

Prairie Line Trail Conceptual Design

City of Tacoma
Planning and Development Services/
Public Works

City Council Study Session
June 4, 2013

Project Area



Background

- South Downtown Subarea Plan implementation strategy
- BNSF property donation
- 2012-13: Design and engineering
- Consultants: PLACE and Alta
- Coordination with UWT, Tacoma Art Museum, Pacific Ave. projects
- Stakeholder Committee
- Public & stakeholder outreach

3

Opportunities

- Economic development catalyst
- Multi-use trail and linear park
- History, culture, environment
- Gateway to the Foss
- Coordination with other projects
- Avoid negative impacts to adjacent properties

4

Timeline

- Fall 2012-February, 2013 – *Inventory and analysis*
- March-May, 2013 – *Public outreach & refinement to conceptual design*
- June 4th, 2013 – *Final design concept*
- June, 2013-2014 – *Schematic Design*
- Ongoing – *Pursue construction funding*

5

Public input (March-June)

KEY CHANGES:

- Waterfront Connector - walking loop/beacon
- 15th Street ramp extension - removed
- Art Park – also a family space
- Overlook Street - parking protected

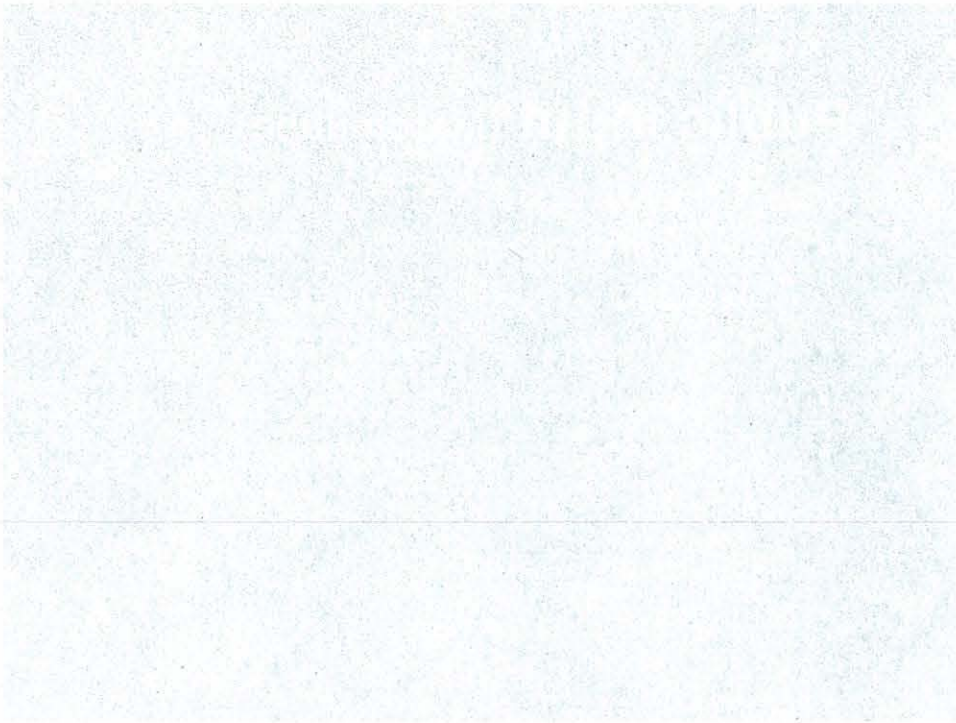
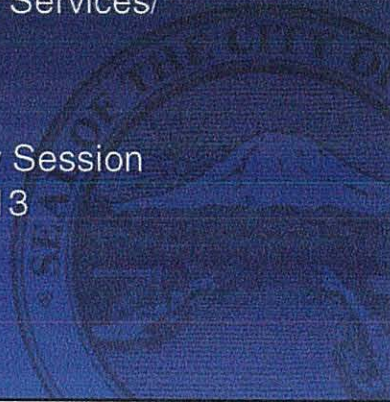
- Overall – broad support
- And, “think big”

6

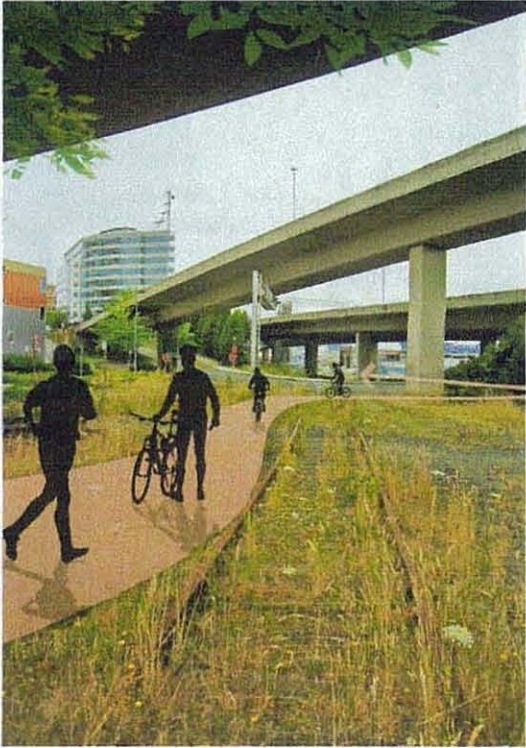
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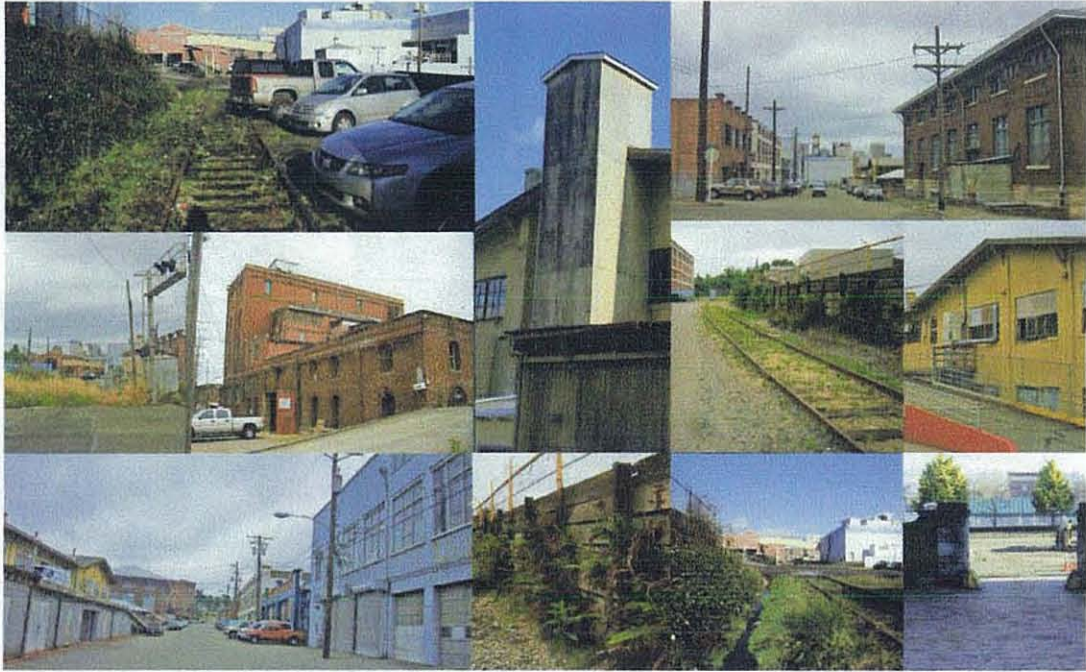


PRAIRIE LINE TRAIL CONCEPTUAL DESIGN



CITY OF TACOMA PLANNING & DEVELOPMENT SERVICES
CITY OF TACOMA PUBLIC WORKS
ALTA PLANNING & DESIGN
PLACE STUDIO





PRAIRIE LINE TRAIL | CONCEPTUAL DESIGN | CITY OF TACOMA PLANNING & DEVELOPMENT SERVICES + PUBLIC WORKS | PLACE STUDIO | ALTA PLANNING & DESIGN

CHARACTER



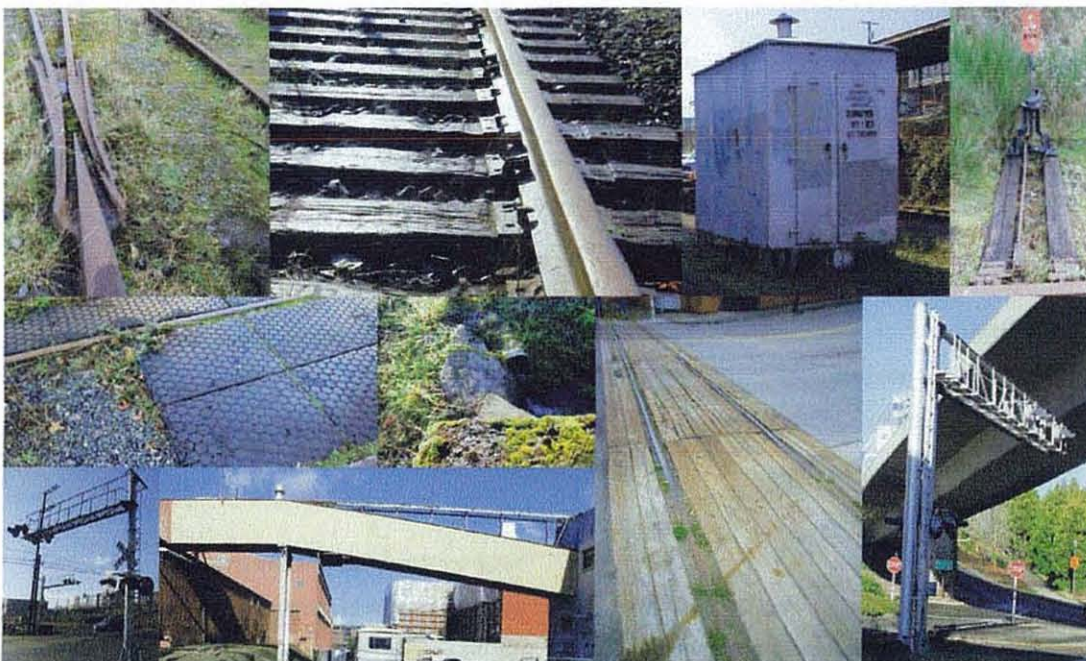
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CHARACTER



