

REQUEST FOR QUALIFICATIONS

RICHMOND TRANSIT VILLAGE/BART PARKING STRUCTURE PUBLIC ART RICHMOND, CA

Postmark Deadline Date: June 30, 2009

Total Art Budget: \$200,000

The Richmond Community Redevelopment Agency (“Agency”), in partnership with the City of Richmond and the Bay Area Rapid Transit District (BART), is seeking professional artists to apply for possible exterior site-specific design commissions for the newly designed BART parking structure. Artists will be asked to submit qualifications for one or both of the two possible sites located on the west and east façades. Overall, the sixteen-acre mixed-use pedestrian oriented Richmond Transit Village Project includes live-work units, retail space, and offices. The parking structure is proposed to be located northeast of the intersection of Macdonald and 15th Street, adjacent to the Inter-modal transit station, which services BART, A.C. Transit, Amtrak Capital Corridor and Golden Gate Transit. The public art phase of the parking structure project is scheduled for completion in late 2010. Professional artists with experience in large scale murals, grid pattern quilt design, graphic design, repetitive pattern design, painters, mosaic design, ceramics, ornamental metal and others all are encouraged to apply.

PUBLIC ART PROJECT OVERVIEW

GOALS

The goal of the City of Richmond’s Public Art Program is to enhance the environment while maintaining the quality of life and civic context. The Agency in partnership with BART, has designed a six floor, state-of-the-art, 762 space parking structure with 9,000 sq. ft. of commercial space on the ground floor. We are excited about integrating public art as a way to communicate cultural identity and civic pride. Artwork integrated into the building construction will encourage various art opportunities within the Transit Village/BART Parking Structure facility.

VISION

The City of Richmond has a strong cultural heritage. As a result of many years of migration to California in general and to Richmond specifically, major historical contributions have occurred in maritime, music, and industry, establishing a strong sense of cultural pride. The scale encourages high impact visuals that could be considered as way-finding mechanisms.

The thematic direction for this public art project should, wherever possible, consider the audience and the goals of the City of Richmond. Relevant public art for this site should

address multiple issues related to transportation in and around Richmond and will use appropriate low maintenance, cleat mounted, exterior materials with a 50-year life span.

PUBLIC ART SITE DESCRIPTION

Site G: BART Parking Structure

The panel could commission one artist to design concepts for both sides, or select two artists with two design concepts with one design per side.

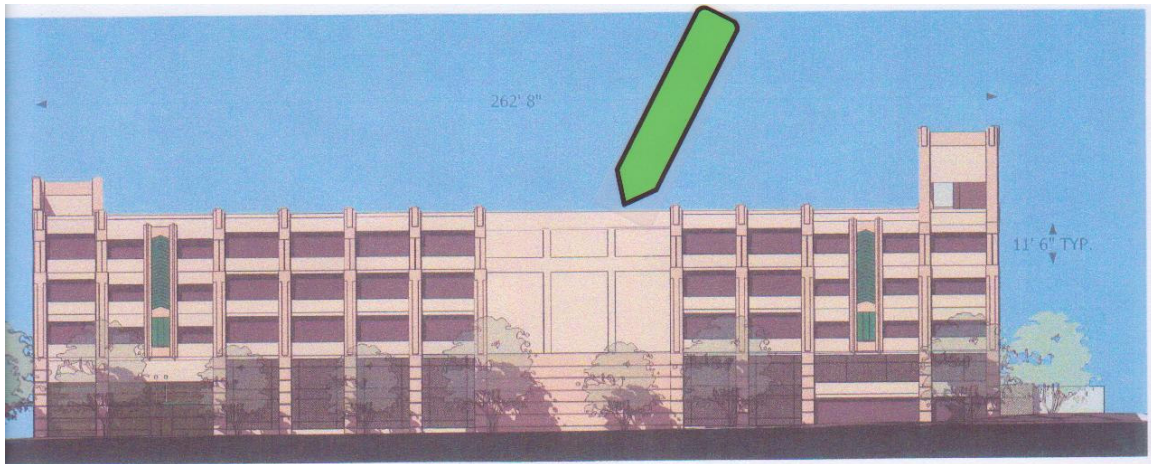
Scale East and West Elevations: Each three-panel section measures 16' wide per each panel x 48' tall.

