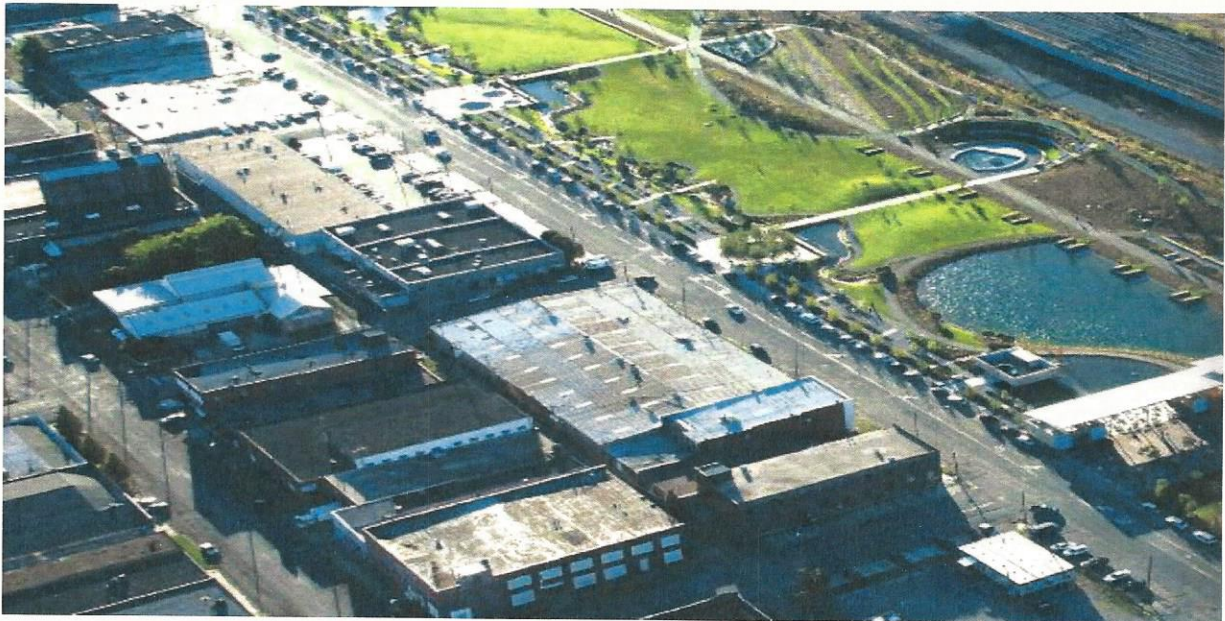


2015

FULL APPLICATION
RAILROAD PARK
BIRMINGHAM



RR Park with Pavilion Destination



RR Park as Place Maker



RR Park as People Magnet

2015 RUDY BRUNER AWARD:

RAILROAD RESERVATION PARK / BIRMINGHAM ALABAMA

RENEE KEMP ROTAN / OFFICE OF THE MAYOR / CITY OF BIRMINGHAM

PROJECT DATA

Please answer questions in space provided. If possible, answers to all questions should be typed or written directly on the forms. If the forms are not used and answers are typed on a separate page, each answer must be preceded by the question to which it responds, and the length of each answer should be limited to the area provided on the original form.

Project Name **Railroad Reservation Park** Location _____ City **Birmingham** State **AL**

Owner **City of Birmingham**

Project Use(s) **A new multi-purpose public park developed from brownfield**

Project Size **20 acres of city owned land** Total Development Cost **\$22.5 Million**

Annual Operating Budget (if appropriate) **\$900,000**

Date Initiated **2004** Percent Completed by December 1, 2014 **100%**

Project Completion Date (if appropriate) _____ Project Website (if appropriate) **www.railroadpark.org**

Attach, if you wish, a list of relevant project dates _____

Application submitted by:

Name **Renee Kemp-Rotan** Title **Director Grants/Special Projects/Director Master Planning/Railroad Park**

Organization **Office of the Mayor/City of Birmingham**

Address **710 North 20th Street /City Hall Third Floor** City/State/Zip **Birmingham/AL/35203**

Telephone **(205) 215 9455** Fax **(205) 254 2925**

E-mail **Renee.Rotan@birminghamal.gov** Website (if appropriate) **www.railroadpark.org**

Perspective Sheets:

Organization	Name	E-mail
--------------	------	--------

Public Agencies City of Birmingham	Renee Kemp-Rotan	Renee.Rotan@birminghamal.gov
---	-------------------------	-------------------------------------

Architect/Designer Tom Leader Studios	Tom Leader	Tom@tomleader.com
--	-------------------	--------------------------

Developer Brantley Visioneering	H.B. Brantley	HBBrantley@bravisinc.com
--	----------------------	---------------------------------

Professional Consultant Tom Martin	Tom Martin	tmartin@Consultecon.com
---	-------------------	--------------------------------

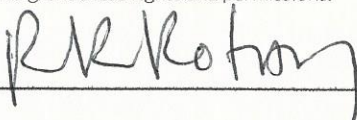
Community Group Friends of the RR park	Camille Spratling	cspratling@railroadpark.org
---	--------------------------	------------------------------------

Other _____

Please indicate how you learned of the Rudy Bruner Award for Urban Excellence. (Check all that apply).

- | | | | |
|---|---|--|---|
| <input type="checkbox"/> Direct Mailing | <input type="checkbox"/> Direct Email | <input type="checkbox"/> Previous Selection Committee member | <input type="checkbox"/> Other (please specify) _____ |
| <input checked="" type="checkbox"/> Online Notice | <input type="checkbox"/> Previous RBA entrant | <input type="checkbox"/> Professional Organization | |
| | <input type="checkbox"/> Social Media | <input type="checkbox"/> Bruner/Loeb Forum | |

The undersigned grants the Bruner Foundation permission to use, reproduce, or make available for reproduction or use by others, and to post on the Bruner Foundation websites, the materials submitted. The applicant warrants that the applicant has full power and authority to submit the application and all attached materials and to grant these rights and permissions.

Signature 

Date **12/08/14**

PROJECT AT-A-GLANCE

Please answer questions in space provided. If possible, answers to all questions should be typed or written directly on the forms. If the forms are not used and answers are typed on a separate page, each answer must be preceded by the question to which it responds, and the length of each answer should be limited to the area provided on the original form.

This sheet, the Project Data sheet, and the representative photo will be sent to the Committee in advance as the *Project Overview*.

Railroad Reservation Park
Project Name

Address Birmingham

City/State/ZIP Alabama 35203

1. Give a brief overview of the project. Approximately 500 words.

The Railroad Park (initially called the Railroad Reservation Park) is a downtown park located on 17 acres between 14th and 18th Streets and between 1st Avenue South and Morris Avenue, along a four-block stretch of Birmingham's Railroad Reservation known as the "Burlington North". The park opened to the public on September 18, 2010.

The Railroad Park is seen as a key segment in a linear urban greenway which could someday parallel the Railroad Reservation's entire length through downtown, along the 1st Avenue Cut, connecting to Sloss Furnaces, and extending outward to join with other greenways throughout the region. Within that system, the Railroad Park would become a heavily-utilized urban node with active uses and programs as well as a key gateway with pedestrian links across the divide between the Financial District on the north and UAB and Southside to the south.

Discussed since the 1970s, the present park plan was developed in earnest after the creation of the Friends of the Railroad District (FoRRd) in 2001. A design from Berkeley, California-based Tom Leader Studios was presented to the city on March 28, 2006 and ground was ceremonially broken on October 6 of that year.

After a year of design development and site preparation, a second groundbreaking was held in February 2008. Site clearing officially began on April 1, 2008 but failed negotiations with railroad operators for use of easements forced changes to the design and delayed the start of heavy construction until December 2008. Phase I, including all of the park's landscape features along with restrooms, offices, a concession stand and catering kitchen, opened to the public in September 2010. In October 2012 the park won the "Urban Open Space Award" from the Urban Land Institute.

The idea of creating a park centered on the Railroad Reservation has been discussed since the 1970s. The intention was to provide space for a future park with an interpretive history component and was inspired, in part, by the presence of a collection of historic railroad locomotives, cars and equipment owned by the Heart of Dixie Railroad Club. In the 1990s, that collection found a home at the Heart of Dixie Railroad Museum in Calera, but the concept of using the vacant site as an interpretive park survived.

The concept of using the site to interpret the importance of the Railroad Reservation was explored by KPS Group and the Auburn University Center for Architecture and Urban Studies. Those visions helped secure a federal grant through the Alabama Department of Transportation with which the city purchased the bulk of the land used for the first phase of park development in 1997.