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CHARACTER



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CHARACTER



OVERLOOK STREET WATER STREET URBAN FLEXIBLE UWT STATION ART PARK FOSS CONNECTOR



CONTINUITY
+
IDENTITY
+
FUNCTIONALITY
+
FLEXIBILITY
+
MAGNET



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APPROACH

DEVELOPMENT

Catalyze economic and neighborhood development by creating a signature public space that connects downtown districts, maintains access for adjacent properties, attracts private economic development, and harmoniously integrates with and enhances its surroundings.

MOVEMENT

Connect the Foss Waterway, downtown destinations and regional bicycle and pedestrian networks via a safe, comfortable and accessible multi-use pathway.

GATHERING

Develop a series of attractive, safe, and meaningful open spaces that provide opportunities for the community to interact, learn and play.

HISTORY

Respect the history of the Prairie Line, particularly the curve and grade of the tracks, and the story of its land, people and economy through preservation and interpretation.

CULTURE

Integrate public art and design features that create connections to Tacoma's place, culture, environment, and history.

NATURE

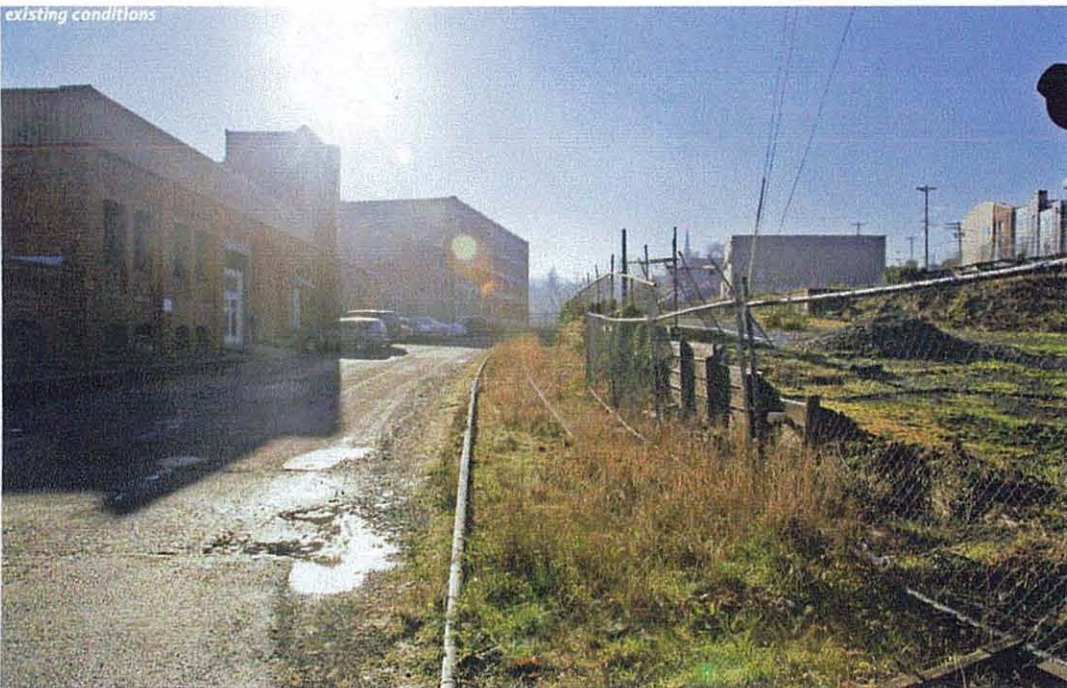
Integrate natural features and systems, including innovative stormwater strategies, and inspire interactions with the natural environment.

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PROJECT GOALS

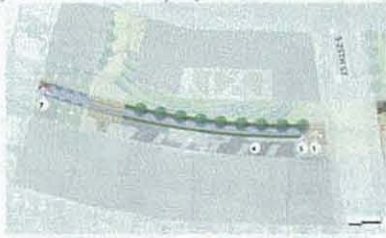


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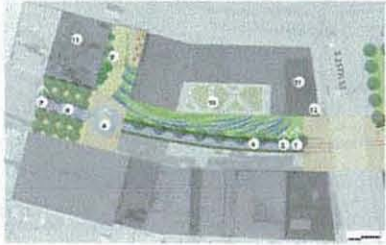


PRAIRIE LINE TRAIL | CONCEPTUAL DESIGN | CITY OF TACOMA PLANNING & DEVELOPMENT SERVICES + PUBLIC WORKS | PLACE STUDIO | A&A PLANNING & DESIGN **OVERLOOK STREET**
26th - 25th

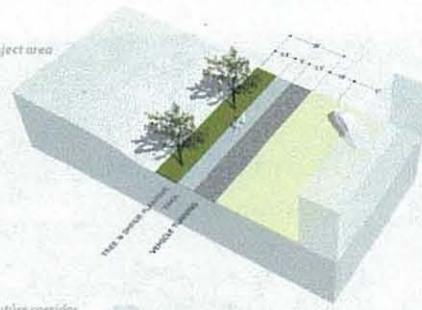
phase 1 concept plan



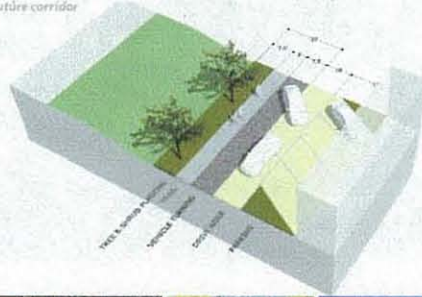
phase 2 concept plan



current project area



potential future corridor



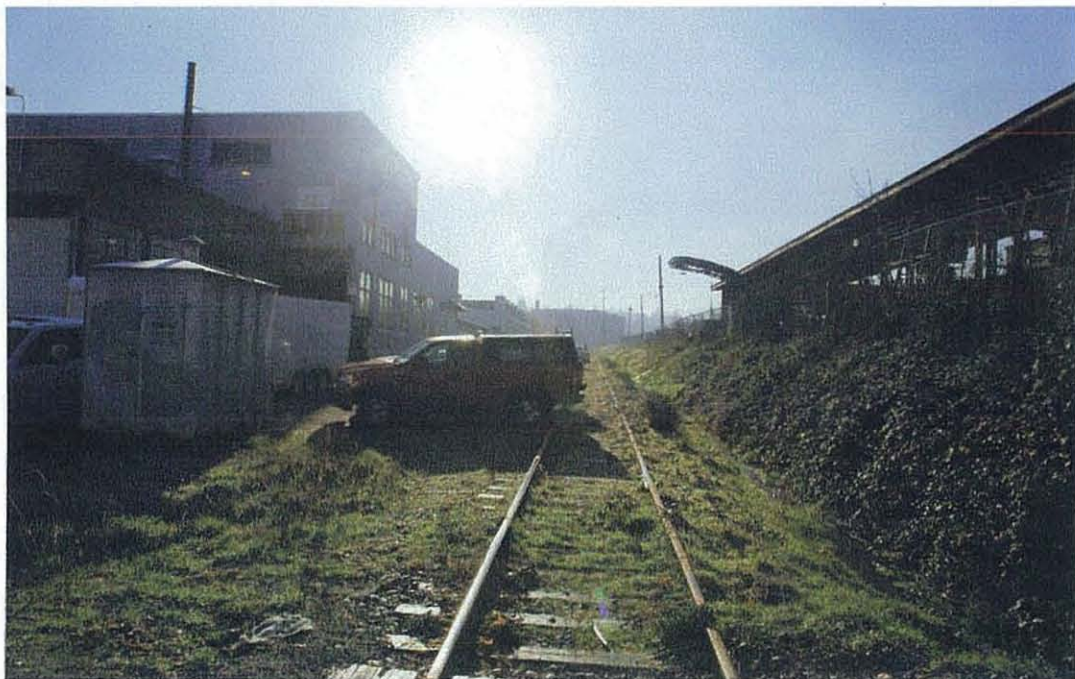
- CONCEPT PHASE 1 OBJECTIVES
- 1. Integrate green trail
 - 2. Establish an on-street buffer zone
 - 3. Provide on-street parking
 - 4. Improve building
 - 5. Landscaping & tree planting
 - 6. Place on-street furniture
 - 7. Public Art
 - 8. Place green
 - 9. Place on-street furniture