Budget: \$200,000 with \$100,000 per side, including installation, insurance, etc.

Wall Surface Material: Concrete with an integral colored cement plaster finish (1/8th inch thick)

Considerations: Minimize pigeon roosting areas, no-to-low maintenance materials, color-fast materials, weight of materials not to exceed 20 pounds per square foot of wall area, panels could be completed off site and applied by cleats. Commercially cleaned, creatively reused materials will be considered.

All concepts must be cleat mounted with allowances for movement in seismic events, with consideration of embed capacity/number of mounting points.



ELIGIBILITY

This competition is open to residents of the nine Bay Area counties (Contra Costa, Alameda, Solano, Sonoma, Napa, San Francisco, San Mateo, Santa Clara, and Marin) with demonstrated ability as a professional artist, i.e. exhibition history and education record. Collaborations and teams are welcome to apply, however the lead team member must be a local artist.

SELECTION PROCESS

The Art Selection Panel for this project includes representatives from the following stakeholder groups; Richmond Community Redevelopment Agency, Richmond Arts and Culture Commission, Richmond Public Art Advisory Committee, BART, Watry Design and/or Kimley-Horn and Associates Engineers and a local artist/resident.

Recommendations from the Art Selection Panel will be forwarded to the Richmond Public Art Advisory Committee, Richmond Arts and Culture Commission, City of Richmond Community Redevelopment Agency, Richmond City Council and BART for final approval. Please note that any semi-finalist materials prepared for and paid for by the City of Richmond will become property of the City.

Phase I

The Selection Panel will choose applicants based on criteria including past experience, letter of interest and best match for the projects needs. Two to five semi-finalists will be selected and contracted to fully develop a concept proposal for the Richmond Transit Village/BART Parking Structure.

Phase II

The Selection Panel will interview semi-finalists and award a contract to one or two finalists. Each artist who completes all interview criteria will receive a \$1,000 honoraria fee for a fully developed concept design. The Selection Panel's choice will be shared with Richmond Community Redevelopment Agency and submitted to the Public Art Advisory Committee, Richmond Arts and Culture Commission and BART for final recommendations. Richmond Community and Redevelopment Agency and the Arts and Culture Commission will recommend the finalist(s) to City Council and BART for final approval. Upon completion of this process, the contract will be awarded to one or two artists. The City of Richmond and BART maintain the right to withhold the awarding of the commissions.

Artist awarded honorariums for design concept proposals will be oriented to the construction project through a mandatory briefing with staff and construction project architects to review the information on the site. The artist briefing session will be held in July 2009. As part of the contract the awarded artist will be required to obtain and maintain \$1mm commercial liability and auto insurance for all project sub-contractors.

SCHEDULE

The Richmond Transit Village BART Parking Structure Project is currently in the final design review process. The Agency anticipates that construction will commence in August 2009 and be completed in late 2010.

ART SELECTION PROCESS

RFQ Distribution	April 14, 2009
RFQ Response Postmark Deadline	June 30
RFQ Panel Review and Selection of Project Semi-Finalists	July
RFP Design Semi-Finalists Submit Concept Proposal/Maquette	August - September
BART and Agency Review and Approval Finalist	October
Finalist Artist under Contract	November/December
Artist Concept and Modifications Submitted and Approved	January 2010
Design Finalist Artist Working Drawings Submitted	February
Commission Art Fabrication	March - November 2010
Commission Art Installation	December 2010

APPLICATION PROCEDURE

Artists are encouraged to apply for a specific public art project. Each submission must include the following:

1. Ten collated packages containing ten (10) copies of each of each of the following:
(no staples or folders)
 - Specify medium: painting, quilt design, ornamental metal, sculpture, tile, etc.
 - A brief, typed (1 page maximum) narrative Artist's Statement describing how you plan to approach the garage project – vision and intent, relevant past experience with public art projects, and other information you wish to highlight.
 - Resumes for each applicant which describe any experience relevant to this project, and if applying as a team, identify the role each artist will play.
 - List three professional references. (Name, address and phone number.)
2. One set of no more than five images (per applicant) PC formatted CD/JPEGs or slides of completed projects, numbered and labeled with artist's name, title, date art completed, media, and dimensions.
3. One copy of a corresponding CD JPEG/slide list including title, date, media, dimensions, and project cost or selling price.
4. One copy each of relevant reviews, essays, etc.
5. One self-addressed stamped envelope for the return of CD/slides. Materials will not be returned without SASE. (SASE is part of a complete package.)

Please provide information on white bond paper, paper-clipped, not bound. Label all materials with artist's name, address, and telephone number. Slides/CDs will be returned if postage is included. Incomplete packages will not be considered.

No hand deliveries please.

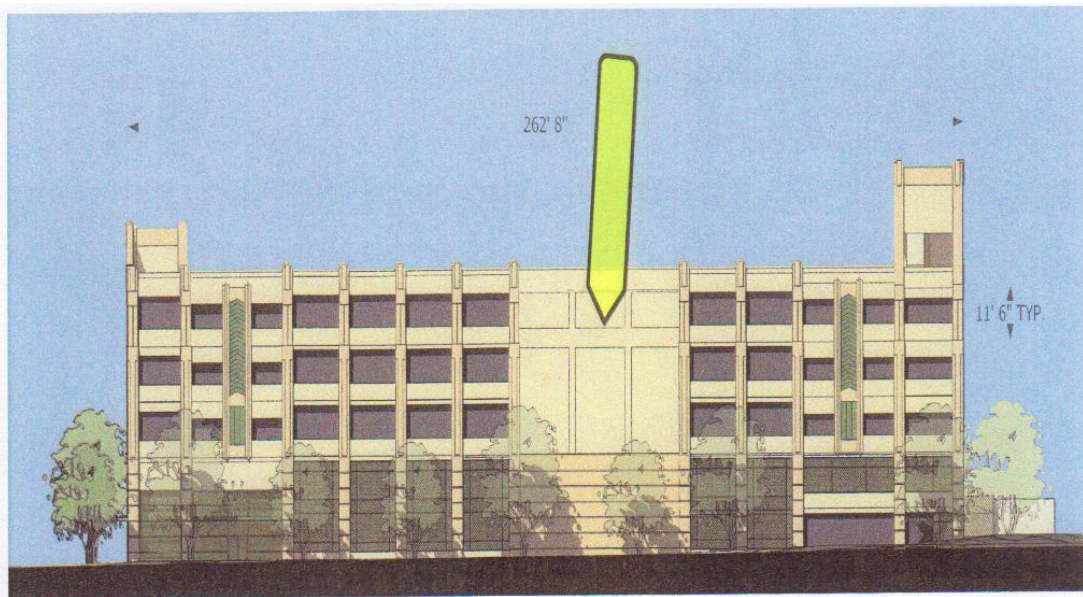
Mail all responses to:

Winifred Day, Transit Village/BART Parking Structure Public Art Project Manager
Fine Art by Day
484 Lake Park Avenue, Suite 231
Oakland, CA 94610

Email all questions to: TVPublicArt@aol.com or FAX to (510) 533-8871

The funds for this project are made available in compliance with the 1997 Richmond Public Art Ordinance Resolution #70-97.