2. Why does the project merit the *Rudy Bruner Award for Urban Excellence*? (You may wish to consider such factors as: effect on the urban environment; innovative or unique approaches to any aspect of project development; new and creative approaches to urban issues; design quality.) Approximately 500 words.

Ironically in 1962, Birmingham's 67 city-owned parks were closed to prevent de-segregation of public parks by segregationist Bull Connor, Public Safety Commissioner for the City of Birmingham. The Railroad Reservation Park, therefore, is the first public park to be developed in Birmingham since that time, using city land and more than 50% public funding. The location of the park in the Central Business District is also significant in that it literally falls parallel to the railroad tracks that demarcate the old political "fault line" between (black) northern Birmingham and (white) southern Birmingham. Thus, the City decided to develop this piece of vacant, city-owned land as a symbol of diversity and equity---a civic "Band-Aid"-- if you will, that would finally weave the city back together along the previously segregated boundaries of north and south Birmingham.

The RR Park is five blocks south of City Hall (where Bull Connor's office was located) and five blocks from the Civil Rights District that contains the 16th Street Baptist Church, designated as Landmark by the National Register of Historic Places where the four little girls were murdered in the church bombing September 15, 1963. Also nearby is Kelly Ingram Park where civil rights protests were held including the famous 1963 scenes of policemen turning back young protestors with fire hoses and police dogs. News coverage of the riots in this park helped turn the tide of public opinion against segregationist policies in public facilities throughout the United States. Birmingham citizens have historically been suspect of public parks.

The Friends of the Railroad District (FoRRd) was formed in October 2001 to bring together community leaders for the purpose of promoting revitalization along the railroad corridor. Mayor Bernard Kincaid had already presented the idea to a group of mayors, planners and design experts at the Mayor's Institute for City Design. In December 2001 the concept for the park was presented to the Urban Land Institute, which was advising the city on its strategy for a City Center Master Plan. The park and system of greenways were counted as one of five "focal points of prime importance to Birmingham's urban core" in ULI's May 2002 report.

Urban Designer, Renee Kemp-Rotan joined the Mayor's Office in 2004 as Head of Capital Projects and in this role she halted the original agreement between FoRRd and the City in order to develop a highly competitive regional park that was programmed beyond just local needs. She researched more than 200 parks from around the world and turned each parks assets into performance standards that later were inserted into Tom Leader's contract. The Mayor sent her to MOMA to the Groundswell Show where 23 world class landscape architects works were being exhibited. She first met Tom Leader and convinced him to contract with city for a landscape plan for the park. Birmingham next hired Tom Martin of Consultecon and Capital Projects later held more than 200 civic meetings to make sure that the citizens of Birmingham were thoroughly involved in the design of this park as a public facility and to insure it as symbol of diversity and equity for all.

2015 RUDY BRUNER AWARD PROJECT DESCRIPTION



PROJECT DESCRIPTION

Please answer questions in space provided. If possible, answers to all questions should be typed or written directly on the forms. If the forms are not used and answers are typed on a separate page, each answer must be preceded by the question to which it responds, and the length of each answer should be limited to the area provided on the original form.

1. Describe the underlying values and goals of the project. What, if any, significant trade-offs were required to implement the project? Approximately 500 words.

A safe, highly accessible, eco-friendly park with major amenities, open and free to the public was the primary goal of park design:

With 20 acres of green space in the middle of downtown Birmingham, including nine acres of open lawn, Railroad Park is the ideal place to have a little lunch, throw a little Frisbee, take a little jog. This publicly owned green space in downtown Birmingham that celebrates the industrial and artistic heritage of our great city. Situated along 1st Avenue South, between 14th and 18th Streets, the park is a joint effort between the City of Birmingham and the Railroad Park Foundation. Hailed as "Birmingham's Living Room," Railroad Park provides a historically rich venue for local recreation, family activities, concerts, and cultural events, while connecting Birmingham's downtown area with Southside and UAB's campus.

More than 600 trees are planted on-site: a mixture of hardwoods, evergreens, and flowering trees. There are 50 Princeton elms, alone. The luxurious landscaping is punctuated with masses of annual, biennial and perennial flowers, making this oasis not only lovely, but a cool escape in the center of a bustling urban environment.

Many of the walls and seating areas are constructed from bricks and objects unearthed on the site when Railroad Park construction began. Re-used and recycled objects including hand cast bricks and original cobblestone can be found throughout the park.

Railroad Park is 30% water, with a beautiful lake, a stunning rain curtain, a bio-filtration wetlands area and ponds & streams everywhere. These many water features are irrigated by onsite wells.

In addition to the paths that wind throughout Railroad Park, the Rail Trail extends the length of the park, perfect for runners and walkers. At its highest point it affords breathtaking city views. The outer loop around the Park is just under 3/4 of a mile. Railroad Park is open 7am-11pm daily. Railroad Park is monitored around the clock by a state-of-the-art security system and by rangers on patrol. Get driving directions to Railroad Park.

Railroad Park is proudly owned by the City of Birmingham. The City of Birmingham has a management agreement with the Railroad Park Foundation, a private not-for-profit 501c3 organization, to run Railroad Park. Admission to Railroad Park is free, thanks to the City of Birmingham and the many private donors that donate to Railroad Park Foundation.

While RR Park amenity studies were pursued, a conflict between FoRRd and the city emerged over which group would manage the fund-raising and implementation of the plans. Capital Projects raised more than \$12.5 million of public sector money leaving the private sector to raise approximately \$8 million dollars. Private sector refused to raise money if they did not also control the park management through the FoRRd Foundation Board.

2. Briefly describe the project's urban context. How has the project impacted the local community? Who does the project serve? How many people are served by the project? Approximately 500 words.

The conceptual design from Tom Leader Studio was largely the work of associate Akiko Ono and the design performance standards inserted into the contract by Kemp-Rotan in Capital Projects. The plan was praised for incorporating ideas and demands from multiple sources. According to the designers, the plan "derives much of its meaning and character from not only engaging the dynamism of moving trains, but also the large scale, directness, and industrial nature of architecture and outdoor spaces." The rails, along with community participation and a sensitive restoration of natural features were all fundamental elements in the design of the park.

While the major feature of the park will be a wide open, unstructured space, a number of specific features are represented on the conceptual plan. The broad strokes of the plan include a rectangular artificial lake at the northeast corner of the Phase I site. A series of four dramatically-sculpted hills are shown pushed against the raised railway area, planted with native trees in a loose arrangement.

A "hickory forest" stretches up the hill nearest 14th street, connecting via a "narrative trace" to an "adventure playground" terminating the axis of 15th street. A "Greek theater" is nestled into the next hillside. The east end of a planned artificial lake consists of garden plots, a greenhouse, and an engineered wetland. The fourth hill protrudes into the lake. A "rail bridge" and "trolley stop" is accessible from the "main entry" at the east end of the lake. South of the lake, separated by a "rain curtain" on the conceptual plan, is space for an arts plaza and amphitheater that would be developed in a later phase of work. A wide promenade connects the terminus of 17th street south with a planned restaurant at the southwest corner of the lake. A carousel and raised stage, called the "Crawfish Boil stage" faces the open lawn from adjacent to the promenade. Three pavilions shown at the park entrances from 16th, 15th, and 14th streets are labeled "rail interpretive center", "music studio and cafe", and "naturalist books and maps". A "strolling garden" stretches along the southern edge of the park, and a proposed future "cultural furnace" is shown on the surface parking lot just south of the Alabama Power's Powell Avenue Steam Plant.

The project serves the whole of Birmingham and the region through a vast array of public programs and private events. During its first late summer, the Park scheduled a series of "Sunset Cinema" film screenings. One of the first major events held at the Railroad Park was the unveiling of "Blueprint Birmingham", a regional economic development plan created under the auspices of the Birmingham Business Alliance. In December 2010 the city added a second Christmas tree lighting ceremony (following the one at Linn Park) by launching a smaller tree on a floating platform into the Railroad Park's pond. The symphony has performed here on a regular basis and- diversity events like the Caribbean Fair, and health jamborees led by University of Alabama Minority Health Consortium have had large success; the 17th Street Plaza is large and partially covered and houses the ranger station, the Railroad Park office, restrooms and the Railroad Park Dining Car; Free WiFi is available throughout Railroad Park. Two age-appropriate play areas filled with modern playground equipment and a climbing dome invite toddlers and children to play as trains pass by the site. Hundreds of thousands of people use the park per year. The biggest event is the Crawfish Boil that brings in 50,000 people per year.

