1966. They tried to make it a place for everyone in the community. In addition to summer recreation, the Willstatter's "pioneered programs in swimming for the handicapped, Mother-and-Child Learn to Swim Sessions, scuba and skin diving, water exercise classes and even a kayak training grounds."

*Twin Plunges finally closed in 1977.

Request for Proposal From Masterwork Plaques for Plaques/Medallions to serve as Historic Markers

Project Background

The City of Ashland has a rich and diverse history which is not easily discernable on the current city landscape. The Public Arts Commission and the Historic Commission, in partnership (the MAP Project team), have developed an historic site marker project, *Marking Ashland Places* (MAP), to provide a connection to the history of Ashland on today's landscape.

Site markers, in the form of bronze plaques or medallions will focus on the important places, events or people connected with the development of the four historic districts within the city. These *site markers* will contain short narratives, with artistic representation of the historical significance of the site.

Attached to this RFP are the following:

- Site Map of the Historic Railroad District identifying the locations of each medallion/plaque site.
- Short narratives on the historical significance of each site to be incorporated within the design of each site-specific medallion/plaque
- Additional historic background of each site – supplied for additional understanding on the significance of each site, not plaque content
- Historical photos of the original buildings, people, or events to be artistically represented as images within the medallion/plaque design
- A URL linking the location to the city's historical story map website
- Schematic drawings illustrating the basic concepts for each medallion/plaque are included as a suggestion

The deadline for receipt of Proposal is (30 days from issue). Project will be awarded (50 days from issue).

Scope of Work

The MAP Project team is seeking a proposal from Masterwork Plaques to design and fabricate five (5) original, artistic *site markers* in the form of cast bronze medallions or plaques to be installed (wet-set into new concrete sidewalks) at five (5) locations within Ashland's Historic Railroad District.

The City of Ashland Public Works Department will be responsible for installation of each medallion.

Description of Product

Each medallion or plaque should provide, by use of visual imagery and narrative in sculptural relief, a visual depiction of the history of each site. Additionally, the medallions or plaques should:

- be 24" diameter or 24" square depending on graphic composition
- utilize common design features
- be visually engaging to visitors,
- be fabricated of chemically-patinaed bronze,
- be considerate of visitor safety, and
- ADA compliant.

Submittal Process

Artists must prepare a complete **Project Proposal** [outlined below] and submit as a single PDF in the following order:

- **Letter of Interest [Required]:** A letter, not to exceed one (1) page in length, outlining your interest in this project, a description of your experience in comparable projects and a statement of approach. Letter must include address, email and cell phone number.
- **Professional Resume [Required]:** A resume not to exceed two (2) pages.
- **Images [Required].** A maximum of ten (10) images of prior relevant projects. Each image must be numbered and include title, date and location of installation, dimensions, materials used, final cost, name of fabricator and the project intent of each piece.
- **Professional References [Required]:** a list of three (3) references familiar with your work and working methods. The list must include email addresses and telephone numbers.
- **Statement of Proposed Scope of Work to include:**
 - expectations for MAP Team involvement,
 - additional information required from MAP team,
 - number of design concepts provided to MAP team,
 - number of design revisions available to MAP team,
 - product specifications including size, thickness, material and finish of medallions/plaques,
 - approximate timeline from date of contract to delivery of product in Ashland, and
 - Total budget, not to exceed \$ 17,000, for all phases of design, fabrication, shipping and insurance to the City of Ashland.

As noted above, the entire Proposal must be submitted electronically as a single PDF attachment to the following email address: Fotini.Kaufman@ashland.or.us. The Proposal deadline is 5 pm (30 days from date of issue).

For questions, please call Fotini Kaufman, Associate Planner, City of Ashland at 541.552.2044 or email her at Fotini.Kaufman@ashland.or.us.

The City of Ashland is under no obligation to award a contract for the project described above.

Direct Commission to Masterwork Plaques

The Historic Marker project (now named “Marking Ashland Places” MAP) was first presented to the Public Arts Commission at their regular meeting on July 20, 2018. The project was initiated by the Historic Commission in 2013, and examples of Bronze Plaques designed and fabricated by Masterwork Plaques (MWP) from a 2012 proposal were shown. MWP’s portfolio was nothing short of impressive in both the artistic merits and the technical considerations, such as 3 different styles of relief and a real chemical patina finish (best able to withstand the UV and weather exposure the plaques would need to endure in the many years ahead).

MWP has a solid track record indicating they can accomplish all phases of the project from conceptual design and revisions, fabrication, finish, all the way to the guidelines for installation. The owner of the company (Jennifer Andrews) is responsive to questions, understands the balance the MAP team is trying to achieve in historical accuracy and artistic representation, and is also willing to engage the MAP team in conference calls to address any expectations and concerns.

The MAP team is striving to provide a solid start to this multi-phased project, seeking the confidence in the product and finish that MWP can provide so that a standard of excellence can be established for future phases to follow.

The MAP team discussed the option of sending out RFQ’s to artists and vendors, awarding \$1,000 (each) to three finalists for a conceptual design before proceeding to contract. The MAP team considered MWP’s portfolio and product to be such a strong fit for this project’s goals that they confidently decided to offer MWP a direct invitation as a more stream-lined and economical option for acquiring public art under the City of Ashland municipal code 2.29.100.

While approximately ten other vendors across the country were explored, MWP’s product and service record continued to be what the MAP team considered an excellent choice.