For additional project details go to: www.ci.richmond.us or
<http://ca-richmond.civicplus.com/index.asp?NID=959>



RICHMOND BART PARKING GARAGE

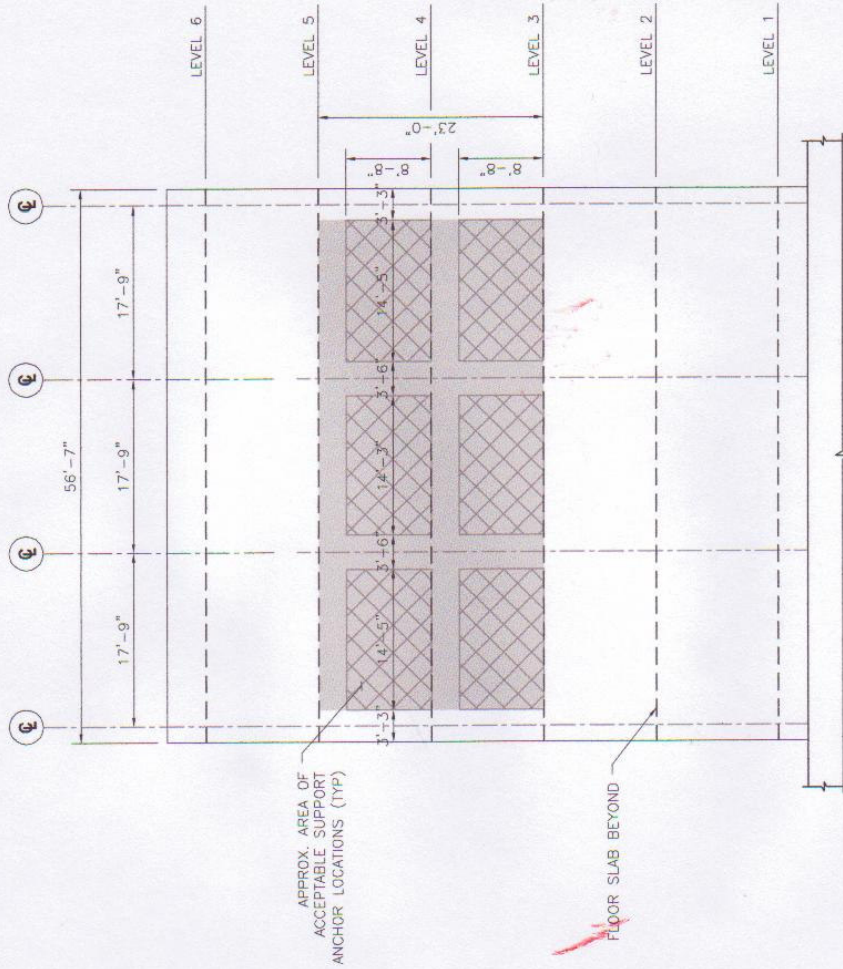
RICHMOND COMMUNITY REDEVELOPMENT AGENCY
RICHMOND, CALIFORNIA
EAST ELEVATION

Architect - Engineer - Planning Services



JANUARY 2009

REV.



EAST AND WEST SHEARWALL ELEVATIONS
NOT TO SCALE

DESIGN GUIDELINES:

1. ALL DIMENSIONS ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED.
2. INSTALLED WEIGHT OF ART SHALL BE NO MORE THAN 20 POUNDS PER SQUARE FOOT OF SURFACE AREA
3. ART SHALL BE INSTALLED IN A WAY THAT ALLOWS FOR LATERAL MOVEMENT DURING A SEISMIC EVENT. 1/4" OF DIFFERENTIAL DEFLECTION IS ANTICIPATED BETWEEN LEVELS 3 AND 5.
4. REINFORCING SHALL BE LOCATED PRIOR TO ANCHOR INSTALLATION AND ANCHORS LOCATED TO AVOID REINFORCING IN THE AREAS INDICATED IN THIS VIEW
5. ANCHORS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
6. MAXIMUM ANCHOR INSTALLATION DEPTH IS 12".
7. SHEARWALL CONCRETE STRENGTH, F'C, IS 5,000 PSI FOR ANCHOR DESIGN.



RICHMOND BART PARKING GARAGE SHEARWALL ART STRUCTURAL DESIGN GUIDELINES



Kimley-Horn
and Associates, Inc.