PROJECT DESCRIPTION (CONT'D)

3. Describe the key elements of the development process, including community participation where appropriate. Approximately 400 words.

On July 18, 2006, the Birmingham City Council approved an \$875,000 two-year contract with Brantley Visioneering to serve as project manager for Phase I of the Railroad Reservation Park. One of Brantley's first tasks was to negotiate the purchase of two properties that remain in private hands on the park site.

On October 3 Brantley presented the city with plans for implementation of the conceptual design and a tentative schedule for work on Phase I. The presentation included "lessons learned" from city and county leaders' recent visit to Pittsburgh. The "Delivery Team" showed that a number of consultants had been selected. On the organizational chart HKW Architects (local architect), Khafra Engineering (civil engineering), Macknally Ross Land Design (landscaping), Walter Schoel Engineering (hydrology), Georgia Fountain (water features), CRS Engineering (electrical/lighting) and Irrigation Consultant Services (irrigation), were all shown reported to Tom Leader Studio, the project's design consultant. FoRRd and the City's Implementation Committee were shown as partners mediating the relationship between City Hall and Brantley, which had direct supervision of Leader. Kennedy & Violich Architecture of Boston, Massachusetts and Giattina Aycock Architecture Studio of Birmingham also contributed to park planning.

A second chart showed how a Project Delivery Strategy and Project Management Plan would be drawn up for the city's approval during the Pre-Design Phase. The completion of Construction Contract Documents would mark the Design Phase, leading to a bidding/award process which, on the Overall Project Schedule for Phase I, is indicated as occurring around January 2008, as a year-long Capital Fund Raising Campaign nears its close. According to the schedule, Close-Out and Completion of Phase 1 would be expected around January 2009.

Capital Projects still led the community planning process and held more than 200 meetings every two weeks throughout the duration of the planning process. Those meetings were documented through branded invitations to the community on a regular and formal basis. Community participation was high due to the history of Birmingham and the planning and use of its public parks historically. The City even interviewed children as to their wishes for this highly controversial public park.

4. Describe the financing of the project. Please include all funding sources and square foot costs where applicable. Approximately 400 words.

On October 6, 2006 Mayor Kincaid hosted a groundbreaking at the project site with members of the City Council, County Commission, FoRRd, the Community Foundation of Greater Birmingham, and Brantley Visioneering. A week later, Tom Leader Studio was given a \$1.1 million contract to develop construction documents for Phase I.

By then, \$12.5 million had been pledged for the project: \$7.5 million from the City of Birmingham, \$2.5 million promised from Jefferson County by former Commission president Larry Langford, and \$2.5 million from the Federal Highway Administration's "Congestion Mitigation and Air Quality Improvement Program", authorized under the Transportation Equity Act for the 21st Century (TEA-21) and administered by the Alabama Department of Transportation (CMAQ-PE06). After taking over the presidency of the Jefferson County Commission, Bettye Fine Collins indicated that the County's pledge for park development was non-binding and would have to be reviewed.

Cost estimates at that time indicated that the first phase would cost \$15 to \$18 million to construct and the entire park would come in at just over \$50 million. Fund-raising for the realization of the Railroad Reservation Park was coordinated as a "partnership" with the campaigns to create Red Mountain Park and expand Ruffner Mountain Nature Preserve. Together, the three parks give residents of Birmingham more public green space per capita than any other American city.

On August 22, 2007 the City Council approved spending \$1,550,000 to purchase the SYSCO Food Services warehouse and the EGN warehouse which sat in the center of the proposed park. Demolition of those buildings began in October. Around the same time, the name of the project was simplified to "Railroad Park", and FoRRd became the Railroad Park Foundation.

After taking office in November 2007, Mayor Larry Langford won approval for his Birmingham Economic and Community Revitalization Ordinance. He soon promised an additional \$5 million from the city, to be matched by \$5 million in private donations which would insure that the park auditorium was completed as part of the first phase.

5. Is the project unique and/or does it address significant urban issues? Is the model adaptable to other urban settings? Approximately 400 words.

The RR Park has jump-started numerous other civic developments in a once barren land. The RR Park will now have direct connections developments in the CBD i.e. the new Birmingham Central Train Station just opposite the Railroad Reservation connected by means of a pedestrian bridge over the tracks. As the park's corridor is extended, it may someday link with the Loft district downtown and eventually to Sloss Furnaces to the east and to the Birmingham CrossPlex to the west, along a projected "Cross to Sloss" trail included in the Red Rock Ridge and Valley Trail plan.

The 2003 City Center Master Plan further envisions a network of green corridors, including 17th Street and 14th Street as well as 1st Avenue South. Giattina Aycock Architecture Studio prepared designs for Children's Hospital for transforming 17th street into a pedestrian corridor linking its campus to the park. Implementation awaits funding commitments from the city and property owners. Studies made during the park's development have suggested that it could spur \$150-\$200 million in related development projects on adjacent properties. In 2005 Corporate Realty Development proposed a \$40 million residential project overlooking the park at 1st Avenue South and 18th Street. That project stalled as park construction was delayed.

In November 2010, the City Council approved a proposal for a Downtown baseball park (now built!) which would be located just west of the Railroad Park with the new Negro Baseball League Museum. The stadium was planned as part of a larger redevelopment of the area between downtown and Titusville, including the Trinity Steel site now owned by the Jefferson County Economic and Industrial Development Authority. Private development of the "Parkside District" with mixed-use residential, restaurant and retail space would be supported by master planning work, infrastructure upgrades and economic incentives provided by the city. Eventually a site south of the Railroad Park was chosen for the stadium, which opened in 2013 as Regions Field. Following the success of the baseball stadium, a number of new apartment and mixed used projects were announced. Railroad Square and Parkside were the first to be constructed. City-owned property for public use, plus civic engagement, plus enthusiasm of the private sector together have made the district come alive.

2015
RUDY BRUNER AWARD
COMMUNITY
REPRESENTATIVE
PERSPECTIVE



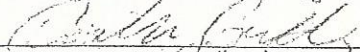
COMMUNITY REPRESENTATIVE PERSPECTIVE

Please answer questions in space provided. Answers to all questions should be typed or written directly on the forms. If the forms are not used and answers are typed on a separate page, each answer must be preceded by the question to which it responds, and the length of each answer should be limited to the area provided on the original form.

This sheet is to be filled out by someone who was involved or represents an organization that was involved in helping the project respond to neighborhood issues.

Name	Camille Spratling	Title	Executive Director
Organization	Railroad Park Foundation	Telephone	(205) 521-9933
Address	1600 First Avenue South	City/State/ZIP	Birmingham, AL 35233
Fax	(205) 521-9922	E-mail	cspratling@railroadpark.org

The undersigned grants the Bruner Foundation permission to use, reproduce, or make available for reproduction or use by others, for any purpose whatsoever, the materials submitted. The applicant warrants that the applicant has full power and authority to submit the application and all attached materials and to grant these rights and permissions.

Signature  Date 12/3/14

1. How did you, or the organization you represent, become involved in this project? What role did you play?

Railroad Park Foundation, previously known as the Friends of the Railroad District (FoRRd), was created to help make the dream of Railroad Reservation Park a reality. Talk of creating an urban oasis that would bridge the two centers of downtown Birmingham - the financial district to the north and the medical district to the south - had been percolating for years. A group of committed citizens with an interest in city center growth and revitalization, urban design, and railroad/industrial heritage decided that in order for Railroad Reservation Park to finally happen, a non-profit dedicated to assisting with the creation of the park needed to be formed.

In 2000, this group of citizens incorporated the non-profit organization "Friends of the Railroad District, Inc.," whose purpose was to "establish, procure funding for, and to assist in the design, creation and historical preservation of a railroad district in Birmingham, Alabama and one or more parks located in or adjacent to such district."

The role Railroad Park Foundation played became increasingly important when it officially partnered with the City of Birmingham in 2007 to oversee the construction and operation of Railroad Park. The non-profit worked with the City to craft a management and concession agreement, renewable every three years, for Railroad Park Foundation to run Railroad Park. Railroad Park opened to the public in September of 2010, and in December of 2010 the management and concession agreements were renewed, as this public-private partnership continued to serve the people of Birmingham well.

2. From the community's point of view, what were the major issues concerning this project?

Three major issues threatened the viability of Railroad Reservation Park: 1) a lack of civic confidence, 2) fundraising, and 3) negotiations with a railroad company. The community had been talking about creating such a park for 20 to 25 years--and the fact that it had not gotten off the ground made the feasibility of the project questionable at best. Additionally, there was a great deal of skepticism in this community that the park could succeed even if it was built. Prior to the opening of Railroad Park, Downtown Birmingham was still viewed by a majority of area residents as unsafe and undesirable. Related to this was the challenge of fundraising; since many did not believe the Park was viable, raising money for the project was difficult at best.

