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

CONTINUITY  +  IDENTITY  +  FUNCTIONALITY  +  FLEXIBILITY  +  MAGNET

TREES + STORMWATER
GREEN SPACES + PLAZA
VEHICLE ACCESS
RAIL LINE + TRAIL LOCATION
RIGHT OF WAY

APPROACH
PROJECT GOALS

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.
existing conditions
phase 1 concept plan

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. Plaza green
9. Plaza connection to Jefferson

phase 2 concept plan

overlook street

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. Plaza green
9. Plaza connection to Jefferson
10. Stormwater feature + landforms
11. Future mixed-use development
12. Pocket plaza

**Phase 1 Concept Plan**

- 10’ multi-use trail
- Stormwater or landscape buffer planting
- Parallel vehicle parking
- Stormwater stream feature/wetland
- Bridge crossings
- Potential pedestrian connection
- Pocket plaza
- Neighborhood park + water feature
- Future mixed-use development

**Phase 2 Concept Plan**

- Stormwater or landscape buffer planting
- Parallel vehicle parking
- Stormwater stream feature/wetland
- Bridge crossings
- Potential pedestrian connection
- Pocket plaza
- Neighborhood park + water feature
- Future mixed-use development

**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 railroad tracks
12. Food truck
13. Flexible rail area
14. Native American cultural installation

**Current Project Area**

**Potential Future Corridor**
existing conditions
Phase 1 Concept Plan

- 10' multi-use trail
- Stormwater or landscape buffer planting
- Parallel vehicle parking
- Stormwater wetland
- Bridge crossings
- Potential pedestrian connection
- Pocket plaza
- Neighborhood bocce / seating
- Future mixed-use development
- Public art
- Covered rail tracks (paving markings)
- Food truck
- Elevated docks
- Picnic grove

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. Stormwater wetland
5. Bridge crossings
6. Potential pedestrian connection
7. Pocket plaza
8. Neighborhood bocce / seating
9. Future mixed-use development
10. Public art
11. Covered rail tracks (paving markings)
12. Food truck
13. Elevated docks
14. Picnic grove

URBAN FLEXIBLE
23rd - 21st
URBAN FLEXIBLE
23rd - 21st
existing conditions
**Phase 1 Concept Plan**

- 10’ multi-use trail
- Stormwater or landscape buffer planting
- Parallel vehicle parking
- Water feature between rail tracks
- Bridge promenade path
- Pedestrian connection to museum
- Pocket plaza
- Sculptural landform
- Future development

**Phase 2 Concept Plan**

- Public Art
- Exposed rail tracks
- “Green Forest”
- Elevated docks
- Interactive children’s play park garden
- Planted slope
- Cafe seating

**Current Project Area**

**Potential Future Corridor**
**Phase 1 Concept Plan**

- 12'-16' multi-use trail with seating
- Trellis planter/ seating element
- "Bridge of Light" art element
- Existing pedestrian stair connection
- Alternative ADA connection
- Sculptural landforms
- Pocket plaza/ gateway element

**Future Phase: Waterfront Connection Study**

- Bus stop

**Phase 2 Concept**

- 15th - Foss

**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

**Foss Connector**

15th - Foss
phase 2 perspective sketch
**INTERSECTIONS**

**Concept Plan Legend**

1. 10' multi-use trail
2. Tactile warning strips at all pedestrian and trail intersections
3. Intersection plazas
4. Paving through intersections to delineate crossings for trail users and motorists
5. Vehicle crossings at grade with trail paving treatment through
6. Intersections where rails have been retained
7. Preserve rails through intersections

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

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**INTERSECTIONS**
“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.