- 10. Establish a future corridor
- 11. Future on-street development
- 12. Public art



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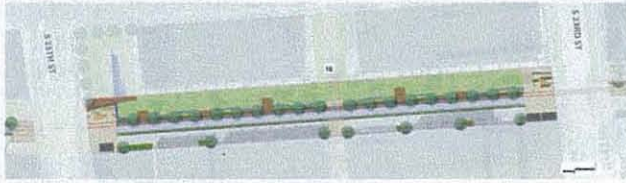
OVERLOOK STREET
26th - 25th



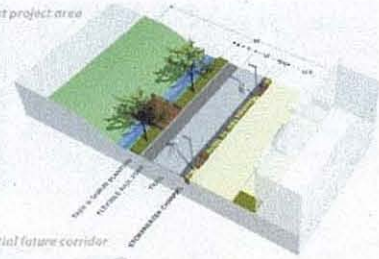
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WATER STREET
25th - 23rd

phase 1 concept plan



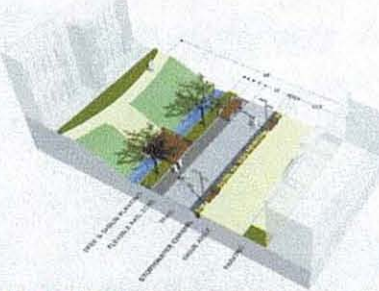
current project area



phase 2 concept plan



potential future corridor



CONCEPT PLAN LEGEND

- 1 10' wide sidewalk
- 2 10' wide sidewalk
- 3 10' wide sidewalk
- 4 10' wide sidewalk
- 5 10' wide sidewalk
- 6 10' wide sidewalk
- 7 10' wide sidewalk
- 8 10' wide sidewalk
- 9 10' wide sidewalk
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- 48 10' wide sidewalk
- 49 10' wide sidewalk
- 50 10' wide sidewalk



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WATER STREET
25th - 23rd

phase 2 perspective sketch



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WATER STREET
25th - 23rd

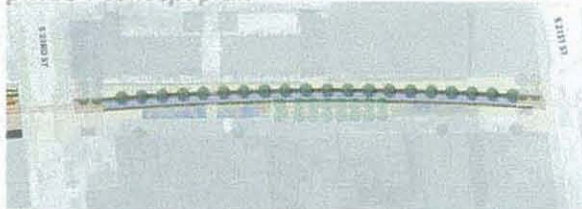
existing conditions



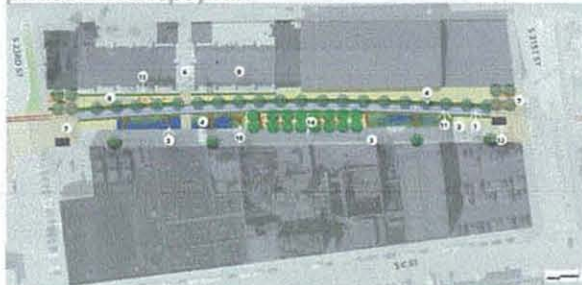
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URBAN FLEXIBLE
23rd - 21st

phase 1 concept plan



phase 2 concept plan



current project area



potential future corridor



CONCEPT PLANNING

- 1. 10' wide sidewalk
- 2. 10' wide path or walking to the parking
- 3. 10' wide off-street parking
- 4. 10' wide off-street parking
- 5. 10' wide sidewalk
- 6. 10' wide path or walking to the parking
- 7. 10' wide sidewalk
- 8. 10' wide path or walking to the parking
- 9. 10' wide sidewalk
- 10. 10' wide path or walking to the parking
- 11. 10' wide sidewalk
- 12. 10' wide path or walking to the parking
- 13. 10' wide sidewalk
- 14. 10' wide path or walking to the parking



PRAIRIE LINE TRAIL | CONCEPTUAL DESIGN | CITY OF TACOMA PLANNING & DEVELOPMENT SERVICES + PUBLIC WORKS | PLACE STUDIO | ALTA PLANNING & DESIGN

URBAN FLEXIBLE
23rd - 21st

phase 2 perspective sketch



PRAIRIE LINE TRAIL | CONCEPTUAL DESIGN | CITY OF TACOMA PLANNING & DEVELOPMENT SERVICES + PUBLIC WORKS | PLACE STUDIO | AIA PLANNING & DESIGN

URBAN FLEXIBLE
23rd - 21st

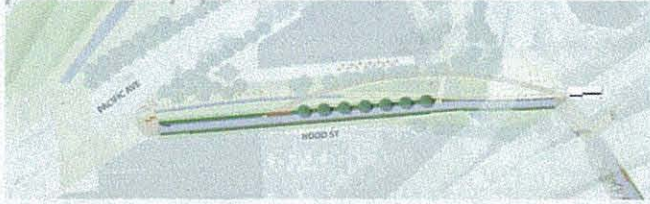
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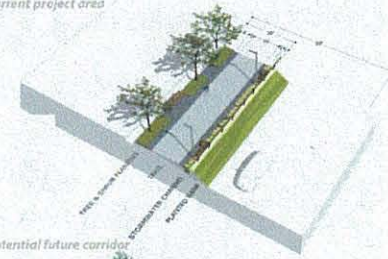
PRAIRIE LINE TRAIL | CONCEPTUAL DESIGN | CITY OF TACOMA PLANNING & DEVELOPMENT SERVICES + PUBLIC WORKS | PLACE STUDIO | AIA PLANNING & DESIGN

ART PARK
17th - 15th

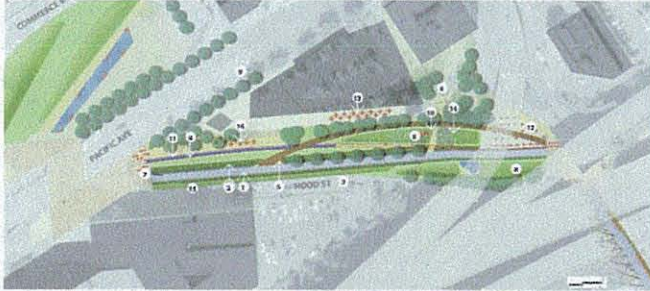
phase 1 concept plan



current project area



phase 2 concept plan



potential future corridor



- CONCEPT ELEMENTS
- 1. 10' High wall
 - 2. Staircase to overlook buffer planting
 - 3. Parklet with seating
 - 4. Water feature between art trails
 - 5. Bridge platform with art
 - 6. Walkway connection to structure
 - 7. Planted plan
 - 8. Sculpture platform
 - 9. Plaza development

- 10. Public art
- 11. Elevated walkway
- 12. East lawn
- 13. Plaza deck
- 14. Interactive children play area
- 15. Elevated stage
- 16. Café seating



phase 2 perspective sketch





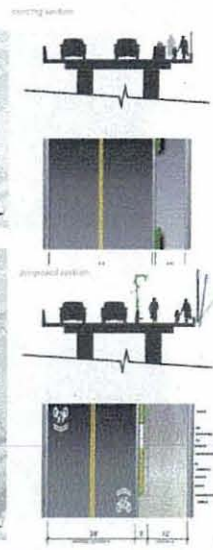
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FOSS CONNECTOR
15th - Foss

phase 1 concept plan



phase 2 concept



- PROJECT PULLINGS
- 1. 10' to 12' high, 4' wide concrete wall
 - 2. 4' high, 4' wide, 4' deep concrete wall
 - 3. 4' high, 4' wide, 4' deep concrete wall
 - 4. 4' high, 4' wide, 4' deep concrete wall
 - 5. 4' high, 4' wide, 4' deep concrete wall
 - 6. 4' high, 4' wide, 4' deep concrete wall
 - 7. 4' high, 4' wide, 4' deep concrete wall
 - 8. 4' high, 4' wide, 4' deep concrete wall
 - 9. 4' high, 4' wide, 4' deep concrete wall
 - 10. 4' high, 4' wide, 4' deep concrete wall



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FOSS CONNECTOR
15th - Foss

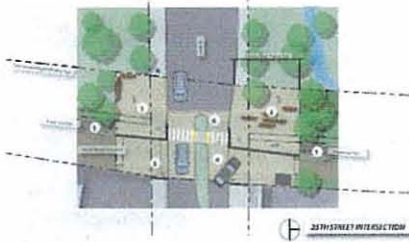
Phase 2 perspective sketch



PRAIRIE LINE TRAIL | CONCEPTUAL DESIGN | CITY OF TACOMA PLANNING & DEVELOPMENT SERVICES + PUBLIC WORKS | PLAXEL STUDIO | ACTA PLANNING & DESIGN