As Friends of the Railroad District and the City increased outreach efforts, popularity for such a space grew and the funding followed. Momentum for the project was strong, and there was a great deal of excitement and hope that the Park would finally become a reality. Ground was broken, fundraising was going great guns, and then a seemingly insurmountable obstacle stopped everyone in their tracks.

One of the railroad companies whose tracks abutted the planned park produced a more than 100-year-old deed demonstrating that a large portion of the property included in the park plans was not free and clear (this in spite of a thorough but fruitless earlier title search). Intense negotiations ensued, as the railroad company had no interest in taking on the liability of a park so close to its operational railroad tracks. After many rounds of talks the City and FoRRd were finally able to reach a deal with the railroad company; Railroad Park would be smaller and a re-design would be necessary, but the project would proceed.

COMMUNITY REPRESENTATIVE PERSPECTIVE (CONT'D)

3. Has this project made the community a better place to live or work? If so, how?

Railroad Park has unquestionably made Birmingham a better place to both live and work. Since opening in the fall of 2010, Railroad Park has quickly changed the mindset and physical landscape of downtown Birmingham. Serving as a catalyst for economic growth and development, Railroad Park has become a destination for both residents and guests of this city. With more than 400,000 people expected to participate in Park programs and activities in 2012, Railroad Park continues to generate positive publicity for our City, County and region on a local, national and now international level.

- 2012 winner of the Urban Land Institute (ULI) Urban Open Space Award
- Named "People's Choice: Best New Park" by the Daily Green in 2011
- Recognized in 2011 by Atlantic Cities as a "Top 10 Park" in the nation
- 2011 Recipient of the "Phoenix Award," a coveted travel writers award

Railroad Park is frequently cited as a tangible example of proof that our community can achieve great things. The Park is a point of pride for all in the Birmingham region, and is evidence that Birmingham is on the move.

Railroad Park is the linchpin for economic development of Birmingham's Parkside area. Developers of the multi-tenant Railroad Square office building and the owners of the Birmingham Barons, who are building a new stadium across from Railroad Park, have stated that they would not have moved to the Parkside area but for Railroad Park.

Railroad Park has improved the quality of life for tens of thousands of citizens of the City of Birmingham. It is a safe, healthy, welcoming and inspiring meeting place, event venue, play area, and community hub. It has become the City's new living room, proudly embraced and utilized by thousands of people each week.

Railroad Park has been described as "a unifying place for all ages, genders, races, locals and visitors to mingle and interact." Visit the Park at any given moment and you will see people from all walks of life exercising, participating in free programming, or just enjoying this outdoor oasis.

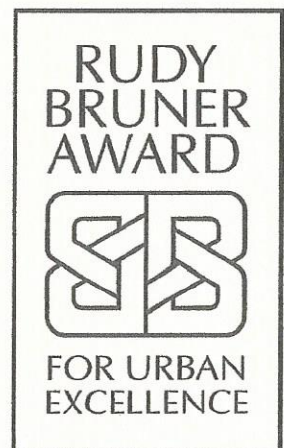
4. Would you change anything about this project or the development process you went through?

Hindsight is 20/20, and as such there is a key aspect of the project that we would have emphasized more if we had the chance to do the project again. That aspect of the project is greater specificity of how Railroad Park could generate ongoing operating revenue. Studies were done prior to the Park's opening, but once the Park opened the reality was clear that the Park was only self-sustaining with a heavy dose of fundraising each year.

Continued creativity in revenue generation is an essential component of Railroad Park Foundation's efforts today, two and half years after the opening of the Park. Such efforts have included co-branding opportunities with local companies that would like to use the Railroad Park logo to brand their product; a prime example of this is a Railroad Park blend of coffee. Sponsorship of major Park events, catering and vending fees, a Railroad Park membership program, and Railroad Park merchandise are further examples of the Foundation's continuing efforts.

To further address the ongoing revenue challenge, Railroad Park Foundation has partnered with the Community Foundation of Greater Birmingham to develop a detailed business and revenue plan for Railroad Park. The planning will begin in January 2013, and all are eager to see the results.

2015
RUDY BRUNER AWARD
PUBLIC AGENCY
PERSPECTIVE



PUBLIC AGENCY PERSPECTIVE

Please answer questions in space provided. Answers to all questions should be typed or written directly on the forms. If the forms are not used and answers are typed on a separate page, each answer must be preceded by the question to which it responds, and the length of each answer should be limited to the area provided on the original form.

This sheet is to be filled out by a staff representative of a public agency directly involved in financing, design or public approvals that affected this project.

Name Renee Kemp-Rotan Title Chief Executive Assistant to the Mayor
Organization The City of Birmingham, Alabama Telephone (205) 254-2406
Address 710 North 20th Street City/State/ZIP Birmingham, Alabama 35203
Fax (205) 254-2926 E-mail renee.rotan@birminghamal.gov

The undersigned grants the Bruner Foundation permission to use, reproduce, or make available for reproduction or use by others, for any purpose whatsoever, the materials submitted. The applicant warrants that the applicant has full power and authority to submit the application and all attached materials and to grant these rights and permissions.

Signature R. Kemp-Rotan Date 12/4/14

1. What role did your agency play in the development of this project? Describe any requirements made of this project by your agency (e.g., zoning, public participation, public benefits, impact statements).

The city of Birmingham utilized two city departments to generate this park. First up was the department of planning, who from 1999 to 2001 focused on solicitation of the best master planning advisement possible through ULI and again through a contract with UDA to develop a master plan for the downtown area. These two studies were the first major investment of the city in the development of this park. These studies supported the city in its efforts to set aside the land for future use. In 2005 a new Director of capital projects was appointed as the official project manager for the planning and designing of the park on the public sector side. Next the city spear-headed the acquisition of additional buildings and land that was soon were demolished along the southern parks edge to begin with a clean palette for the entire 20 acres. The city partnership with Friends of the Railroad, Inc. allowed for citywide support for the planning process managed by the city. Topographic survey of the entire 20 acres was provided by the city, environmental and geo-technical reports were prepared by the city's consultants and early urban design and development studies were carried out by capital projects and the planning department. The city insisted on inclusion of community input throughout the process and spearhead more than 100 community meetings to insure to the public that this park would have amenities for all people of all ages. Programs in the park have been year-long and fully underscore and reinforce the wants and needs of the entire community as a result of this participation. The benefits have been enormous. The truly is a park fully programmed by the citizens of Birmingham.

2. How was this project intended to benefit your city? What trade-offs and compromises were required to implement the project? How did your agency participate in making them?

From the beginning the park was seen as a catalyst force that would connect traditionally disparate parts of the city. The park land prior to development was a zone of rail sidings and warehouse attached to the 11 track rail corridor that served the steel-making industry. The ark in fact anchors an east west corridor- bookend on the east by Sloss Furnace a national landmark dedicated to the memory of steel making and the Furnaces on the west end of the Railroad park district. City residents look fondly on the rail as something positives as many laborers either worked in the coal mines, iron ore mines or steel production companies. The Railroad Park and all it represents is seen as something to honor and preserve. Since the city has no river or bay around which to orient its functions, the rail plays that role. Long lines of rail cars rumble through town on this elevate platform at a slow speed creating a 24 hour ambiance similar to waves of running water. On weekends, bridges over the rail corridor are lined with train-spotters. In response a key goal of the park was to embrace the rail, not as a "thematic" flavor, but as a direct experience for park visitors. This is a train front park that soon will also boast adjacency to a new \$30 million dollar Amtrak Station. This has become the city's "central park". The city worked closely with the Friends of the Railroad park, Citizens city wide and a team of public sector planners, design along with architects in private practice to form a seamless park for all its citizens to enjoy.

3. Describe the project's impact on your city. Please be as specific as possible.

Programmatically speaking, already the park hosts music, entertainment with the Alabama Symphony, We Are Artists hip-hop groups, Relax by the Tracks jazz and Sunset Cinema films throughout the year and boasts highly popular health and exercise programs five nights a week during the warmer months. The park is also the site of education tours about the history of rail, steel and labor as it also soon will connect to the civil rights heritage trail only block away in the downtown civil rights district. Environmentally speaking this park has received a Cahaba River Society Sustainability Award for storm water treatment and most recently a coveted ULI Award for design excellence. This the park is already a health, education and entertainment magnet and soon will become a sports magnet as the city is presently funding and designing a new minor league baseball park for the Birmingham Barons just one block south of this park. The new stadium will cost \$60 million and will open within the 2013-2014 fiscal year. One block west of the park the Community Foundation launched a novel competition for "the next Big thing" to which several nationally recognizes development firms submitted sustainable ideas that would stretch the impetus of the Railroad park into the 2.5 mile longitudinal Railroad Reservation District. Sloss Furnace at the west end of the District is now constructing a \$15 million visitors center, where visitors will soon spill out of that center into the park tied to walking trails soon to be built by US transportation TIGER FUNDS.

