



Washington State 2015-2017
Heritage Capital Projects Fund
Grant Application

APPLICATION SUBMISSION DEADLINE
Thursday, May 15, 2014 at 4 p.m.

Must be postmarked by May 15, 2014 or
received by 4PM May 15, 2014 at:

HCPF Grant Applications Processing
State Capital Museum and Outreach Center
211 21st Avenue SW
Olympia, WA 98501

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2015-2017 Heritage Capital Projects Fund Grant Application

GRANT APPLICATION

SEE THE HCPF GRANT GUIDELINES, Section 2.4 – APPLICATION INSTRUCTIONS

SECTION 1 - APPLICANT ORGANIZATION INFORMATION

- A. Applicant Legal Name: City of Tacoma
Mailing Address: 747 Market Street, Room 544
City: Tacoma State: Washington Zip Code: 98402
Telephone Number: (253) 591-5789 Web address (if available): www.cityoftacoma.org
- B. Applicant Eligibility - please check the category that applies:
 Local Government Agency; Public Development Authority; Nonprofit Corporation;
 Tribal Government; Other
If "Other", please describe:
- C. State Legislative District: 27th District
- D. WA State Unified Business Identifier # (UBI): 278012338
- E. Federal Tax ID # (TIN): 91-6001283
- F. Statewide Vendor Number: SWV0000318-00

SECTION 2 - KEY PERSONNEL

A. Applicant Contact person

Last Name: Barnett First Name: Elliott
Title: Associate Planner
Mailing Address: 747 Market Street, Room 345
City: Tacoma State: Washington Zip Code: 98402
Telephone Number: (253) 591-5389 E-mail address: elliott.barnett@cityoftacoma.org

B. Application Preparer

Last Name: Barnett First Name: Elliott
Title: Associate Planner
Mailing Address: 747 Market Street, Room 345
City: Tacoma State: Washington Zip Code: 98402
Telephone Number: (253) 591-5389 E-mail address: elliott.barnett@cityoftacoma.org

C. Contract Administrator

Last Name: Storey First Name: Chris
Title: Public Works, Project Manager
Mailing Address: 747 Market Street, Room 544
City: Tacoma State: WA Zip Code: 98402
Telephone Number: (253) 573-2484 E-mail address: cstorey@cityoftacoma.org

2015-2017 Heritage Capital Projects Fund Grant Application

D. Project Manager

Last Name: Storey

First Name: Chris

Title: Public Works, Project Manager

Mailing Address: 747 Market Street, Room 544

City: Tacoma

State: Washington

Zip Code: 98402

Telephone Number: E-mail address: cstorey@cityoftacoma.org

SECTION 3 - PROPOSED PROJECT

A. Project Title: Prairie Line Trail Historic Interpretation Project

B. Project Summary (50 word maximum - use the box below):

The project converts one mile of the historic Prairie Line railroad corridor through downtown Tacoma into a signature public space integrating a multi-use trail, historic interpretation, public art and green features. This request would fund development and implementation of an historic interpretation plan for the Brewery District and Campus-to-Waterfront segments.

C. Project Start Date: September 2015

D. Project Completion Date: June 30, 2017

E. Has project or organization received previous HCPF grants? Yes or No

If yes, Contract #: CPF 09-14, CPF 07-07

F. Is the project or organization currently under an HCPF contract? Yes or No

If yes, Contract #: HCPG #1 (Application #15-06A)

G. Prevailing Wage Law Requirements per RCW 39.12

- Has the Department of Labor and Industries (LNI) been consulted for a determination of whether the project is required to pay State Prevailing Wage? Yes or No
- If yes, describe LNI Prevailing Wages determination:
- If prevailing wages must be paid, is Project Budget based upon this? Yes or No

H. High-performance Building Standards per RCW 39.35D:

- What is the building's gross square footage of occupied or conditioned space?
Not Applicable
- Is the project a building renovation project with a cost greater than fifty percent of the assessed value? Yes or No
- Does the law apply to your project? Yes or No
- If yes, has a High-performance Green Buildings Exemption Declaration Form been submitted to DES and a copy included as an attachment? Yes or No

I. Greenhouse Gas Law per RCW 70.235.005:

- Has organization adopted policies to reduce greenhouse gas emissions? Yes or No

J. Are you applying for a state Building for the Arts grant for this project? Yes or No

2015-2017 Heritage Capital Projects Fund Grant Application

SECTION 4 - FUNDING REQUEST

- A. HCPF Grant Request / Percentage of Total Eligible Project Cost: \$ 400,000 / 11 %
- B. Grantee Cost Share / Percentage of Total Eligible Project Cost: \$3,034,372 / 89 %
- C. Total Eligible Project Cost: \$3,434,372 / 100 %
- D. Cost per square foot: \$NA
- E. Has the applicant either: Secured all funding needed to complete the project, or
 Made substantial progress in an active fundraising campaign dedicated to the project?
- F. Percentage of Cost Share expended in-hand and/or pledged (min. 50% in cash): \$2,994,372 or 99 %

SECTION 5 - GEOGRAPHIC INFORMATION

- G. Property / Project Address: Project occupies two approximately 1/3-mile segments of the former Prairie Line railroad corridor: Brewery District segment (S. 21st Street to approximately 250 feet south of S. 25th Street); Pacific Avenue-to-Waterfront segment (S. 17th Street to Dock Street). The University of Washington Tacoma (UWT) Campus segment of the Prairie Line Trail (S. 21st St to S. 25th St), which is currently under construction by the UWT, is not included in this scope of work.
- H. City: Tacoma State: Washington Zip Code: 98402
- I. County in which property / project is located: Pierce County
- J. State Legislative District: 27th
- K. GPS Coordinates: 1,159,186/ 703,991 or Longitude 122.43777 degrees, Latitude 47.247569 Degrees
- L. Parcel Number(s) and Legal Description(s) if applicable. (Submit together in one attachment.)
The legal descriptions are contained in Attachment I.