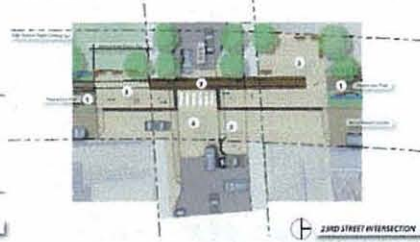
FOSS CONNECTOR
15th - Foss

s 25rd st



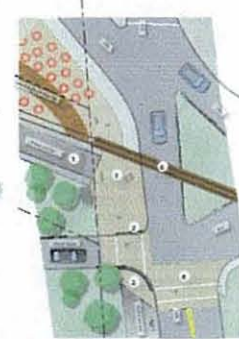
25TH STREET INTERSECTION

s 23rd



23RD STREET INTERSECTION

s 15th



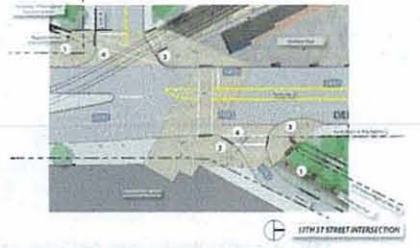
15TH STREET INTERSECTION

s 21st



21ST STREET INTERSECTION

s 17th



17TH STREET INTERSECTION

CONCEPTUAL DESIGN:

- 1. 10' wide sidewalk
- 2. 10' wide planting strip at all points
- 3. 10' wide planting strip at all points
- 4. 10' wide planting strip at all points
- 5. 10' wide planting strip at all points
- 6. 10' wide planting strip at all points
- 7. 10' wide planting strip at all points
- 8. 10' wide planting strip at all points
- 9. 10' wide planting strip at all points
- 10. 10' wide planting strip at all points



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INTERSECTIONS

URBAN INCIDENTS / URBAN THEATRE

ZOE DABO

THOUGHTBARN
Public artwork series

WIND YOUR MIND

SANS FADON

PHILIP BLACKBURN
ART CARDS OF MINNESOTA
performance series

WIND YOUR MIND

SCOTT HUBBALL
VICTORIA BOOT

BEYED ALAM

GREGORY, KILIPA, HANSEN
(and GREGORY MEYER)

"Urban Incidents" are playful, site-specific artist interventions that enhance the sense of discovery for people walking or biking along the trail. "Urban Theatre" projects are event-style projects, such as performances, projections, dances, interactive art, or very short-term installations. They could be located almost anywhere along the trail corridor.

Urban incidents and urban theatre projects could be initiated by almost anyone. They will contribute a sense of change and dynamism, and the expectation that every day the trail might offer a new experience. These artworks should come in many media, though they generally will be of a smaller scale, and will be up for a short time duration.

City of Tacoma Art Commission | ART WORKS | PRAIRIE LINE TRAIL PUBLIC ART PLAN | TODD W. DRESSI / THOUGHTBARN | DRAFT February 2012





TO: T.C. Broadnax, City Manager
FROM: Peter Huffman, Interim Planning and Development Services Director *PH*
Kurtis D. Kingsolver, P.E., Interim Public Works Director/City Engineer *KDK*
SUBJECT: Prairie Line Trail Conceptual Design
DATE: May 29, 2013

SUMMARY:

At the June 4, 2013, City Council Study Session, staff and its consultant will present the attached proposed final conceptual design of the Prairie Line Trail. An overview of the design process, public outreach, and project schedule will be presented by staff.

BACKGROUND:

The Prairie Line Trail will convert a portion of a former rail corridor into a pedestrian/bicycle trail and linear park through the heart of downtown Tacoma. The City received a \$465,000 federal grant to fund the design, engineering, and permitting of the project. After the public design process concludes this summer, the City will continue with schematic design and seek funding for construction, pending completion of the land donation from Burlington Northern Santa Fe.

The Prairie Line Trail project area is an approximately one-mile segment of the historic rail corridor, beginning at the south end of downtown, running through the Brewery District, the University of Washington Tacoma (UWT) campus, crossing Pacific Avenue and then arriving at the Thea Foss Waterfront. UWT is designing the portion of the trail that runs through their campus (S. 17th Street to S. 21st Street). The City of Tacoma's effort pertains to the segments to the north (Dock Street to 17th Street) and south (S. 21st Street to S. 25th Street) of the UWT campus.

The project goals are to create a highly functional trail and a distinctive public space that honors the historic, cultural and environmental significance of the site, and to catalyze downtown economic and community development.

ISSUES:

Staff will seek the City Council's direction to move forward with the proposed final conceptual design and project phasing approach, authorization to pursue funding for implementation.

ALTERNATIVES:

The preliminary conceptual design was developed over the past year, with input from a broadly representative stakeholder and abutting property owners' committee. Between March and May 2013, staff conducted an intensive public outreach effort, including an open house conducted on March 14th, multiple public presentations, a briefing to the City Council Environment and Public Works Committee, and meetings with property owners. This input was used to refine the design, resulting in the proposed final conceptual design now being presented. If the Council so directs, this presentation will conclude the conceptual design phase of the project.

The design envisions phased construction. The first phase will accomplish a continuous bicycle and pedestrian corridor and linear park linking with the UWT's segment of the Trail, from Dock Street to the Sound Transit property at S. 26th Street. Future phases would be tied to additional land acquisition and to the redevelopment of adjacent parcels, which would expand the function of the corridor as a linear park and economic catalyst.



FISCAL IMPACT:

Design, engineering and permitting for the Prairie Line Trail project are fully funded; however, construction is unfunded. Staff is actively pursuing grant opportunities to complete this project.

Preliminary Engineering

Puget Sound Regional Council	\$465,000
Real Estate Excise Tax	\$200,000
Motor Vehicle Fuel Tax (Paths & Trails)	<u>\$ 60,000</u>
	\$725,000

Construction (estimate will be revised as schematic design proceeds)

Unfunded	\$6,000,000
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RECOMMENDATION:

Staff is requesting direction from the Council to move forward with the proposed final Prairie Line Trail conceptual design.

ATTACHMENTS:

- Attachment 1: Prairie Line Trail Steering Committee Letter
- Attachment 2: Public Outreach Summary
- Attachment 3: Letters of support
- Attachment 4: Conceptual design overview and example sections -

To: Mayor Strickland and Tacoma City Council

From: Prairie Line Trail Stakeholder Committee

Re: Prairie Line Trail Conceptual Design

Date: May 23, 2013

Honorable Mayor Strickland and Tacoma City Council Members,

Thank you for the opportunity to serve on the Prairie Line Trail Stakeholder Committee. We are a diverse group representing Tacoma citizens, organizations, property owners and future trail users. We have enjoyed being part of the process and felt it was very well run by city staff and an open process that allowed for community feedback. We're very proud of the work we've accomplished since we began meeting in August 2012 and we're excited to see this project on the ground.

We believe the proposed design is bold and innovative and complements the originality and functionality of the UW Tacoma's section of the trail. We, as a committee, endorse the conceptual design created by PLACE Studio and Alta as presented. We believe the design meets our committee's goals and provides a space that all Tacomans can be proud of.

It is important to note that the trail's excellent design is only valuable when it's built. Therefore, we urge the City to move as quickly as possible into construction of Prairie Line Trail, Phase 1.

Furthermore, the opportunity to implement Prairie Line Trail, Phase 2 depends upon the acquisition of the entire width of right of way from BNSF. We strongly urge you to move forward quickly on the full acquisitions of land (80 feet south of S. 21st Street and 100 feet between Tacoma Art Museum and United Way) so that we can fund and implement this beautiful design. Finally, thinking big means looking toward future extensions of the trail—we urge the City to explore future acquisition of segments of the former railroad corridor to the north and south of the current project area.

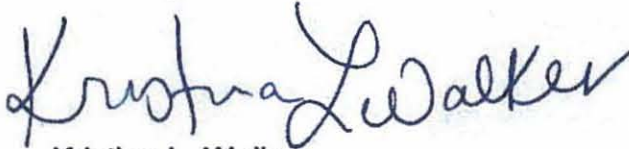
The Prairie Line Trail will add to the considerable investment in the area from Pacific Avenue Streetscape, the Tacoma Art Museum addition and UWT's planned construction of their segment of the trail. It will help make downtown Tacoma a notable and desirable destination for residents and tourists.

We believe that there are funding opportunities and community support to build this project, and thus capitalize on the opportunities for development, an active trail, and a children's and community open space.

The true opportunity of this trail to transform and enhance downtown Tacoma is right around the corner. We appreciate your continuing leadership in moving it forward.

Thank you in advance.