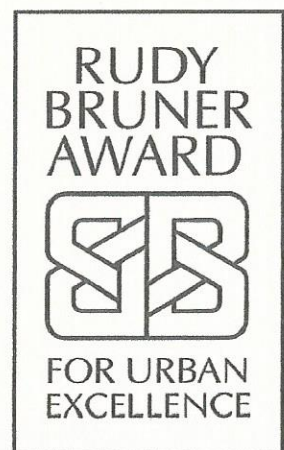
4. Did this project result in new models of public/private partnerships? Are there aspects of this project that would be instructive to agencies like yours in other cities?

Indeed the city's embrace of Friends of the Railroad Park, Inc. as a partner in the planning process and then an extended relationship that led to allowing Friends of the Railroad to take the lead for private fundraising and later management of the park began with a few earnest citizens who wished to support one "doable" idea after a leadership Birmingham training program. The park became their mantle. Their commitment matched by the city's expertise in master planning and capital project development established a seamless team that became an unbeatable trio once Tom Leader and Tom Martin were introduced to the Master plan initiative. On the fundraising side the "Parknership" was an innovative funding model supported by the city and led by the Community Foundation. This novel tri-party initiative allowed the private sector to comfortably give to the park initiative simultaneously. The community foundation a few years later launched "the next big thing" or the Prize 2 the Future on line design contest to transform 1 city block just east of the park. Friends of the RR Park transformed into the Railroad Park Foundation which is presently contracted to continue fundraising, management and maintenance of this most beloved urban open space.

5. What do you consider to be the most and least successful aspects of this project?

The most successful aspect of this park is its design simplicity. This park is not about materialism but rather takes a minimalist approach, manipulation of topography became the central means of accomplishing level changes in the park. The south side was excavated to create a lake and the north side was built up into a series of knolls that tilt towards the south, the lake creates a major reservoir for summer irrigation needs and brings a cooling recreational presence to downtown. The internal rail trail connects the knolls into a jogging trail. The park's primary entrance from the south is through 17th street that links for the first time University of Alabama Quadrangle to activities downtown. This makes easy access for students, faculty as well as residents in nearby lofts. Workers from downtown embrace the park and parents bring children there in the evenings and throughout the weekend for a spectacular romp in the green. The park still begs for greater historic interpretative and hopefully one day will add the interpretive overlay of trail signs that can be activated by QR codes with video imbeds so that the general public can see how the park was developed and can read the history of the rail that governed the creation of the railroad reservation back to 1871. It is important that the public fully understand, appreciate and remember what a city was able to create for itself through persistence and dedication to a common ideal. The history of citizen participation is what must be remembered so that we can re-assemble to successfully conquer other challenges of urban living.

2015
RUDY BRUNER AWARD
DEVELOPER
PERSPECTIVE




Please answer questions in space provided. If possible, answers to all questions should be typed or written directly on the forms. If the forms are not used and answers are typed on a separate page, each answer must be preceded by the question to which it responds, and the length of each answer should be limited to the area provided on the original form.

This sheet is to be filled out by the person who took primary responsibility for project financing or is a representative of the group which did.

Name	H.B. Brantley	Title	President
Organization	Brantley Visioneering	Telephone	(205) 972-6097
Address	P.O. Box 380128	City/State/ZIP	Birmingham, AL 35238
Fax ()		E-mail	HBBrantley@bravisinc.com

The undersigned grants the Bruner Foundation permission to use, reproduce, or make available for reproduction or use by others, for any purpose whatsoever, the materials submitted. The applicant warrants that the applicant has full power and authority to submit the application and all attached materials and to grant these rights and permissions.

Signature		Date	6 December 2014
-----------	---	------	-----------------

1. What role did you or your company play in the development of this project? Describe the scope of involvement. Approximately 400 words.

See Attachments

2. What trade-offs or compromises were required during the development of the project? Approximately 400 words.

2014
2013 Rudy Bruner Award
Developer Perspective
Railroad Park

December 6, 2012

1. **What role did you or your company play in the development of this project? Describe the scope of involvement.**

Brantley Visioneering, Inc. (company rebranded January 1, 2011 to BRAVIS Building Solutions, Inc.) performed program management services for the City of Birmingham and served as the single point of contact for all aspects of the project from conceptual design / master planning, building program development, budgeting / cost estimating, public and private engagement, funding, interlocal agreements, consultant selection, design and construction management. HB Brantley served as the Program Director during these critical phases of the park's development.

2. **What trade-offs or compromises were required during the development of the project?**

The most significant trade-off / compromise experienced during the project's development occurred during the design phase of the 21 acre park. After an extensive title search, it was discovered that a national railroad company had a greater property interest within the boundaries of the project area than initially thought. The railroad company was made aware of the design parameters during early in the conceptual design / master plan phase. During the design development phase of the project and after extensive negotiations with the railroad company, it was determined that they did not want to divest the company's property interest within the park's project boundaries. The design phase was placed on hold for four (4) months during the negotiations. The overall project design had to be reconfigured to address the requirements of the building program and to meet the public and private stakeholders requirement for funding. This resulted in a 6 month overall delay and a reduction of the park size to 17 acres.

3. **How was the project financed? What, if any, innovative means of financing were used?**

At the conclusion of the conceptual design / master planning phase, there was a tremendous amount of excitement from city residents, public entities and private companies about the potential impact that Railroad Park could have on the quality of life and the economic impact from ancillary development that would occur with the district. The funding strategy is refelcted by the level of commitment from both the public and private sectors to make the project a reality.

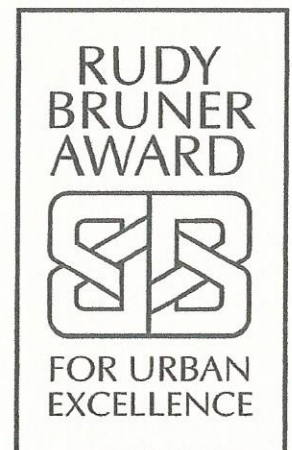
The Railroad Park project was funded by the City of Birmingham and Jefferson County contributing 60% of the public funding and the private sector contributing 40%. The private sector's contribution was solidified by a series of stakeholder input meetings and a focused fundraising effort spearheaded by executives of large corporations within the city. The park is managed and operated by the Railroad Park Foundation, a private entity, under an interlocal agreement with the City of Birmingham, the park's owner.

4. What do you consider to be the most and least successful aspects of the project?

The most successful aspect of the project is the fact that the park met and exceeded expectations of all the stakeholders and did so within the budget. The Railroad Park project has spurred a level of development activity within the district as demonstrated by the construction of the adjacent \$62M baseball stadium for the Birmingham Barons. There are other significant projects proposed adjacent to the park and within the district that are currently in the pre-development phase. It is anticipated that the proposed projects will serve as a complimentary use of the events planned for the district. This level of development activity and national studies have solidified our assertion that green space development increases adjacent property values by an average of 25% and makes the area a vibrant destination while also increasing the quality of life.

The least successful aspect of the project were the unsuccessful negotiations with the railroad company during the project's formative stage (reference Response #2).

2015
RUDY BRUNER AWARD
PROFESSIONAL
CONSULTANT
PERSPECTIVE



PROFESSIONAL CONSULTANT PERSPECTIVE

Please answer questions in space provided. Answers to all questions should be typed or written directly on the forms. If the forms are not used and answers are typed on a separate page, each answer must be preceded by the question to which it responds, and the length of each answer should be limited to the area provided on the original form.

This sheet is to be filled out by a professional who worked as a consultant on the project, providing services other than physical design or planning (e.g. legal services).

Name	Thomas J. Martin	Title	President
Organization	ConsultEcon, Inc.	Telephone	(617) 547-0100
Address	545 Concord Avenue	City/State/ZIP	Cambridge, MA 02138
Fax	(617) 547-0102	E-mail	tmartin@consultecon.com

The undersigned grants the Bruner Foundation permission to use, reproduce, or make available for reproduction or use by others, for any purpose whatsoever, the materials submitted. The applicant warrants that the applicant has full power and authority to submit the application and all attached materials and to grant these rights and permissions.