SECTION 6 - ARCHAEOLOGICAL AND HISTORIC PRESERVATION INFORMATION

- A. Does your project involve the restoration, rehabilitation or relocation of an historic property or asset? Yes or No
If yes, check category: Building; Structure; Ship; Locomotive; Airplane; Site; or Other Transportation Conveyances – please describe:
- B. Will your new project disturb any ground? Yes or No
- C. Are any structures on the site more than 50 years old? Yes or No
If, yes, please describe: The site is a former railroad corridor constructed in 1873 and operating until 2003. There are generally no structures on the site, with the exception of railroad track and other infrastructure features.
- D. Historic Designation (check all that apply and attach verification): Local Historic Designation; State Heritage Register; National Register of Historic Places; NA

2015-2017 Heritage Capital Projects Fund Grant Application

The project area is located within the Union Station Historic District. This proposal includes evaluation of the potential to list the site on federal, state, and/or local registers.

- E. Property Historic Name as listed on historic designation(s):
- F. Is your project undergoing a Section 106 review under NHPA? Yes or No
- G. Is your project undergoing a local historic review? Yes or No

SECTION 7 - PROPERTY OWNERSHIP OR LEASE INTEREST - Check category that applies:

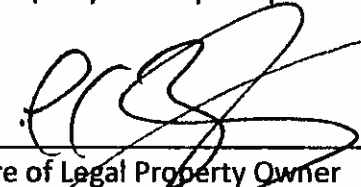
- A. Applicant owns the real property, structure or object that is project focus.
Date of acquisition: _____ Real Property Value (If applied as cost share): N/A
- B. Property is the subject of a purchase and sale agreement: Yes.
Status of that transaction: By Real Estate Donation Agreement, effective April 17, 2014, Burlington Northern Santa Fe (BNSF) has agreed to donate to the City, and the City to accept donation of, portions of the Prairie Line corridor as described therein (see Attachment D). The City and BNSF are now finalizing the deed to convey the property to the City.
- C. A lease has been entered into.
Parties to the agreement: _____
Dates of execution and expiration: _____

2015-2017 Heritage Capital Projects Fund Grant Application

SECTION 8 - PROPERTY OWNER INFORMATION AND PERMISSION / ACKNOWLEDGEMENT

Owner Last Name: Broadnax First Name: T.C.
Title: City Manager
Mailing Address: 747 Market Street
City: Tacoma State: Washington Zip Code: 98402
Telephone Number: (253) 591-5135 E-mail address: tc.broadnax@cityoftacoma.org

The property owner, by the signature below, certifies that he and /or she gives permission for the work proposed in this grant application to be carried out, and acknowledges that the grantee must hold the property for 13 years past the project completion date.



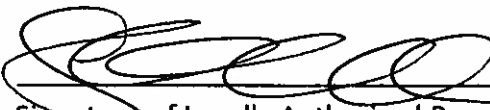
Signature of Legal Property Owner Date 5/14/14
Please sign in blue ink

SECTION 9 - CERTIFICATION OF INFORMATION

The applicant representatives, by the signatures below, certify that they have read and understand the 2015-2017 HCPF Grant Application and Grant Guidelines and the Contract Documents that will apply if funding is appropriated; that all of the information contained in this application and the attached supporting materials is accurate and complete as of the above-listed date; and, that the applicant organization's governing board has been legally constituted and supports the project as described in this application.



Signature of Legally Authorized Representative Date 5/14/14
Please sign in blue ink
Title: City Manager
Telephone Number: (253) 591-5135 E-mail address: tc.broadnax@cityoftacoma.org



Signature of Legally Authorized Representative Date 5/13/14
Please sign in blue ink
Title: Management Analyst II
Telephone Number: (253) 591-5305 E-mail address: smoore@cityoftacoma.org

2015-2017 Heritage Capital Projects Fund Grant Application

2015-2017 Heritage Capital Projects Fund Grant Application

SECTION 10 - ORGANIZATIONAL CAPACITY – Page 1

A. Applicant organization's mission and strategy and how the project aligns with them.

The City of Tacoma views historic preservation and interpretation, arts and culture, active transportation, open space, and the sustainable reuse of land as essential to our vision for the future. The development of the Prairie Line Trail is uniquely positioned to promote these objectives. The project consists of the conversion of an historic 1873 railroad corridor into a signature public space. The corridor will be enhanced with a multi-use trail connecting downtown to the Foss Waterfront, and will become a venue for public art, historic interpretation, linear park and green infrastructure features. The Prairie Line Trail is strongly supported by Tacoma's *Transportation, Open Space and Downtown Comprehensive Plan Elements*, and implements the policy direction of the *Historic Preservation and Arts and Culture Elements*.