Sincerely,



Kristina L. Walker
Downtown On the Go
Prairie Line Trail Stakeholder Committee Chair

Prairie Line Trail Stakeholder Committee Members:

Ben Ferguson, American Institute of Architects
Aaron Winston, American Institute of Architects (alternate)
Liz Kaster, Bicycle Pedestrian Action Committee
Ken Peachey, Bicycle Pedestrian Action Committee (alternate)
David Schroedel, Chamber of Commerce
Kristina Walker, Downtown On the Go – Committee Chair
Jane Moore, Forever Green Council
Su Dowie, Foss Waterway Development Authority
Ed Davis, Hillside Development Council
Kimberly Kidd Jeffrey, Hillside Development Council (alternate)
Chris Green, Historic Tacoma
Gary Knudson, Historic Tacoma (alternate)
Dan Rahe, Landmarks Commission
Ken House, Landmarks Commission (alternate)
Doug Fraser, Metro Parks Tacoma
Traci Kelly, New Tacoma Neighborhood Council
Chuck Morrison, Pacific Northwest Railroad Archive/Foothills Trail Coalition
Eric Cederstrand, NWC Neil Walter Company, Property owner
Bob Brown, Property owner
Rita Brown, Property owner
Jori Adkins, South Downtown Stakeholders Group
Lois Stark, Tacoma Area Commission on Disabilities
Stephanie Stebich, Tacoma Art Museum
Scott Ramsey, Tacoma Arts Commission
Fred Parkinson, Tacoma Waterfront Association
Milt Tremblay, University of Washington Tacoma

Prairie Line Trail – Conceptual Design Public Outreach Summary – March-June 2013

- Monthly Stakeholder Committee meetings – August 2012 to May 2013
- Property owner outreach – January to May 2013
- Public entities (UWT, Tacoma Art Museum, Foss Waterway Development Authority, Puyallup Tribe, Pierce Transit, Sound Transit, and others) – March to May, 2013 and ongoing

- **Public meetings:**

South Downtown Subarea Plan Stakeholders group – March 5th 9:00am

Tacoma Municipal Building, Conf Room 434

Downtown Merchants Group – March 7th 8:00am

Pantages Theater lobby

Chamber of Commerce luncheon – March 8th noon

Pacific Grill Event Center

Arts Commission – March 11th 5:00pm

Tacoma Municipal Building North, 733 Market St, Conf Room 16

Landmarks Preservation Committee – March 13th 5:30pm

Tacoma Municipal Building, 747 Market St, Conference Room 248

New Tacoma Neighborhood Council – March 13th 5:30pm

Tacoma Municipal Building, 747 Market St, 7th Floor Conference Room

Downtown On The Go – March 14th 9:00 am

BLRB, 1250 Pacific Ave, Suite 700

Public Open House – March 14th 5:30-7:30pm

Tacoma Art Museum, Murray Family Event Space, 1701 Pacific Ave.

Bicycle Pedestrian Action Committee – March 18th 5:00pm

Tacoma Municipal Building North, 733 Market St, Conf Room 16

Hillside Development Council – March 27th 9:00am

Johnstone Supply, 2134 Tacoma Ave South

City Council Environment and Public Works Committee – March 27th 4:30pm

Tacoma Municipal Building North, 733 Market St, Conf Room 16

Downtown Business Improvement Area – March 28th 3:30pm

Chamber of Commerce, 950 Pacific Ave, 3rd Floor

Executive Council for A Greater Tacoma – March 28th 4:00pm

Columbia Bank Center, 1301 A Street, 8th Floor Board Room

Tacoma Area Commission On Disabilities – April 4th 4:00pm

6315 S. 19th St., TACID Center

Sustainability Commission – April 9th 3:30pm

Tacoma Municipal Building North, 733 Market St, Conf Room 16

Foss Waterway Development Authority Board – April 24th

Foss Waterway Development Authority, 535 Dock Street, Suite 204

City Council Study Session – June 4, 2013

Additional meetings will be scheduled during schematic design.



FOSS WATERWAY DEVELOPMENT AUTHORITY

535 Dock Street, Suite 204 - Tacoma, WA 98402-4630
Phone: (253) 597-8122 Fax: (253) 597-8129
www.theafoss.com

Attachment 3

May 28, 2013

Mayor Marilyn Strickland
City of Tacoma
747 Market Street
Tacoma, WA 98402

Re: Prairie Line Trail Project

Dear Mayor Strickland,

The Foss Waterway Development Authority (FWDA) is a strong supporter of the Prairie Line Trail project. This project will be a significant pedestrian and bicycle connection through downtown to the waterfront.

The ability to expand the trail along Hood Street will be especially important to the long term success and growth of both the Tacoma Art Museum and the Children's Museum. The proposed sculpture park on Hood Street would provide much needed green space and help active a dysfunctional urban space where Hood intersects with 15th Street. The corridor at 15th Street is the most direct route from the Convention Center to the waterfront. Currently it is confusing at best and feels unsafe at worst. Development of this section of the Prairie Line Trail will address these issues for our community.

City staff has worked diligently to make the planning process inclusive and comprehensive. The broad base of support is well deserved for the project. The design, to date, is sensitive to business needs and public access. This is a win-win project. The FWDA looks forward to continuing participation on the Prairie Line Trail project and urges strong support from the City Council.

Sincerely,

A handwritten signature in black ink, appearing to read "Su Dowle". The signature is fluid and cursive, written over a horizontal line.

Su Dowle
Executive Director

Cc: Robert Thoms
Elliott Barnett

Hillside Development Council

May 20, 2013

City Council Members

The history and location of today's Prairie Line Trail is a very special gift that Tacoma needs to capitalize on. This trail has the potential to be the best thing to happen to South Downtown Tacoma in a very long time.

The trail starts at South 26th Street and Hood Street and extends to the Foss Waterway, which is nearly through the entire heart of the South Downtown foot print. If done correctly, the four distinct zones of the trail could add so much character, life, open space, connectivity, and economic promise that it's just too big to ignore such possibilities.

One HUGE part the City has in this project is to expedite development on all of the Tier One properties owned adjacent to the trail. The City ground maintenance building, city shops, and street maintenance yard. The trail passes through these three parcels and at this time produces the zero income for the City. These parcels could be sold to the right developers who are aware of what the city, VIA Architects, and the sub-area study group have come up with for the future of South Downtown. The City has been working hard on making changes to make it much easier, less expensive, and a more streamline permit process for developers from start to finish. What a perfect platform to prove the fruits of their labor! Let's not forget about the 6½ acres at South 21st and Jefferson Street which is City owned and only ½-block away, with easy access to the trail.

Proceeding from South Downtown, the trail travels north through the UWT campus, the Museum District, then meets the sea at Commencement Bay, like the first Northern Pacific Train did 140 years ago.

The Hillside Development Council encourages the City Council to pay attention the "gold mine" they have and the opportunity to be a part of. We encourage the City Council to move forward on the trail project and thank them for hard work and leadership.

Sincerely,

Ed Davis, President
Hillside Development Council
Alpineed@AOL.com
253-219-2000



City of Tacoma
Landmarks Preservation Commission

May 28, 2013

The Honorable Marilyn Strickland
Mayor of the City of Tacoma
747 Market Street, Room 1200
Tacoma, Washington 98402

Dear Mayor Strickland:

I am pleased to write this letter on behalf of the Landmarks Preservation Commission in support of the Prairie Line Trail project. The Prairie Line corridor is among Tacoma's most significant historic landscapes. The opportunity to preserve this corridor, which has been at the core of our city since 1873, represents a singular and unique opportunity.

The Commission applauds the City Council's leadership in securing the Prairie Line corridor and in transforming it into a public space. Retaining the corridor as a multi-use trail and linear park, which integrates circulation with historic interpretation and public art, is an ideal outcome.

Because of the historic significance of the corridor, the Commission believes it is extremely important that the City take proactive measures to preserve and interpret the corridor. Therefore, the Commission urges the City Council to consider the following actions:

- The City should work quickly to implement the conceptual design, which uses historic interpretation as one of its guiding principles, retaining tracks and other railroad artifacts in place.
- We strongly support City action to move swiftly to secure the remaining BNSF parcels. The section adjacent to the United Way and Tacoma Art Museum is of paramount importance.
- As part of future public art/interpretation efforts, the City should recognize that history did not start with the construction of the railroad in 1873. This area is also the historic cultural center of the Puyallup Tribe. We suggest a dialog with the Tribe to explore how public art can unite our community.
- Finally, we recommend that the City explore the options for formal recognition of the Prairie Line Trail as a historic landscape. This could be a method to further protect historic features, as well as to attract funding for enhancements.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "Ken House". The signature is written in a cursive, flowing style.