Signature Thomas J. Martin Date 12-6-14

1. What role did you or your organization play in the development of this project?

We served as feasibility, business and economic development consultants from initial planning and design through the implementation and business planning and operational phases. We served as consultants to the City during the planning stages and then as consultants to the partner Railroad Park Foundation during the implementation phases.

2. Describe the project's impact on its community. Please be as specific as possible.

I believe this project has had an important impact on Birmingham and its metro area. It has provided a central park space in the heart of the City at the intersection of very different neighborhoods, including the central business district. It has healed a physical scar in the urban fabric and brought together all socioeconomic groups within the City in the City's new "living room." In Birmingham we would often hear that the Railroad "is our river." It was -- and still is -- an incredibly active and vital part of the local economy. The Park acknowledges and celebrates this in a creative way. As an award-winning project and as a true civic improvement in the City, the Park has brought new pride to Birmingham and its diverse populations.

PROFESSIONAL CONSULTANT PERSPECTIVE (CONT'D)

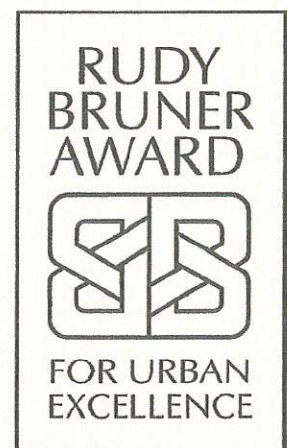
3. How might this project be instructive to others in your profession?

This project did not turn its back on the active Railroad (which might have been the typical response), but embraced it, used it, and celebrated it. This celebration of the Railroad is not literal, but actually achieved with various subtle elements in the plan.

4. What do you consider to be the most and least successful aspects of this project?

The most successful aspect was that it was planned, funded, developed and opened to the public on schedule - and as promised to the public. Given that it was a partnership project, it proceeded in good time with a visionary plan lead by Tom Leader Studio as Landscape Architects. This ability to move forward with a visionary plan was facilitated by the client group, who shared the vision to create a truly exemplary civic project. The least successful element -- in the short term -- may be that some components of the plan were "value-engineered," so that the full impact of the plan may only be evident in the future as the Park completes some additional planned features.

2015
RUDY BRUNER AWARD
ARCHITECT
OR DESIGNER
PERSPECTIVE



Please answer questions in space provided. If possible, answers to all questions should be typed or written directly on the forms. If the forms are not used and answers are typed on a separate page, each answer must be preceded by the question to which it responds, and the length of each answer should be limited to the area provided on the original form.

This sheet is to be filled out by a design professional who worked as a consultant on the project, providing design, planning, or other services. Copies may be given to other design professionals if desired.

Name	Tom Leader	Title	Principal/Owner
Organization	Tom Leader Studios	Telephone ()	Tel: 510.524.3363 Fax: 510.524.3863
Address	1015 Camelia Street Berkley, CA 94710		City/State/ZIP
Fax ()			E-mail www.tomleader.com

The undersigned grants the Bruner Foundation permission to use, reproduce, or make available for reproduction or use by others, for any purpose whatsoever, the materials submitted. The applicant warrants that the applicant has full power and authority to submit the application and all attached materials and to grant these rights and permissions.

Signature _____ Date _____

1. Describe the design concept of this project, including urban design considerations, choice of materials, scale, etc. Approximately 400 words.

TLS spent five years working extensively with a public / private partnership to build this downtown central park and master plan the rail corridor. TLS managed a large team of consultants including multiple architects, local landscape architect, and engineers. Abandoned rail lines are a constant theme in all of our work today. This project celebrates the active participation of 11 tracks of well-loved trains that slowly lumber through this downtown on a viaduct. The park site is a former warehouse and brick-making site and much of the park is formed with materials recovered from historic uses. The park is four blocks long by one block wide and was historically the lowest point in town. The scheme draws on this ample water in creating a large reservoir for irrigation which also discharges through a stream and series of ponds as a summer fountain. Needed floodwater storage is created by excavating for this water system, using the spoils to create a series of knolls along the rail viaduct. The "Rail Trail", located atop this little mountain range is a series of on-grade and bridge connections which allow train-spotting up close, and views over downtown and of the frequent large music events and parties within the park. The park contains performance venues of varying scales from small to extra large such as the annual "Crawfish Boil" attracting 30,000 music fans. Noisy or quiet, day or night, the park is only completed by the industrial ballet of freight cars slowly rolling in both directions. With Railroad Park as the anchor, plans are under way to develop a number of other open industrial spaces nearby, eventually giving Birmingham the most park acreage per capita in the U.S. "It's a place where people of all walks of life in the city come together. More than 200,000 visitors have stopped by Railroad Park since it opened in 2010. Also this month, a web-based offshoot of The Atlantic Magazine, called The Atlantic Cities, named Railroad Park among the top 10 new parks in America. In 2014 Aga Khan Foundation USA's Partnership Walk held at Railroad Park

TLS Team Credits: Akiko Ono, Gabe Meil, Ivan Valin, Kathryn Drinkhouse, Paul Burgin, Roman Chiu, Sarah Cowels, Sara Peschel & Tom McMillan

Consultant Credits: Macknally/ Ross Landscape Design/ Local Collaborator, KVA, GA Architecture, HKW Associates, Khafra, & Walter Schoel Engineering Company

2. Describe the most important social and programmatic functions of the design. Approximately 400 words.

Over 20 years of grassroots efforts came together in the culmination of a public / private partnership for the design, implementation and management of Railroad Park. The park is the core of an overall planned green corridor running through the heart of Birmingham and utilizing one of the main influencing factors in the original growth of the city, the railroad. The City of Birmingham owned and/or acquired with grant assistance the property needed for the park. The city hired the landscape architecture / master planning firm for the Railroad Reservation Corridor to lead the design of the park in 2006. This led to collaboration with a local landscape architecture firm at that same time. Together, these two firms were responsible for the design and implementation of the plans for the park, as well as coordinating all other design consultants. The design team was given the task of transforming 19 acres (approx. 8 city blocks) of abandoned brownfield into an urban park to complement and promote the reinvigoration of downtown Birmingham. The design of the park emerged from the influence and attraction of the railroad, desire to address the need for community space in the city center and promote the concepts of sustainability and health. Birmingham News is keeping track of the land in the 10 blocks adjacent to the park. The majority of properties have been purchased by investment groups with several in the process of redevelopment.

ARCHITECT OR DESIGNER PERSPECTIVE (CONT'D)

3. Describe the major challenges of designing this project and any design trade-offs or compromises required to complete the project. Approximately 400 words.

The park's designers, Tom Leader Studio, faced several challenges in a site that was the lowest-elevation area in the city, originally home to a marsh that was filled in for warehouses and railroad track sidings. Topography became the central means of accomplishing the integration of tracks, function, and landscape organization. The south side was excavated for a new lake, which functions as an irrigation reservoir and a stream system that biofilters runoff. The lake creates a major reservoir on site for irrigation needs and brings a cooling, recreational presence to downtown, complete with canoes and paddleboats. The fringes of the lake filter water as it passes through the park to a flood-storage low point at the west end. Each major pathway the stream encounters generates a check dam, weir, and wetland pond storage that gently descend the length of the park. The excavated material from the lake was used to create a series of large knolls on the north side of the park next to the rail, thus allowing views of the trains, music festivals, and the platform and exercise circuit. The rail trail connects these knolls with a series of bridges to create a continuous elevated train-watching platform. The design highlights the critical role that landscape architecture plays in the creation of reinvigorating open urban spaces, a practice that harmoniously engages art and social service. The park has become the most diversely used space by all area communities. Its establishment as a heavily used iconic space in the city and its beneficial engagement with surrounding areas by generating development reflect Railroad Park's success as an integral driver of urban living. All coordination was essential in developing agreements with the numerous utility companies and the railroad company that had existing easements dating back 100 years or more that ran throughout the site. Other unique factors of the site and development included the soils and geology (i.e. presence of foundry sand and underlying karst limestone), funding sources (public, private, and federal) and historical significance. Prior to any construction activities, all the historical brick, granite cobble, and granite curbs from the site was reclaimed and reused in the construction of the park.