The Prairie Line Trail is a top priority catalyst project called for by Tacoma's 2013 *South Downtown Subarea Plan*. The Subarea Plan is a key component of Tacoma's strategy to accommodate 60,000 new jobs and 70,000 new residents citywide by 2030—our share of regional growth allocated through Puget Sound Regional Council's *Vision 2040*. The centerpiece of Tacoma's growth strategy is to attract a substantial share of that growth within the Downtown Tacoma Regional Growth Center. This strategy reflects Tacoma's commitment to build on many of our greatest assets—downtown Tacoma's unique history and character, growing world class educational and cultural institutions, premier transportation choices, and the availability of land and infrastructure. Actions that build on these strengths are key to drawing people to live, work, play and learn in downtown Tacoma.

Few other projects can equal the Prairie Line Trail's promise to help achieve these goals. Since BNSF ceased active rail operations in 2003, Tacoma has worked steadily to acquire, plan, design and secure funding to construct the first phases. To date, the following milestones have been achieved: The City is set to acquire portions of the corridor through donation from BNSF (see Attachment D); the conceptual design and public art framework for the corridor are complete (see Attachment B); and, funding for the design and construction of the Pacific Avenue-to-Waterfront segment is secure. Meanwhile, the University of Washington Tacoma (UWT) is now building the UWT Campus segment. Two-thirds of the initial phase of Prairie Line Trail development, connecting UWT Campus to the Foss Waterfront, is anticipated to be complete in 2015.

B. Applicant organization's history and experience with managing grant-funded projects.

The City of Tacoma successfully manages millions of dollars in grant funds for a broad range of projects and priorities. The following are examples pertinent to this project:

- Two bicycle/pedestrian grants totaling approximately \$2.4 million to plan, design and construct the City's segments of the Prairie Line Trail—both ranked number one in the region through Puget Sound Regional Council's evaluation process.
- A \$1 million Department of Ecology grant to construct a regional Low Impact Development stormwater facility on UWT's portion of the Prairie Line corridor.
- A \$25,000 National Endowment for the Arts grant for the *Prairie Line Trail Art Framework*.
- Three Capital Heritage Grants totaling over \$800,000 for Chinese Reconciliation Park.

C. Identify contract administrator and project manager and describe their experience.

Chris Storey, Public Works Project Manager, holds a Master's degree in Environmental Engineering. He has managed projects in both the public and private sectors for 17 years and has been with Tacoma's Public Works Department for over 12 years. The City's team will also include the Long Range Planning Division, the Historic Preservation Office, and the Arts Program.

2015-2017 Heritage Capital Projects Fund Grant Application

D. How will the facility be managed and operated, and by whom?

The approximately one-mile Prairie Line Trail corridor consists of three distinct segments. This application pertains to the City of Tacoma’s segments: The (southern) Brewery District and the (northern) Pacific Avenue-to-the Waterfront segments, which together comprise approximately two-thirds of the corridor. The UWT owns the segment of the Prairie Line Trail which sits in the middle.

The City and UWT enjoy a very productive collaboration on the Prairie Line. In this case, the UWT Campus segment is not included in this scope of work since state agencies are not eligible for this funding source. UWT is responsible for management and operations of the corridor through campus, and is committed to maintaining the trail in perpetuity (the City will hold a permanent trail easement through campus). The City and UWT coordinated closely on the corridor design to strive for consistency in goals, materials and approach, and will work together in the future on operations and management of the corridor.

For the City segments, it is expected that the trail will be maintained by a combination of the City’s Streets and Ground Department (garbage disposal, landscaping etc.), Street Light Department, Environmental Services (storm drainage features) and the Downtown Tacoma Business Improvement Area (BIA). The City and UWT have also had preliminary discussions of supporting a volunteer docents program.

E. Will the proposed facility be used solely by your organization? Yes or No

This corridor will be fully open to the public as an active transportation corridor and urban open space. It is intended to be used by residents, employees and visitors, to catalyze the development of adjacent properties, and to become a forum for historic interpretive features and public art.

F. Describe your plans for fundraising for future.

The City has been successful to date in securing grant funding, including approximately \$2.4 million for trail design and construction and \$25,000 for public art planning, and will continue to pursue funding in phases. The next logical step will be to fund design and construction of the Brewery District segment (preliminary estimated cost is \$3.9 million). In the future, the City may seek funds for additional land acquisition and enhancements, and may consider strategies including state capital budget requests, charitable donations, and collaborations with adjacent landowners and institutions.

G. Describe any project partnerships and stakeholder participation.

Community support for the Prairie Line Trail runs deep. A strong framework for public engagement and stakeholder collaboration has been established. The trail design process was guided by a Stakeholders Committee including representatives from historic, arts, active transportation and business communities, public agencies, and adjacent institutions including UWT, the Tacoma Art Museum, the Children’s Museum, and the Foss Waterway Development Authority. The project team participated in over 30 public meetings. The network of interested citizens and stakeholders continues to grow, and is now being broadened through the creation of an informal advocacy group – *Friends of the Prairie Line Trail*.

A. Budget and service data: For the City of Tacoma Public Works Department

	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014 (est.)</u>	<u>2015 (est.)</u>
Total operating budget	<u>\$115M</u>	<u>\$115M</u>	<u>\$62.5M</u>	<u>\$62.5M</u>	<u>\$62.5M</u>
Operating surplus / deficit	<u>\$NA</u>	<u>\$NA</u>	<u>\$NA</u>	<u>\$NA</u>	<u>\$NA</u>
Paid staff, full-time equivalent	<u>254</u>	<u>254</u>	<u>171</u>	<u>171</u>	<u>171</u>
Total participants	_____	_____	_____	_____	<u>Unknown*</u>

*We anticipate the Prairie Line Trail will be heavily used, particularly as downtown continues to grow.

