

PART 4: SITE STUDIES

Along with the general design opportunities mentioned earlier, specifically commissioned and positioned art pieces will help to bring local identity into the I-10 corridor. They could be stand alone sculptures, light elements, banners, or more integrated elements like benches or planters.

The chief manner in which local identity will manifest itself in this scheme is through the use of local pattern inspirations. El Paso has a wide range of patterns to draw from including early indigenous artifacts, natural forms, Art Deco motifs, and Hispanic traditional art.

The following pages show before and after views of the proposed aesthetic improvements along the I-10 corridor. The collage composites represent schematic design ideas and are meant as inspiration for future design work and not to be interpreted as final design solutions.

Not every solution is demonstrated but the illustrated models serve to inform further design work. By using the aesthetic opportunities in concert with local influences specific identities can be created at each bridge that also function as a part of a greater plan.

Designation: Retail District
Proposed Color: Blue
Priority for Redevelopment: Current
Estimated Cost: \$ 10 M

AIRWAY

SITE COLLAGE



Airway is an important destination, marking the route to the El Paso International Airport. Currently, it sits as a large mass of chipped gray concrete without a specific neighborhood or regional character. Conduit clutterers the span. The slope paving lies barren. The underside feels undesirable. The medians are in poor shape creating an uninviting and unsafe experience for both pedestrians and motorists. Airway is a diamond in the rough, deserving a full-makeover to express its prominent role in the community for visitors and locals alike.



Airway sits in a retail district, with a special distinction that it marks the route to the El Paso International Airport. Proposed enhancements include: light columns, decorative grills, column wraps, amenity lighting, decorative paving, concrete staining, landscaping, and gravel surfacing of abutment walls and slope paving. Airway, designated as blue, references the sky and flight. Light columns provide destination markers visible from near and far, promoting way-finding and identity.

Designation: Business Core
Proposed Color: Various
Priority for Redevelopment: Current
Estimated Cost: \$ 11.7 M with \$ 32.8 M in Future Funding

DOWNTOWN

SITE COLLAGE



The existing downtown corridor cuts like a canyon through the city. The tall walls and blank slope paving make it feel more barren. The bridges do not relate to the city they connect.



By redoing the paint in more vibrant colors, and possibly commissioning local artists to re-imagine the patterns, life is added to the walls. Literally adding life in plant form to the tops of the slope paving will transform the canyon into a garden space. Adding site specific railings to the bridges makes them local identity art pieces.

DOWNTOWN

SITE COLLAGE



The narrow strip of landscaping at the top of the slope paving represents a good start. However, more must be done to transform the hard surfaces into an urban green-way.



Removing all the slope paving and replacing it with rocks and landscaping greatly improves the expression of the downtown corridor. It becomes a desirable destination and a symbol of pride in the center of the city.

DOWNTOWN

LANDSCAPING STUDY



El Paso's existing downtown and I-10 cutting through with the landscaping emphasized.



The downtown if the slope paving is replaced with landscaping turning I-10 into a green zone.

LANDSCAPING STUDY



If the landscaping is restricted to the tops of the slopes and the flat areas it is still effective.



The leftover slope paving provides a surface for pattern banding of rock aggregate.

DOWNTOWN



Landscaping already placed on top of the slope paving downtown serves as a good precedent. Placed on the flat brow of the slope, it could be helped by treating the rest of the slope paving with rock aggregate as well.



The taller plants have an appropriate scale for the site and more of them would help add height and volume to the planted areas.



The banding of different rocks and plant material creates a very powerful dynamic scene.

LANDSCAPING PRECEDENTS



The variation in low plants and rocks creates textural interest, but more height is required to make an impact at the scale of the site.



The level changes with flat areas and walls create a sense of space as, does having lower shrubs and taller trees, more trees would help increase the feeling of space.



The movement created by the banding and terracing transforms the space from a leftover wedge into an interesting parklike green space.