Ken House
Chair

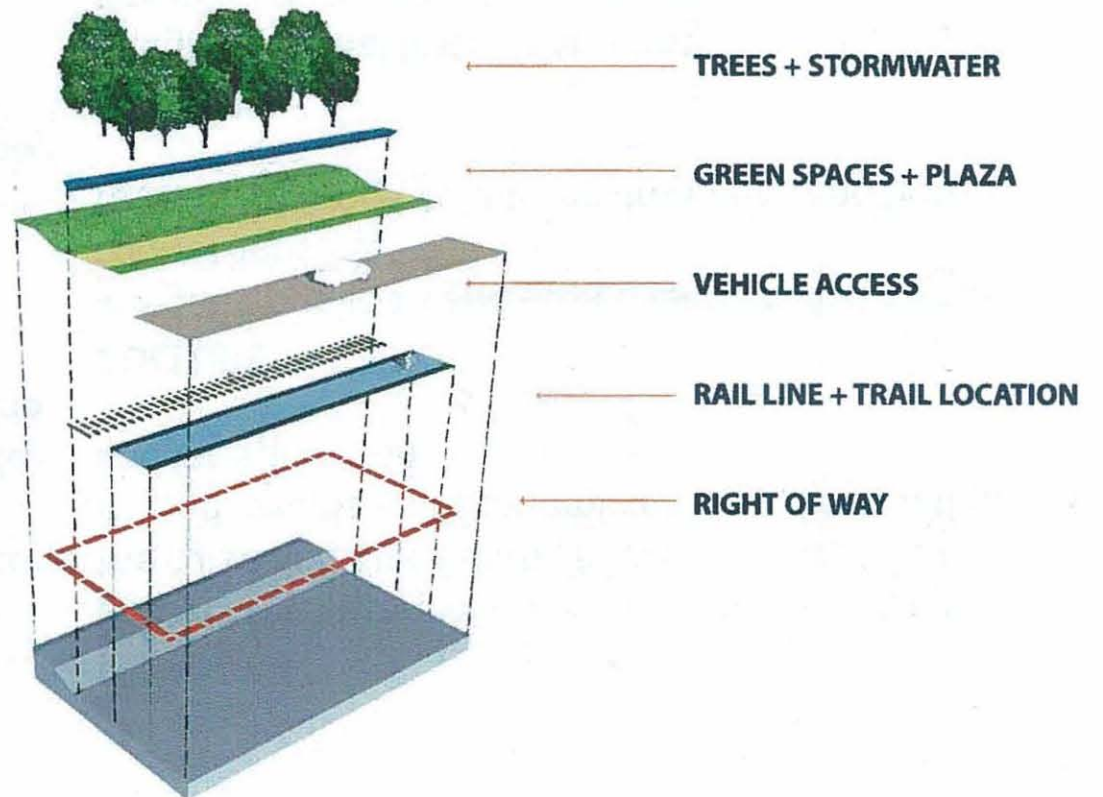


OVERLOOK STREET **WATER STREET** **URBAN FLEXIBLE** **UWT STATION** **ART PARK** **FOSS CONNECTOR**

Attachment 4



CONTINUITY
+
IDENTITY
+
FUNCTIONALITY
+
FLEXIBILITY
+
MAGNET



DEVELOPMENT

Catalyze economic and neighborhood development by creating a signature public space that connects downtown districts, maintains access for adjacent properties, attracts private economic development, and harmoniously integrates with and enhances its surroundings.

MOVEMENT

Connect the Foss Waterway, downtown destinations and regional bicycle and pedestrian networks via a safe, comfortable and accessible multi-use pathway.

GATHERING

Develop a series of attractive, safe, and meaningful open spaces that provide opportunities for the community to interact, learn and play.

HISTORY

Respect the history of the Prairie Line, particularly the curve and grade of the tracks, and the story of its land, people and economy through preservation and interpretation.

CULTURE

Integrate public art and design features that create connections to Tacoma's place, culture, environment, and history.

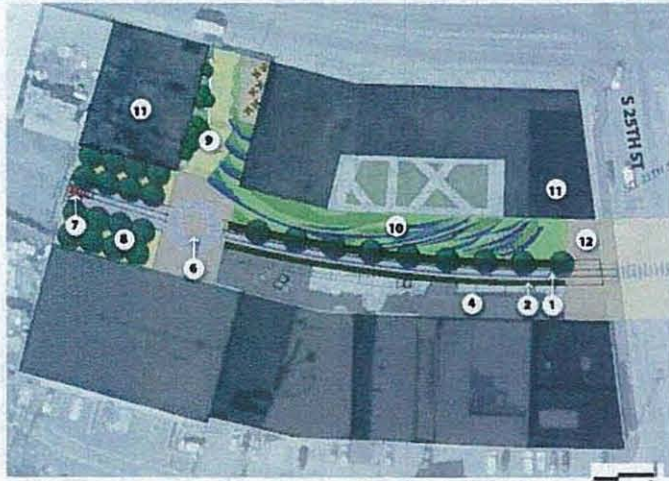
NATURE

Integrate natural features and systems, including innovative stormwater strategies, and inspire interactions with the natural environment.

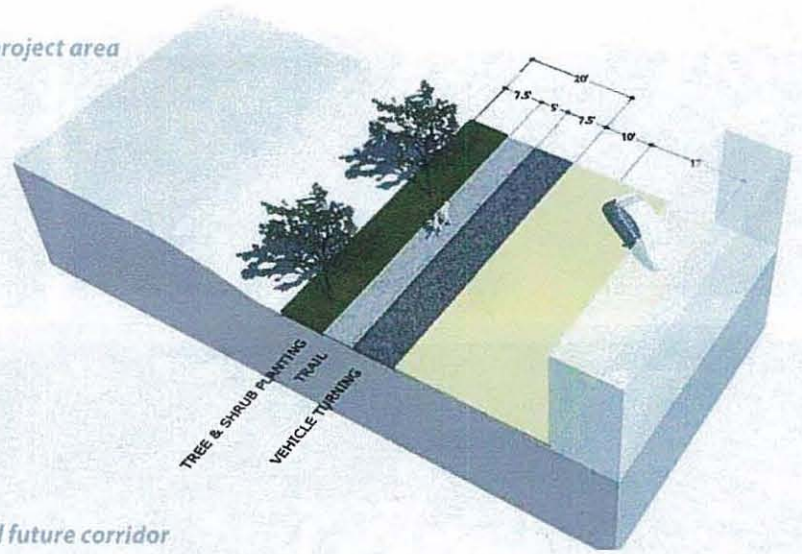
phase 1 concept plan



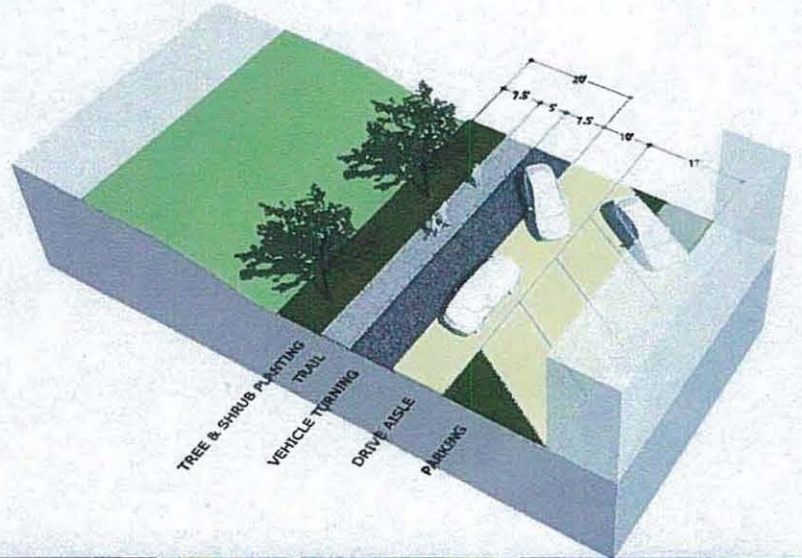
phase 2 concept plan



current project area



potential future corridor



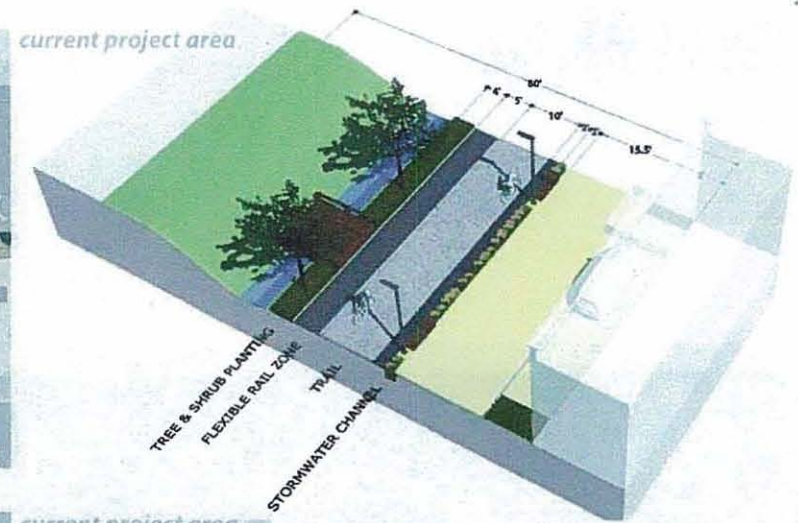
CONCEPT PLAN LEGEND

- 1 10' multi-use trail
- 2 stormwater or landscape buffer planting
- 3 parallel vehicle parking
- 4 vehicle parking
- 5 gravel vehicle turning zone
- 6 plaza/ vehicle turnaround
- 7 public art
- 8 picnic grove
- 9 plaza connection to jefferson
- 10 stormwater feature + landforms
- 11 future mixed-use development
- 12 pocket plaza

phase 1 concept plan



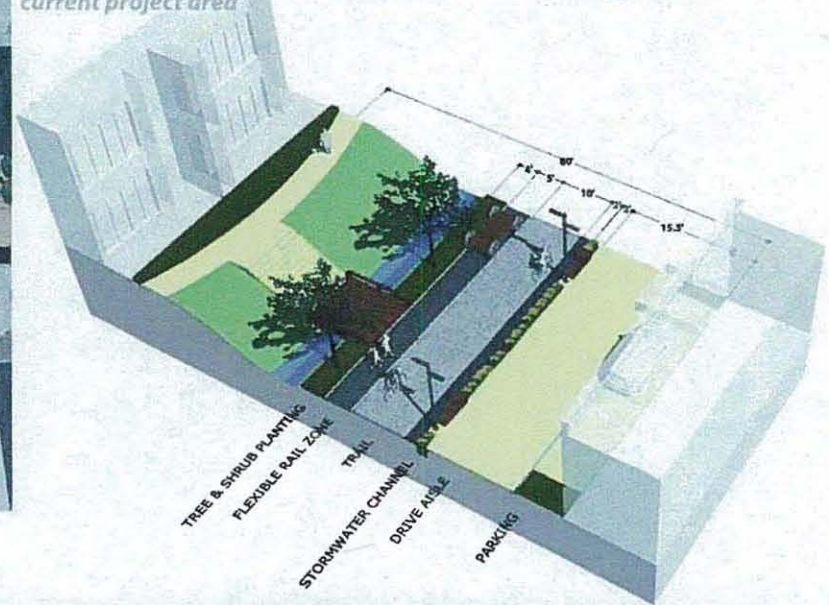
current project area



phase 2 concept plan



current project area



- CONCEPT PLAN LEGEND
- 1 10' multi-use trail
 - 2 stormwater or landscape buffer planting
 - 3 parallel vehicle parking
 - 4 stormwater stream feature/wetland
 - 5 bridge crossings
 - 6 potential pedestrian connection
 - 7 pocket plaza
 - 8 neighborhood park + water feature
 - 9 future mixed-use development
 - 10 sloped bank of native grasses
 - 11 exposed rail tracks
 - 12 food truck
 - 13 flexible rail zone
 - 14 native american cultural installation