Can urban parks as catalysts for growth in second tier cities? At a time when several American cities want to build their own High Line, Railroad Park is an object lesson in how a small metropolis can create an affordable, valuable public park by exploiting the stuff it's got instead of mindlessly aping the particulars of west-side Manhattan. Building Railroad Park was no picnic, though. The project dragged on for five years, about two and a half years too long, plagued by land disputes, political in-fighting, fund-raising difficulties, and other problems. It didn't help matters that Birmingham swept through five mayors in as many years "A lot of people didn't think they could do this," Leader says. "Birmingham has an inferiority complex. It was a Civil Rights battleground and had a lot of inertia in terms of organization. ... [The park] did take five years, but it's been a real urban catalyst. That's something we always talk about, and sometimes it happens and sometimes it doesn't. In this case it did. The park is part of a growing trend where abandoned urban, industrial spaces are reclaimed as parks. Examples include the High Line in New York City, the C&O Canal in Washington, D.C., and the Gasworks, a former coal gasification plant, on the shores of Lake Union in Seattle.

Birmingham should create a district plan that sets an agenda for how development should occur in the area and how to utilize city resources (like public service upgrades, standard service provisions, etc.) to most effectively build on the park itself. Should Birmingham create a master plan for development in the Railroad Park area? Who should be involved? Should Birmingham have a redevelopment authority to guide or veto commercial development? What's the best use for land around the park? Should buildings be renewed or torn down for new construction? Should established businesses be left alone, offered a buyout or even be forced out? What do you think the Railroad Park area will look like in 2015?

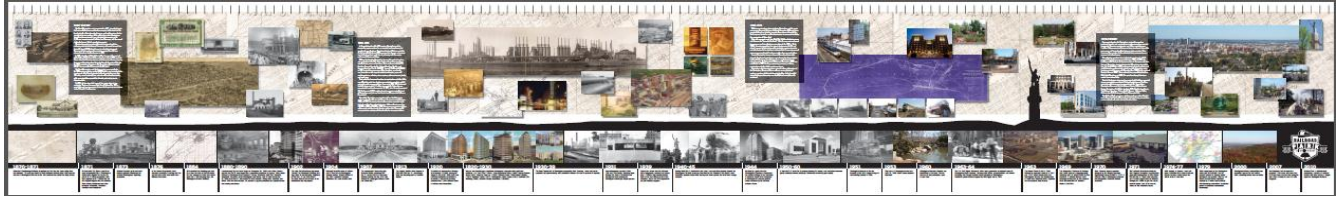
4. Describe the ways in which the design relates to its urban context. Approximately 400 words.

The design highlights the critical role that landscape architecture plays in the creation of reinvigorating open urban spaces, a practice that harmoniously engages art and social service. Entrance to the park can occur at any of the gateway Plazas, located where adjacent streets meet the park edge, or through numerous paths from the perimeter walks. This connection to the urban grid allowed the park to be broken down into separate zones that can be used separately or as one larger open space. Movement through the park can occur in a variety of ways. The Strolling Garden along 1st Ave. South provides a slower pace of crushed stone walks and seating amidst a garden in the city. Adjacent to the strolling garden, a wide asphalt path provides runners and walkers with a smooth route leading thru the 17th St. Plaza and the Amphitheater up to the Powell Avenue Bridge. Beginning here, users are at the level of the elevated mainline railroad to the north. As the grade moves to meet the bridges, the surface transitions to a rubber-coated asphalt path, the Rail Trail. The Rail Trail takes users over the north lake and is a ribbon of green moving along the northern edge of the park. Incorporated below the Rail Trail Bridge, the Rain Curtain provides aeration for the north lake and is backlit by color-changing, programmable LED lights. The Powell Avenue Promenade runs east-west throughout the park and provides a central spine for the park. Adjacent to Powell is the Lake Promenade. The seating here, and in most areas throughout the park, is provided by gabions filled with native limestone or the reclaimed brick and capped with a vibrant yellow grate to provide seating. The stream walk provides another opportunity to sit along the water on native sandstone boulders or reclaimed granite curbs that line the stream. Boardwalk paths, evoking the look of railroad ties, provide the north-south connections within the park from the Plazas to the Rail Trail along the north. Active play areas, such as the Fitness Grove, Toddler Play Area and the Mountain provide interactive equipment for adults and children alike. The park has become the most diversely used space by all area communities. Its establishment as a heavily used iconic space in the city and its beneficial engagement with surrounding areas by generating development reflect Railroad Park's success as an integral driver of urban living. Economic Generator: The Park gave rise to site acquisition and design of a minor league ballpark at the west end. Urban Planning: The University of Alabama has updated the campus master plan to encourage new growth of the campus north to Railroad Park, recognizing the new ballpark. A green corridor from the campus to the park is envisioned. Education: Railroad Park is the site of educational tours and has received a Cahaba River Society Sustainability award for storm water treatment. The Park is the location of numerous arts events including the Alabama Symphony, Relax by the Tracks Jazz concerts, and Sunset Cinema outdoor movie nights. Prize2theFuture launched an online contest to transform one city block next to the park. The design highlights the critical role that landscape architecture plays in the creation of reinvigorating open urban spaces, a practice that harmoniously engages art and social service. Since its opening in September of 2010, Railroad Park has spurred numerous developments within the park district, including current plans for a AA Ballpark adjacent to the park and the release for a multi-million dollar expansion to the Intermodal Facility to provide a hub for Amtrak and Greyhound located immediately north of the park and railroad. Community response and use of the park has been overwhelming, as events for the next years are stacking up. The use of the park on a day to day basis has exceeded all expectations, bringing people from "over the mountain" back downtown.