2015-2017 Heritage Capital Projects Fund Grant Application

SECTION 11 - COMMUNITY NEED – Page 1

A. Describe the relative historic and cultural significance of facility.

The Prairie Line is historically significant as a rail corridor that is directly tied to the development of Tacoma and the Puget Sound region. Tacoma has always touted itself as the place where “Rails met sails,” and indeed, the city owes its very existence to the railroad. The availability of land coupled with a deep water harbor compelled the Northern Pacific Railroad to select Tacoma as the western terminus of its transcontinental railroad in 1873. The Prairie Line originally extended through the warehouse district to the docks on the shores of Commencement Bay, and remained in railroad use until 2003 as Tacoma grew around it. The original railroad grade remains intact, and tracks and other appurtenances are also present. The general area is also the traditional cultural home of the Puyallup Tribe of Indians.

The stories of multiple generations, diverse ethnic groups, the growth of commerce, and the very shape of Tacoma’s landscape are closely tied to the Prairie Line. It is not an overstatement to say that no other corridor offers the same potential to tell the story of the growth of Tacoma and a significant chapter in the history of the Puget Sound region.

B. Describe the preservation and / or interpretation needs.

The transformation of the Prairie Line from a commercial and industrial transportation corridor into a public space presents a unique opportunity for people to more fully occupy their city, both physically and psychologically. This project invites people to reclaim what remains a very relevant and central corridor which also has a direct connection to the City’s history. The corridor’s significance calls for proactive actions to preserve its historic character, provide for public access, and to interpret its history.

Preserving the configuration, grade and alignment of the railroad corridor is the first priority. Although some railroad elements remain that reflect the use of the line well into modern times, the alignment and grade, which influenced the grid and layout of the entire downtown, are the most critical and essential elements to the preservation and interpretation of its history. This intent is reflected in the design guidelines for the *Union Station Conservation District*, which emphasize the preservation of the street grid and open spaces as being directly related to the historical function of the district and the physical appearance and configuration of the surrounding buildings. Second, preserving historic railroad, and any other archaeological, cultural or historic artifacts that may be identified, is also essential. Third, providing public access and interpretive features to educate people and illuminate the corridor’s history will fully realize the potential.

C. Describe how the project will meet the needs described

The multi-phase Prairie Line Trail project has been crafted to meet these important needs, starting with preserving the corridor and remaining historic features. After years of dialogue, in April 2014 the City and BNSF have executed a Donation Agreement committing both parties to consummate the donation to the City of a minimum 20-foot wide corridor through the Brewery District and Pacific Avenue-to-Waterfront segments (see Attachment D). These segments connect with the UWT Campus segment, which is already owned by UWT. The donation to the City includes remaining railroad features owned by BNSF.

Between 2010 and 2013, the City completed the Prairie Line Trail Conceptual Design and the Public Art Framework (see Attachment B). The process was broadly inclusive, guided by a diverse and passionate Stakeholder Committee, and fueled by strong community interest and enthusiasm. Tacoma’s historic preservation community was very much engaged and supportive of the outcomes. The resulting conceptual design enjoys broad, consistent Council and community support. It has enabled the City to secure funding to construct the Pacific Avenue-to-Waterfront segment, planned for completion in 2015.

2015-2017 Heritage Capital Projects Fund Grant Application

The design reflects historic preservation and interpretation as a primary goal. The tracks and other railroad features are to remain in place, and to remain generally visible (in certain segments space limitations and trail crossings require them to be covered). Materials were chosen to reflect the historic character. UWT conducted a separate, but coordinated, design process for the Campus segment. The two agencies sought a conceptual design that provides some continuity and emphasizes the connectivity of the corridor. UWT's trail segment is scheduled for completion in 2014.

This funding request would enable the City to build upon the work already completed by developing and implementing an historic interpretation plan that will greatly enrich people's experience of the corridor. Given the importance and complexity of this undertaking, it is important to bring solid historical information, to engage broadly with the community and diverse stakeholders, and to be thoughtful in planning a strategy to reach people in different ways.

Therefore, the first step will be to conduct a consultant-supported planning effort, informed by an historic and archaeological assessment. The resulting plan will identify themes, strategies, content, and key locations for historic interpretive features. The goal will be to reach a broad audience through diverse approaches including public art, signage, and online strategies, and to create the framework for interpretive programming. Because of the unique opportunities for this corridor, the City sees public art as a key interpretive tool. The plan will identify strategies for incorporating public art in one or more of the installations. Once finalized, the plan will guide the design and construction of interpretive installations.

Finally, in order to ensure ongoing preservation and due consideration for future alterations to the corridor, this project will evaluate and, if appropriate, pursue listing the Prairie Line on the Washington State Heritage Register, the National Register of Historic Places, and the Tacoma Register of Historic Places. This action would implement the policy direction of Tacoma's *Historic Preservation Element* and the goals of the *Union Station Conservation District* overlay zone.