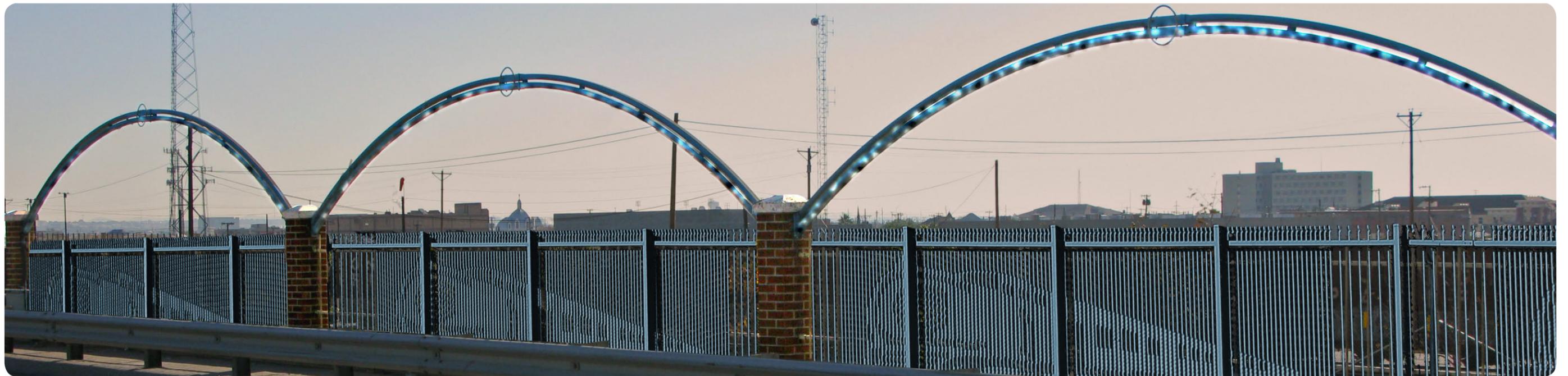
Designation: Railroad
Proposed Color: Blue
Priority for Redevelopment: Current
Estimated Cost: \$ 1.8 M

RAILROAD ARCHES

SITE COLLAGE



The existing arches frame the railroad behind them. Unfortunately, the rusty steel detracts and the lighting feature no longer works. Recent attempts at adding landscaping along the fence provide improvement, but do not solve the issues. If the arches are to be re-illuminated they must be replaced.



Installing a new system of arches, railings and brick supports provides another lifetime of enjoyment to this identity feature. Now the railings match the railroad motif found nearby on the railings at Cotton. Updating the lighting to be more current and sustainable with LEDs activates the arches once again. The adjacent landscaping, not illustrated, should be planted to standards of the I-10 corridor landscaping concept.

Designation: Retail District
Proposed Color: Red
Priority for Redevelopment: 10-20 Year Plan
Estimated Cost: \$ 10 M

HAWKINS

SITE COLLAGE



Hawkins marks the beginning of the series of interchange improvements along I-10. Hawkins prominently marks the Cielo Vista Mall, a major retail shopping destination in El Paso. Aging and in disrepair, the interchange is cluttered and barren, devoid of any aesthetic amenities. It does not support the redevelopment found at the adjacent sites. New hotels and businesses are locating on both sides of the interstate, creating increased demand for pedestrian activities within traffic circulation patterns. This site is ripe for redevelopment.



Hawkins represents the flagship of the design scheme, illustrating the set of aesthetic enhancements proposed for all of the interchanges located along I-10 in retail districts. These enhancements include: light columns, decorative grills, column wraps, amenity lighting, decorative paving, concrete staining, landscaping, and gravel surfacing of abutment walls and slope paving. Each site along the alignment receives an assigned color. Hawkins is designated as red because it is a major retail hub and red is a common color in retail branding.

Designation: Native Landscape
Proposed Color: Earth Tones
Priority for Redevelopment: 10-20 Year Plan
Estimated Cost: \$ 12 M

EXECUTIVE

SITE COLLAGE



Executive has a natural landscape approach that could be very successful but can seem unkempt in such a large area. Adding more plants in the natural palette will help this.



The introduction of more plants fills the space and it is further defined by a series of short walls and rock ground cover banding that organize the space while allowing to still seem natural. Locating large identity towers at each corner of the bridge defines the gateway into the city.

EXECUTIVE

SITE COLLAGE



The slope paving in the middle of the highway near Executive is rough and barren. It does not fit into its context.



Replacing the slope paving with local gravel in large diagonal swaths adds texture and color tying the slope back to its surroundings.

Designation: Retail District
Proposed Color: Green
Priority for Redevelopment: 10-20 Year Plan
Estimated Cost: \$ 10 M

GERONIMO

SITE COLLAGE



Geronimo marks Basset Place, a retail destination as the biggest shopping center nearby after Cielo Vista Mall. The infrastructure is not integrated with its site. While the infrastructure is in relatively good shape, it is bland and barren, not contributing to the active life of the surrounding community. Only a few blocks south from this I-10 interchange, well-kept single family homes abound. Geronimo could be an asset to its neighbors, if it were to receive a major makeover, including enhanced pedestrian circulation.



Proposed enhancements include: light columns, decorative grills, column wraps, amenity lighting, decorative paving, concrete staining, landscaping, and gravel surfacing of abutment walls and slope paving. Geronimo is designated as green, reinforcing its potential as a landscaped site. This interchange has the largest amount of slope paving that could be removed and redesignated as native landscape. Geronimo has twice as much slope paving compared to other interchanges.

Designation: Commercial/Industrial
Proposed Color: Yellow
Priority for Redevelopment: 10-20 Year Plan
Estimated Cost: \$ 20 M

TROWBRIDGE

SITE COLLAGE



Trowbridge marks a transition point, beginning the next sequence of interchanges. It is one of the largest interchanges in the project scope. Primarily set in a commercial/industrial area, with both smoke stacks and modest homes nearby, it presents a unique opportunity. It combines a variety of wall types and several rows of columns, commanding a dominating view. Currently, it is generic and undistinguished except for its massive footprint. It could be transformed in a variety of ways, becoming more integrated with its neighborhood and site.