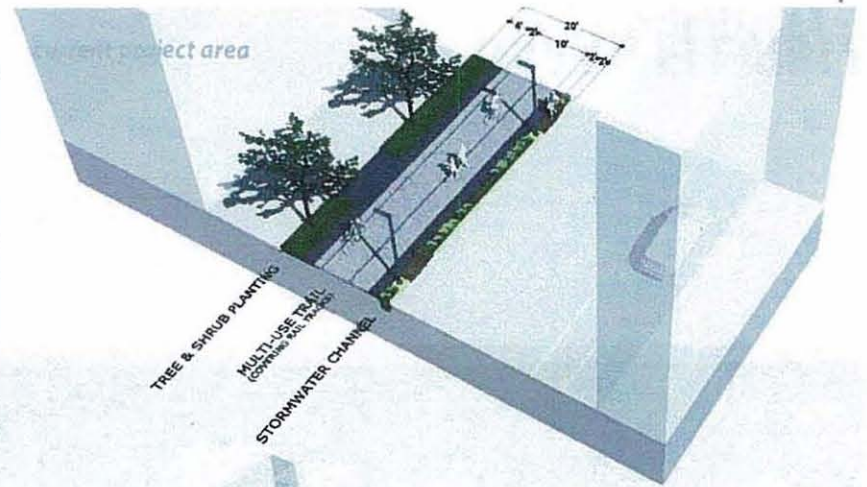


phase 1 perspective sketch



existing conditions

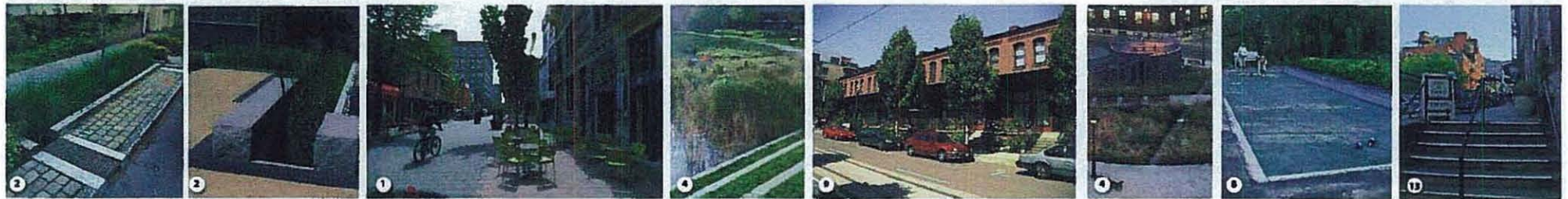
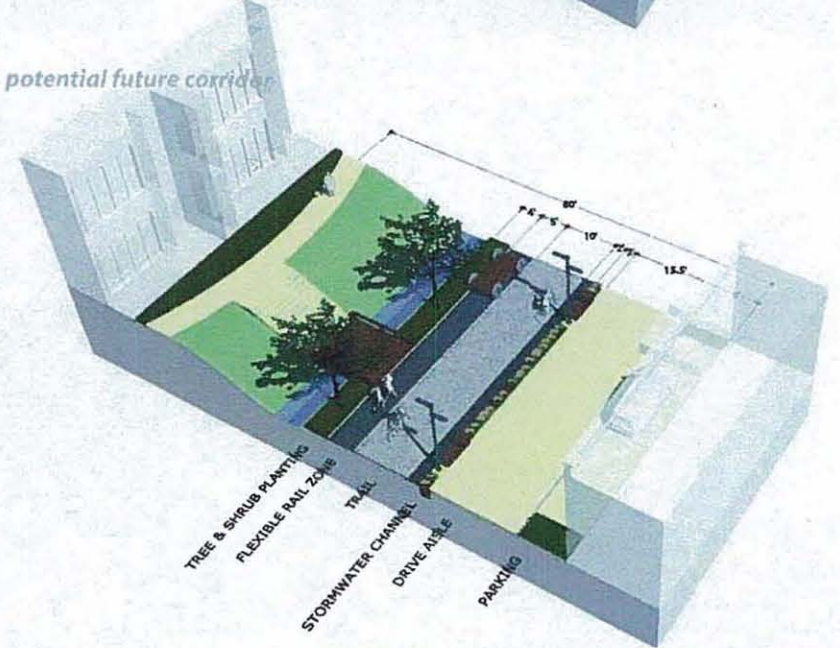
phase 1 concept plan



phase 2 concept plan



potential future corridor

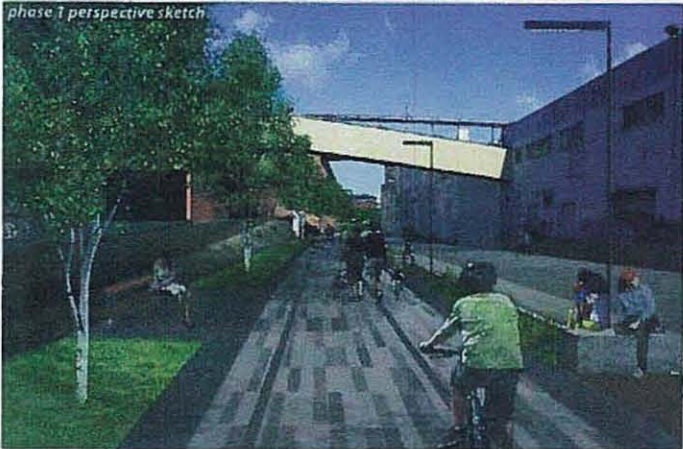


CONCEPT PLAN LEGEND

- | | | | |
|--|-----------------------------------|--|-------------------|
| 1 10' multi-use trail | 5 bridge crossings | 9 future mixed-use development | 13 elevated docks |
| 2 stormwater or lands cape buffer planting | 6 potential pedestrian connection | 10 public art | 14 picnic grove |
| 3 parallel vehicle parking | 7 pocket plaza | 11 covered rail tracks (paving markings) | |
| 4 stormwater wetland | 8 neighborhood bocce / seating | 12 food truck | |