D. Describe the urgency of the threat or need for repair.

Since the train stopped running in 2003, the Prairie Line corridor has been subject to multiple development pressures. Adjacent property owners have sought to develop portions of the corridor for private uses, including surface parking. Some opportunities have already been lost through removal of rails to the north and south of the current project area. The more time that goes by, the greater the likelihood that the historic character will be eroded.

E. Describe why now is the best time for HCPF support.

Given the risk of inaction and the momentum the project has generated, the next two years present a unique opportunity. We anticipate that construction of the corridor will fuel a community dialog around interpreting Tacoma's history which can inform the historic interpretation plan. Now is the best time to ensure that historic interpretation remains a top priority and receives the appropriate resources.

F. Describe any historic preservation, archaeology and tribal consultations undertaken...

- UWT commissioned a study titled *Prairie Line Terminal Section – Catalog of Character-Defining Features*, which provides a strong starting point for this effort.
- Substantial input and support have been given by the Tacoma Landmarks Preservation Commission, Historic Tacoma (a nonprofit community group), and the Puyallup Tribe of Indians.
- The *South Downtown Subarea Plan* involved consultation which resulted in a strengthened regulatory framework for historic and cultural protection in South Downtown.

G. Official approval of the proposed project and authorization for this application.

On May 13th the Tacoma City Council authorized submittal of this application (Attachment C).

2015-2017 Heritage Capital Projects Fund Grant Application

SECTION 12 – READINESS TO PROCEED

A. Project Scope of Work and Schedule Narrative - Page 1

Prairie Line Trail Project Overview:

The multi-phase Prairie Line Trail project is the conversion of the historic Prairie Line railroad corridor into a signature public space incorporating a multi-use trail, historic interpretation, public art, linear park, and green infrastructure features (see Attachment B). The City is collaborating with the University of Washington Tacoma (UWT) and other stakeholders to develop a corridor connecting from the south end of Downtown Tacoma through the UWT Campus and to the Thea Foss Waterfront. The corridor connects many key destinations through downtown Tacoma, including the Brewery District, UWT Campus, Tollefson Plaza, Pacific Avenue, the Museum District, and the Foss Esplanade and Waterfront. The gradual slope of the historic railroad corridor is ideal for pedestrian and bicycle use.

The approximately one-mile Prairie Line Trail corridor is characterized by three distinct segments. The City of Tacoma owns the (southern) Brewery District and the (northern) Pacific Avenue-to-Waterfront segments—together approximately two-thirds of the corridor. UWT owns the UWT Campus segment which sits in the middle of the City's two segments. UWT is currently constructing its segment of the corridor. The City's final trail design will work in concert with UWT's project such that users of the trail will experience a harmonious and complementary experience.

The City's total project envisions a minimum 14-foot multi-use trail with street crossings, stormwater and landscaping features, lighting, public art, and a likely range of 5 to 7 historic interpretative installations along the corridor. The corridor ranges from 80 to 100 feet in width and the City's ownership varies through the corridor, generally between 20 feet to 80 feet. Upon consummation of the Donation Agreement, the City will have secured property rights for a trail corridor connecting to the UWT segment. In the future, the City may pursue additional acquisition in strategic areas in order to develop linear park features, as depicted as "Phase 2" in the conceptual design (see Attachment B).

The City of Tacoma has pursued funding for the project in phases, starting with the objective of creating a functional multi-use trail corridor. Pursuant to that, Tacoma has received approximately \$2.4 million in trail grant funds. These grants funded development of the conceptual design for both City segments (Attachment B), and will fund final design and construction of the Pacific Avenue-to-Waterfront trail segment. Construction of the Brewery District segment is not funded at this time—the City will be pursuing funding through grants and other opportunities. The City anticipates completing the Pacific Avenue-to-Waterfront segment by summer 2015. The total cost of all currently planned phases of the project is estimated at \$7.3 million.

Prairie Line Trail – Historic Interpretation components:

If successful in this grant application, the City of Tacoma will proceed with the historic interpretation components of the project as a separate scope of work. This effort would develop and implement an historic interpretation plan for the Prairie Line Trail corridor. Because of the unique opportunities for this corridor and the urban design precedents already set, the City sees up front planning as essential, and views public art as a key interpretive tool.

As trail segments are being built on different timelines, the interpretive features could be installed throughout the City's segments and relocated if necessary pending final design and construction of the Brewery District segment. If grant funding remains after installation of the interpretative features, additional interpretive features could be developed. Because UWT is a state agency and not eligible for this fund, this effort will not include the UWT Campus segment, but will respond and complement their extensive historic and public art strategies and features. The effort consists of three phases:

2015-2017 Heritage Capital Projects Fund Grant Application

Planning: This phase will include an archaeological and cultural assessment (building on the study completed by UWT); extensive stakeholder engagement; and, the development of historic interpretation strategies tailored to the unique history and context of the Prairie Line corridor. The effort will build upon the conceptual design and the *Public Art Framework*. The plan will identify key themes, content, strategies and locations for historic interpretative features. In addition to signage and other traditional interpretive approaches, the effort will assess the potential of incorporating public art as a media for achieving historic interpretation objectives, and to utilizing innovative electronic tools (such as smart phone apps or websites) as part of the overall strategy. This phase will also include an assessment and potential nomination of the corridor for national, state and/or local historic designation. The phase will be managed collaboratively by Public Works, Planning, Historic Preservation and Arts staff.