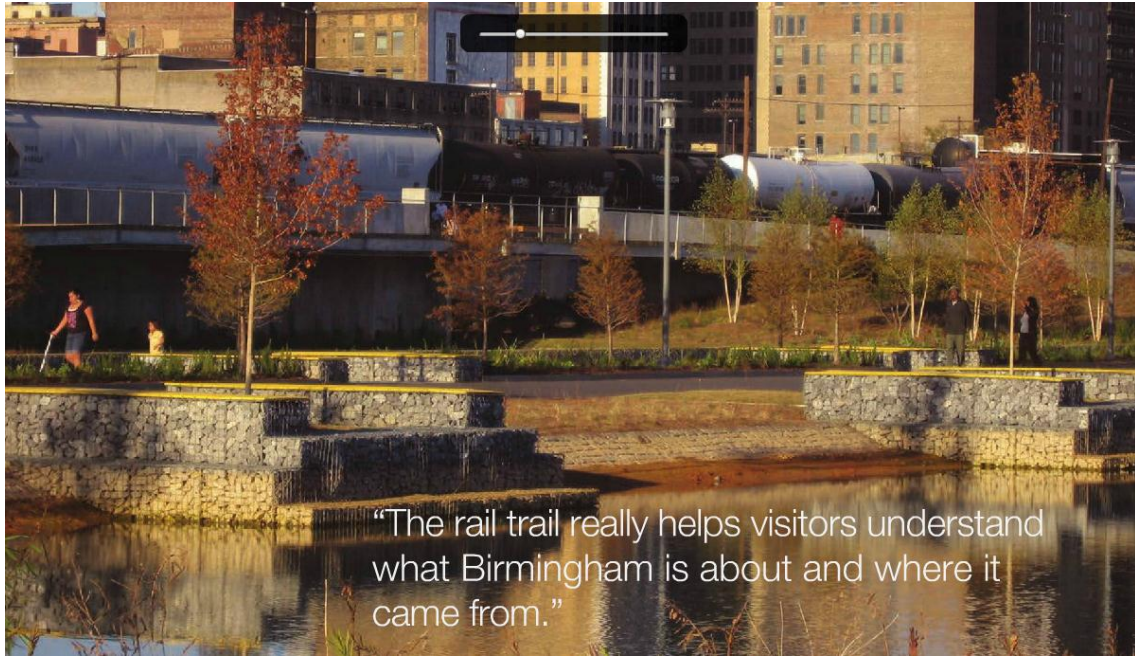
2015

**VISUAL REPRESENTATION
RAILROAD PARK BIRMINGHAM**

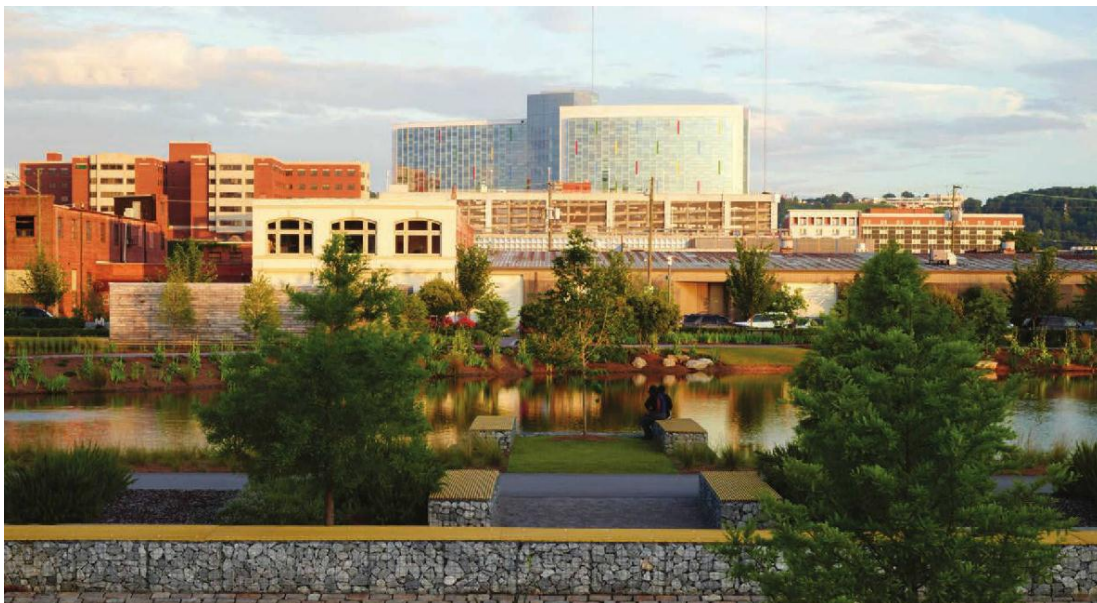
**PHOTOGRAPHY BY:
TOM LEADER STUDIOS**



RR Park Time Line



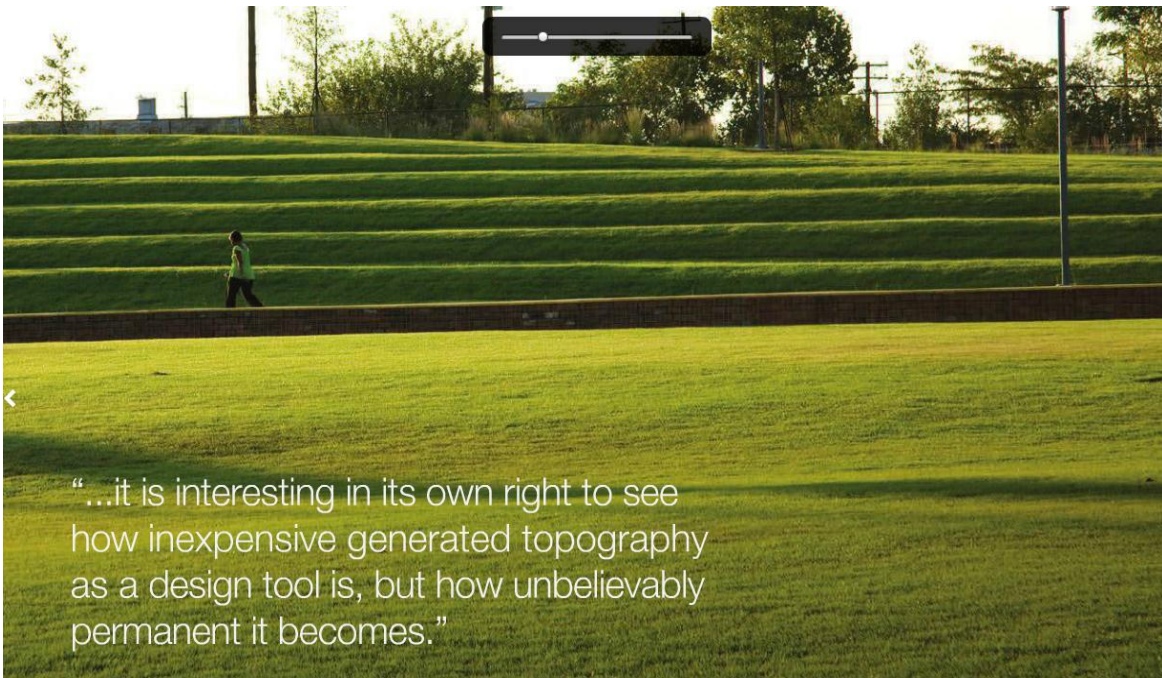
RR Park At Edge Of Train Tracks In Context



In the RR Park Looking South towards UAB/University of Alabama/Birmingham



RR Park with Jogging Bridge and Rain Curtain at Pond Parallel to Train Tracks



“...it is interesting in its own right to see how inexpensive generated topography as a design tool is, but how unbelievably permanent it becomes.”

RR Park Topography and Amphitheater



In the RR Park Looking East Towards Sloss Furnace in the Rr Park District



RR Park Pavilion at East Gate



RR Pavilion at Night



Eating Café in RR Park



Activities in the RR Park





Work Out Activities in the RR Park

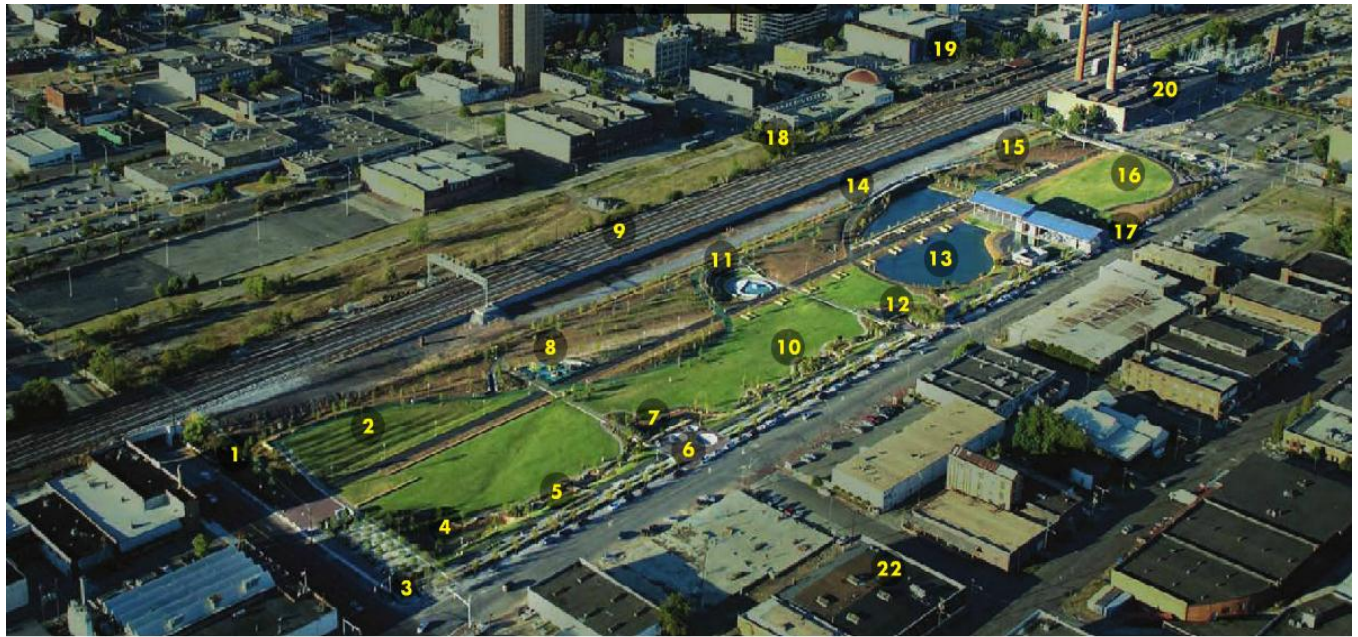






Most importantly, the park has become the most racially integrated and heavily-used space in the entire city. Thankfully, every person feels welcome here.





- | | | | |
|-----------------------|----------------------|-----------------------|---|
| 1 CRAWFISH BOIL STAGE | 7 POND | 13 LAKE | 19 AMTRAK STATION |
| 2 LAWN TERRACES | 8 TODDLER PLAY | 14 RAIL TRAIL BRIDGE | 20 CULTURAL FURNACE PROJECT |
| 3 WEST GATE PLAZA | 9 RAIL TRAIL | 15 WETLAND | 21 DOWNTOWN |
| 4 POND | 10 STROLLING GARDENS | 16 AMPHITHEATER | 22 DOWNTOWN BALL PARK
(UNDER CONSTRUCTION) |
| 5 STREAM | 11 GREEK THEATER | 17 EAST GATE PAVILION | |
| 6 SKATE BOWLS | 12 BIRCH BOWL | 18 INTERMODAL STATION | |