phase 1 perspective sketch

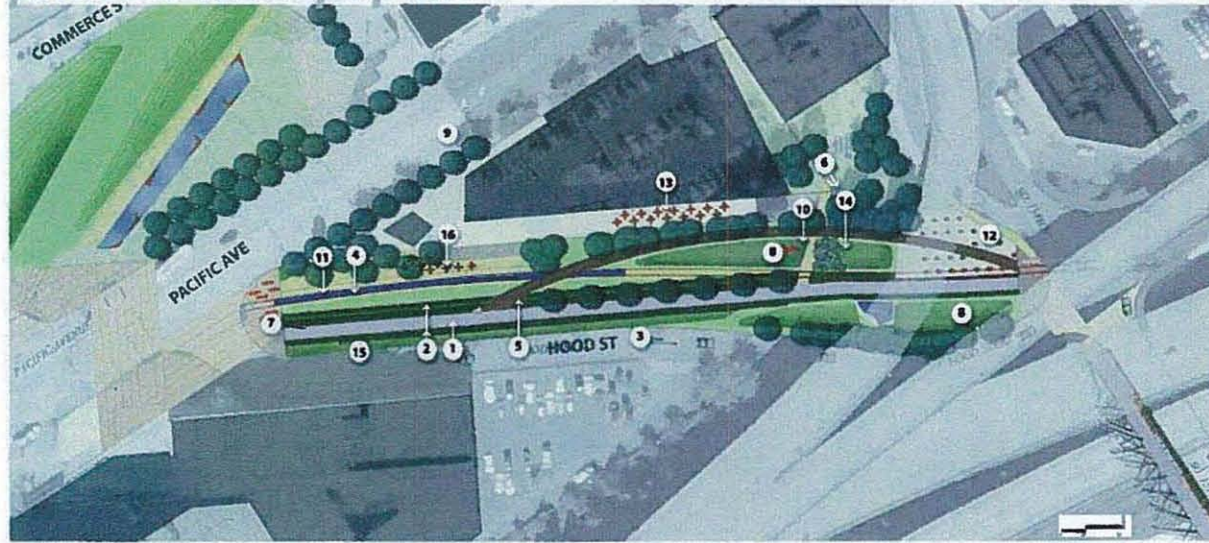


existing conditions

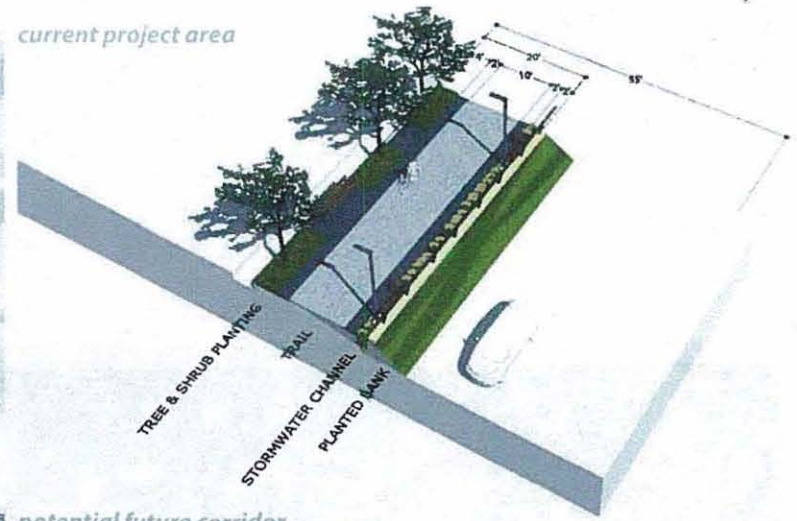
phase 1 concept plan



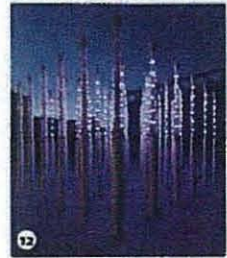
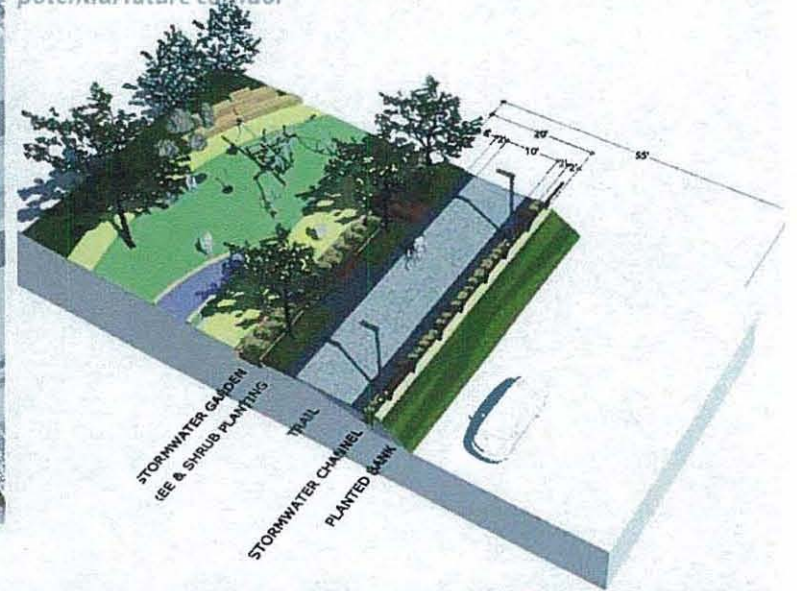
phase 2 concept plan



current project area



potential future corridor

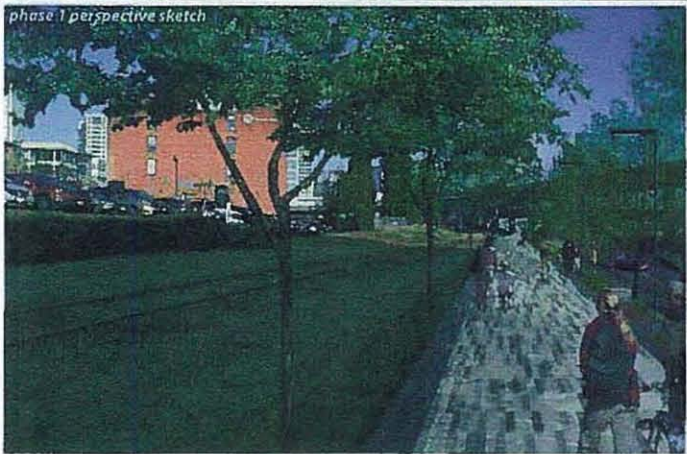


CONCEPT PLAN LEGEND

- 1 10' multi-use trail
- 2 stormwater or landscape buffer planting
- 3 parallel vehicle parking
- 4 water feature between rail tracks
- 5 bridge/promenade path
- 6 pedestrian connection to museum
- 7 pocket plaza
- 8 sculptural landform
- 9 future development
- 10 public art
- 11 exposed rail tracks
- 12 light "forest"
- 13 elevated docks
- 14 interactive childrens play/ rock garden
- 15 planted slope
- 16 cafe seating



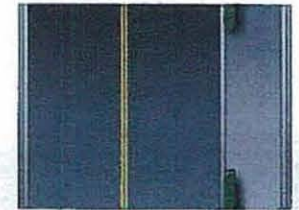
phase 1 perspective sketch



existing conditions

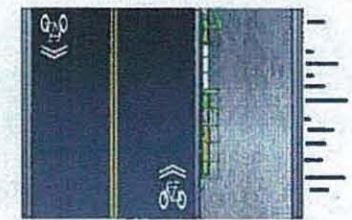
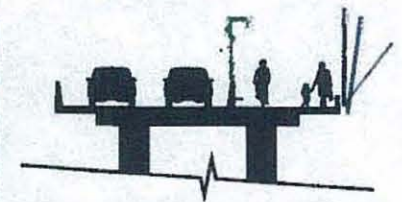


PHASE 1 CONCEPT PLAN



34' ROADWAY
10' SIDEWALK

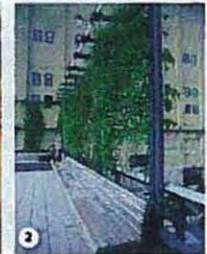
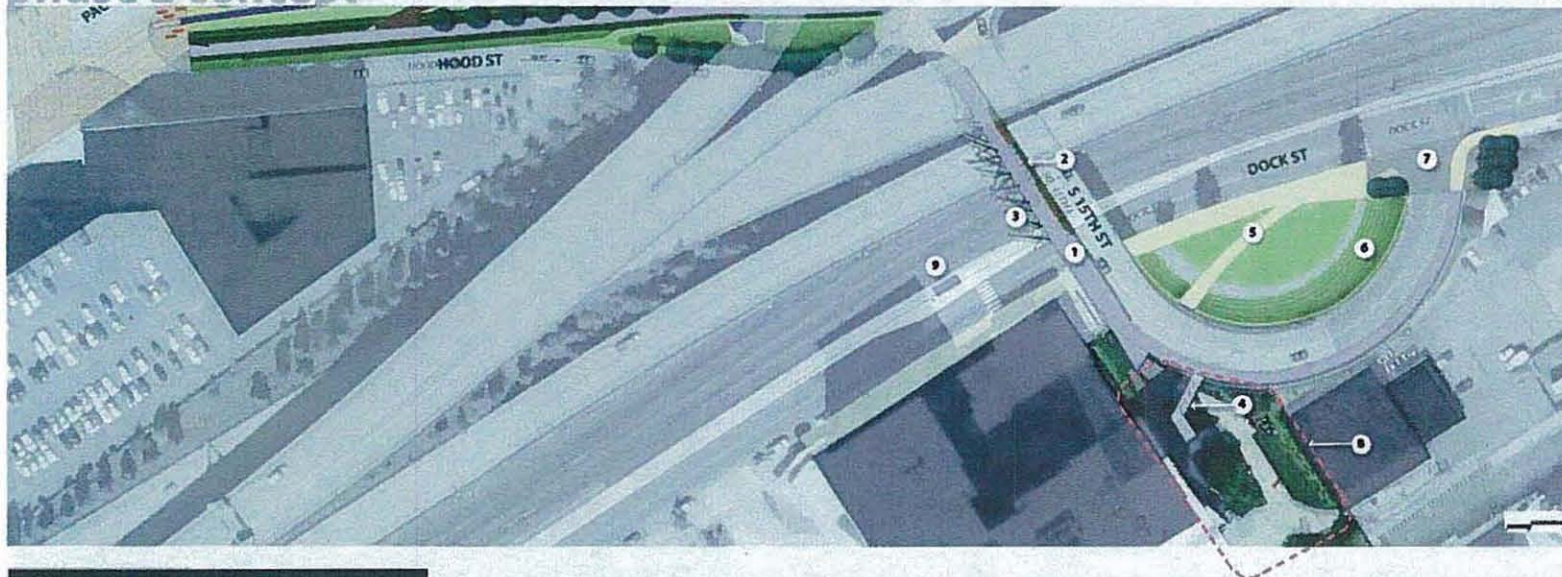
existing section



28' SHARED ROADWAY
3' BUFFER
12' SIDEWALK

proposed section

PHASE 2 CONCEPT



CONCEPT PLAN LEGEND

- 1 12'-16' multi-use trail with seating
- 2 trellis planter/ seating element
- 3 "bridge of light" art element
- 4 existing pedestrian stair connection
- 5 alternative ADA connection
- 6 sculptural landforms
- 7 pocket plaza/ gateway element
- 8 future phase: waterfront connection study
- 9 bus stop