Design: This phase will take up the strategies and direction laid out in the planning phase to develop designs for a likely range of 5 to 7 interpretative installations. Installations will include traditional interpretation features such as signage. In addition, some or all may include public art components and/or electronic components. The intent is to use the *Public Art Framework* and Tacoma's Historic Preservation Element policy guidance on heritage markers as the basic guidance. This phase will result in construction-level documents, including graphic design, and public art competition parameters.

The City will follow its standard selection process for any public art elements. Tacoma employs best practices in commissioning professionals to create public art. The Request for Qualifications would be developed based on the historic interpretation goals of the project. All submissions are reviewed by a selection panel that includes an Arts Commissioner, arts professionals, content experts and stakeholders reflective of the community. Finalists are selected and interviewed. When the artist or artist team is selected for the project, they are placed under contract that includes several phases of review and approvals at conceptual, schematic and final design. Review and approvals are made by the initial selection panel and when appropriate, approved by the Tacoma Arts Commission. Upon final approval, the artist or artist team creates the work.

Implementation: The implementation phase will include the fabrication of historic interpretation materials, permitting, and installation.

Timeline and Key Milestones:

Design and construction of the Pacific Avenue-to-Waterfront trail segment (Phase I)

- Will be complete summer 2015

Design for Brewery District trail segment (Phase II) (pending funding)

- City is pursuing additional grant opportunities to fund the approximate \$3.9 million needed for final design and construction.

Historic Interpretation Plan

- Receive Capital Heritage funds September 2015
- Historic Plan development: September 2015 to Spring 2016
- Design of interpretative pieces: Summer and Fall 2016
- Fabrication: Winter 2016
- Installation: Complete by June 30, 2017

Over time, the City will seek opportunities to further expand and enhance the corridor in keeping with the project goals (see Attachment B – future enhancements are identified as “Phase 2”).

2015-2017 Heritage Capital Projects Fund Grant Application

B. Project Scope of Work by Architectural Division Form

This information is not currently known and will be developed as the project proceeds.

Complete all divisions that are applicable, deleting those that are not. Separate out work being done within a building's existing footprint from work such as additions or new structures.

Division 2 EXISTING CONDITIONS

Division 3 CONCRETE

Division 4 MASONRY

Division 5 METALS

Division 6 WOOD, PLASTICS AND COMPOSITES

Division 7 THERMAL AND MOISTURE PROTECTION

Division 8 OPENINGS

Division 9 FINISHES

2015-2017 Heritage Capital Projects Fund Grant Application

Division 10 SPECIALTIES

Division 14 CONVEYING EQUIPMENT

Division 21 FIRE SUPPRESSION

Division 22 PLUMBING

Division 23 HEATING VENTILATING AND AIR CONDITIONING (HVAC)

Division 26 ELECTRICAL

Division 31 EARTHWORK

Division 32 EXTERIOR IMPROVEMENTS

OTHER PROPOSED WORK IMPROVEMENTS

2015-2017 Heritage Capital Projects Fund Grant Application

C. Project Budget and Source of Available Funds Narrative – Page 1

The project budget for the trail and historic interpretative features were developed at different times. The construction costs for the City’s portion of the project were developed by a consultant, Place Studio, in September of 2013 during the conceptual design. The estimate for the Pacific Avenue-to-Waterfront segment is attached (Attachment G).

The estimate of \$440,000 for the development and implementation of the Historic Interpretation Plan was developed by members of the City’s staff from Long Range Planning and Engineering Divisions, with input from the City’s Arts Administrator and Historic Preservation Officer. The members of this group combined their expertise and experience on similar projects to develop the estimate and approximate timelines. The staff team also consulted with UWT staff in regards to the cost of their historic interpretation and signage efforts.

Prairie Line Trail Project Budget

	Heritage Grant Scope	Phase 1 (Pacific to Foss Waterway)	Total
Design	\$ 165,000.00	\$ 479,163.00	\$ 644,163.00
Consultant	\$ 85,000.00	\$ 357,163.00	\$ 442,163.00
Historical Research	\$ 60,000.00		\$ 60,000.00
Staff	\$ 20,000.00	\$ 122,000.00	\$ 142,000.00
Const. Management	\$ 25,000.00	\$ 245,837.00	\$ 270,837.00
Consultant			\$ -
Staff	\$ 25,000.00	\$ 245,837.00	\$ 270,837.00
Construction	\$ 250,000.00	\$ 2,269,372.00	\$ 2,519,372.00
Contractor	\$ 240,000.00	\$ 2,269,372.00	\$ 2,509,372.00
Const. Manager	\$ 10,000		\$ 10,000
Grand Total	\$ 440,000.00	\$ 2,994,372.00	\$ 3,434,372.00

The preliminary budget allocates \$150,000 in grant funds to the Planning and Design Phases and \$15,000 in City funds for design management staff. The budget then allocates \$250,000 in grant funds to the Construction Phase and \$25,000 in City Funds for construction management staff.

The City recognizes that the goal of the Capital Heritage Fund is implementation. Tacoma shares that goal. On the other hand, we are committed to a robust, public planning process commensurate with the project goals and its importance to our community. The City proposes to utilize over half of the requested funds for the construction phase including the fabrication, permitting and installation of interpretive features.

2015-2017 Heritage Capital Projects Fund Grant Application

The City would provide \$40,000 to fund City staff during Design and Construction Management activities as described above—expenses which we understand are not eligible for reimbursement under the Capital Heritage Fund. City staff will present a budget request to the City Council as part of their upcoming 2015-16 Biennial Budget discussions.

Matching funds are in the form of cash either from City Funds or from grants received for the construction of Phase I of the trail. City funding has been committed through the City's 2013-2014 Biennial Budget. The secured funding is as follows:

<u>Source</u>	<u>Amount</u>
Puget Sound Regional Council Grant	\$1,919,372
Washington State Department of Ecology Grant	\$ 50,000
Federal Highways STPE Grant	\$ 465,000
City Funding	\$ 560,000
Total	\$2,994,372

2015-2017 Heritage Capital Projects Fund Grant Application

D. Project Budget Form

Project Budget Form				
COST CATEGORIES 1-8 AND SUBCATEGORIES	GRANTEE COST SHARE		HCPF	TOTALS
	<u>Cash Match</u>	<u>In-kind</u>	<u>Grant Funds</u>	
(1) Construction/Rehabilitation				
Donated materials / labor			Ineligible	
Building permits / fees				
Site work	2,269,372		240,000	2,509,372
Landscaping				
Staff work directly on project	40,000		Ineligible	40,000
Construction management	367,837		10,000	377,837
Construction legal services				
Travel directly for project				
(2) Purchase, restoration, preservation of fixed assets				
(3) Acquisition of unimproved property				
Market value of a lease	Ineligible		Ineligible	
(4) Site acquisition, protection, stabilization, development				
(5) Physical improvement of interior facility spaces				
Permanent exhibits				
Art integral to the project				
(6) Design, architectural, and engineering				
Pre-design	Ineligible		Ineligible	
Archaeology / historic preservation services			60,000	60,000
LEED Silver certification				
Professional consultants	357,163		90,000	447,163
(7) Purchase of equipment				
Collections storage equipment				
(8) Bridge loans				
HCPF Administration – 3%	Ineligible	Ineligible		
COST SHARE SUBTOTALS	3,034,372		400,000	3,434,372
GRANTEE/HCPF TOTALS				
% OF TOTAL	89 %		11%	100%

2015-2017 Heritage Capital Projects Fund Grant Application

E. Source of Available Funds Form

Source of Available Funds Form	
<u>TYPE OF FUNDS</u>	AMOUNT
Grant Funds – HCPF	400,000
<u>Other Funds – Indicate Cash Match or In-kind:</u>	\$3,034,372
TOTAL PROJECT FUNDS	\$3,434,372

2015-2017 Heritage Capital Projects Fund Grant Application

SECTION 13 - PROJECT PURPOSE AND RESULTS – Page 1

A. Intended public use upon project completion.

Because of its ideal location and grade, connectivity, historic significance and unique character, the Prairie Line Trail is one of Tacoma's most important catalyst projects. As the site of the original transcontinental railroad connection to the Puget Sound, it served as the spine for commerce and travel for over a century, literally shaping downtown Tacoma. As a result, it connects some of our most important destinations including the Brewery District, UWT Campus, Pacific Avenue, the museum district, and the Foss Waterfront. It follows a grade which is ideal for bikes and pedestrians within a corridor that is largely separated from vehicular traffic, making it an ideal active transportation connection. The project creates an attractive bicycle/pedestrian gateway from downtown to the Foss Waterfront—Tacoma's premier waterfront public space—helping overcome the barrier created by freeway and rail infrastructure.

The City of Tacoma intends that the Prairie Line Trail corridor serve as an important bicycle and pedestrian linkage, a linear park, a forum for historic interpretation and public art, and a showcase for sustainability features. The City anticipates that as the project is enhanced in phases, it will catalyze the development of adjacent private property, further activating the corridor. Over time, the corridor will function more and more as a vital linkage in the fabric of downtown Tacoma's public space and a connection to our history and culture.

B. The expected audience.

The Prairie Line Trail is expected to draw from a broad base of users who live, work, attend school and visit downtown Tacoma. With UWT's planned rapid growth (from 4,300 students today to 7,000 by 2020), mixed-use development occurring downtown and along the Foss Waterfront, and the expansion of the Tacoma Art Museum, the Tacoma Children's Museum, and other institutions, the expected audience for the Prairie Line Trail is increasing in both number and diversity. Families with young children are becoming more present in downtown Tacoma, as are high school and college students. The corridor is adjacent to the Tacoma Convention Center and Visitor's Bureau, making it attractive to professionals in Tacoma on business. There are three hotels along the corridor currently, along with preliminary discussions of additional hotel development, making the Prairie Line Trail one of the most prominent features for people visiting the City.

With the public art and historic interpretation enhancements planned, the corridor will function as an attraction in its own right for people interested in Tacoma's history and culture, perhaps as part of a visit to one or more of downtown Tacoma's museums. In time, based on volunteer interest as illustrated by the formation of the *Friends of the Prairie Line Trail*, docents and walking tours will likely become available. Already, there is strong interest in the corridor—Downtown On The Go features the Prairie Line in its walking tours, and multiple professional conferences and UWT classes have utilized the corridor as a case study. Few other locations in the City inspire this level of community interest and engagement.

C. How the facility will provide significant public access

The Prairie Line Trail provides much-needed public open space in an area where this is currently lacking. It provides an attractive gateway to and from the waterfront. It serves as a linkage in several walking or biking routes and downtown loops. The corridor will provide an Americans with Disabilities Act compliant route for use of people of all ages and abilities to move safely, largely separated from vehicular traffic. It is very central to Tacoma's densest mixed-use districts. It is highly visible, facing directly onto Pacific Avenue—Tacoma's main street. The corridor is a vital linkage in Tacoma's active transportation system, connecting to the Foss Esplanade, Pacific Avenue, the Water Ditch Trail, and other planned bike and pedestrian corridors.

2015-2017 Heritage Capital Projects Fund Grant Application

D. How completed project will preserve a significant structure – if applicable

This project will preserve existing historic railroad features in place, including most importantly the tracks, grade and alignment.

E. How completed project will interpret history and heritage

The Prairie Line Trail will serve as a tangible connection to the unique history, culture and character of Tacoma. This project provides physical access to one of Tacoma's most historic landscapes, reclaiming what was a corridor for industry and commerce for the benefit and enjoyment of people of Tacoma. The trail provides an unprecedented opportunity in Tacoma to educate visitors and citizens about both the cultural and developmental history of the city, as well as a rare opportunity to provide a deeper understanding about the essential urban form of Tacoma. While most people who live in Tacoma are aware of the general significance of the railroad to the city, there is very little visible interpretation of the rail's influence on the physical form of Tacoma anywhere in the city. Tacoma is committed to a high standard of design, which will be promoted by engaging public art as an interpretive strategy. The planning phase of this project will also create a framework for future historic interpretation programming in collaboration with the public arts community.

This project is part of a growing recognition in Tacoma of the importance of preserving and interpreting our history. Three years ago the City adopted a new *Historic Preservation Plan*. There have been several successful projects linking public art and historic interpretation, with a focus on illuminating Tacoma's heritage of ethnic and cultural diversity. One precedent is the very successful Chinese Reconciliation Park located on the Schuster Parkway waterfront. In addition, the Welcome Figure, a monumental Coast Salish sculpture typical to this region carved by Puyallup artist Shaun Peterson (Qwalsius) was recently installed adjacent to the Prairie Line Trail marking the site of an important tribal village (Spuy'əlapəbš) in what is now Tollefson Plaza. The UWT is also taking this task on, with the installation within the UWT segment of the Prairie Line Trail of the Japanese Language School Memorial. Building on these precedents, the Prairie Line Trail is a great opportunity to continue to honor the diversity of our community and shed light on important chapters that were no longer visible in our city.

F. How the completed project is expected to expand or improve the services offered by your organization

Development of the Prairie Line Trail is uniquely positioned to build on Downtown Tacoma's assets, highlight its historic character, connect existing public spaces and neighborhoods, and improve the economic position and livability of Downtown. We feel strongly that the Prairie Line Trail is the next step in Tacoma's legacy of reclaiming our industrial landscape for the people of Tacoma, as has occurred on the Thea Foss Waterfront and the former Asarco site.

G. How the property will be maintained and preserved over time

The City is committed to maintaining the Prairie Line Trail corridor at a high level in order to meet our community's expectations. It is expected that the trails surface features will be maintained by a combination of the City's Streets and Ground Department (garbage disposal, landscaping etc.), Street Light Department, Environmental Services (storm drainage features) and the Downtown Tacoma Business Improvement Area (BIA). In the future, there may be an opportunity to harness the contributions of volunteers—there is interest, as illustrated by the recently convened *Friends of the Prairie Line Trail* group. The City and UWT have also had preliminary discussions of supporting a volunteer docents program.

2015-2017 Heritage Capital Projects Fund Grant Application

SECTION 14 - ATTACHMENTS CHECKLIST

Label each attachment with the respective letter A through S, a description and applicant's name, and check the box for all that are submitted.

Required of All Applicants for Heritage Capital Projects Fund – Attach to the master application and all copies:

- A. Digital photographs showing the property from the public right of way, the site and the conditions of the property. If your project is an expansion or improvement of an existing facility or asset, please submit digital photographs that illustrate the state of the facility or asset prior to beginning the grant project work. Label and date each photo or provide a separate digital image index. (up to 10 images)
- B. Architectural and site plans, which may be on 8½ x 11 or 11x17 sheets (up to 10 pages)

Required of All Applicants – Attach one copy of each to the master application only:

- C. Dated and labeled meeting minutes or signed resolution showing official approval of the proposed project and authorization for this application
- D. Proof of site control (such as property title, purchase and sale agreement or lease agreement)
- E. Brief documentation of all individual sources of funding over \$10,000 being applied as cost share
- F. Evidence of partner commitments including contracts for facility operations if applicable
- G. Bids, cost estimates, condition assessments, historic structures reports, etc. that have been developed for the project
- H. Verification of historic designations - if applicable
- I. Parcel number(s) and legal description(s)
- J. Copy of High-performance Green Buildings Exemption Declaration Form - if applicable

Required of Non-profit Applicants – Attach one copy each to the master application only:

- K. Copy of Internal Revenue Service 501 c) 3 determination letter
- L. Copy of State Certificate of Incorporation
- M. Current board of directors list
- N. Copy of current mission and goals statement
- O. Copy of financial statements for the two most recent years
- P. Copy of current operation budget

Optional of All Applicants - Attach one copy of each to the master application only:

- Q. Operations plan
- R. Capital campaign packet or fundraising plan; and
- S. Project feasibility studies