The proposed painted application for this site features traditional Mexican tile patterns and bright colors that enliven the area and transform its generic appearance. Proposed enhancements include: painted graphics, decorative grills, column wraps, amenity lighting, decorative paving, and concrete staining. There may be opportunities for landscaping and gravel surfacing of slope paving further away from the interchange, as the project extends to the gore, creating more integration with the other solutions throughout the corridor.

Designation: Commercial/Industrial
Proposed Color: Terra-Cotta
Priority for Redevelopment: 10-20 Year Plan
Estimated Cost: \$ 15 M

PAISANO

SITE COLLAGE



Paisano is similar to and nearby Trowbridge. It occupies a large footprint in a primarily commercial/industrial area. This hard-scape site has enormous walls and sloped shoulders. Many of the slopes are steep. Like Trowbridge, it has series of columns that are both an opportunity and a challenge. In its present state it is structurally sound but dingy. There is no human scale. Pedestrian circulation is minimal and dangerous. This site requires a makeover, similar to Trowbridge. Together they anchor the industrial/commercial core.



Paisano and Trowbridge proposed as a pair, both feature a painted graphic application. Paisano is treated with traditional, bold geometries in terra-cotta inspired earth tones. Proposed enhancements include: painted graphics, decorative grills, column wraps, amenity lighting, decorative paving, and concrete staining. There may be opportunities for landscaping and gravel surfacing of slope paving further away from the interchange, as the project extends to the gore, creating more integration with the other solutions throughout the corridor.

Designation: Residential/Commercial
Proposed Color: Red Violet
Priority for Redevelopment: 10-20 Year Plan
Estimated Cost: \$ 10 M

CHELSEA

SITE COLLAGE



Chelsea is grouped with Trowbridge and Paisano because of its proximity. In character, it is closer in feeling to Copia and Piedras. Chelsea presents another transition point, setting the tone for the next series of amenity enhancements with a more residential focus. Chelsea is smaller in scale and well kept. It features huge slope-paved shoulders with ample room for re-design as landscaped terraces, similar to those at Copia and Piedras. Integrating Chelsea with its neighborhood, through enhancements, would greatly improve the entire community.



With bus stops, retirement homes, single family dwellings and small businesses nearby, Chelsea presents a strong candidate for a makeover. The community would immediately benefit from site improvements that include pedestrian amenities. Proposed enhancements include: decorative grills, column wraps, amenity lighting, decorative paving, concrete staining, landscaping, and gravel surfacing of abutment walls and slope paving. Within this series, color choices are tonal, yet distinct for each location, providing clear identity with place.

Designation: Residential/Commercial
Proposed Color: Yellow Ochre
Priority for Redevelopment: 10-20 Year Plan
Estimated Cost: \$ 20 M

COPIA

SITE COLLAGE



Copia represents one of the more successful bridges in the I-10 corridor study. Tonal colors, inclusion of trees, landscaping with rock seeding and mortared surfacing, and replacing concrete slope paving is transforming. Enhancements at Copia, Raynor and Piedras have endured over time, illustrating a proven solution for removing or re-surfacing slope paving. Slope paving dominates and detracts from the I-10 corridor. Here, mature trees soften the site. Terracing provides scale. Pedestrian paths provide connectivity with the neighborhood.



While Copia represents one of the most successful renovations along the I-10 corridor study area, in terms of use of color and landscaping, there is still room for improvement. Proposed enhancements include: decorative grills, column wraps, amenity lighting, decorative paving, concrete staining, landscaping, and gravel surfacing of abutment walls and slope paving. Solutions at Copia must reinforce the amenities of the site and to add to them. Proposed renovations will support pedestrian circulation and greater connectivity with neighborhoods.

Designation: Residential/Commercial
Proposed Color: Burnt Sienna
Priority for Redevelopment: 10-20 Year Plan
Estimated Cost: \$ 10 M

PIEDRAS

SITE COLLAGE



Piedras presents a companion site to Copia. Both bridges feature tonal colors, the inclusion of trees, landscaping with rock seeding and mortared surfacing, and replacing concrete slope paving. This is transforming where it is applied. Not all of the sloped shoulders at Piedras have been landscaped. This site needs finishing and updating similar to Copia. It has residential and commercial neighborhoods flanking the site with ample room for site improvements, including the addition of bicycle paths.



While Piedras represents a successful renovation along the I-10 corridor, similar to both Copia and Raynor, there is still room for improvement. Proposed enhancements include: decorative grills, column wraps, amenity lighting, decorative paving, concrete staining, landscaping and gravel surfacing of abutment walls and slope paving. The aesthetic amenities at Piedras get added to, in order to finish and reinforce them. Proposed renovations support pedestrian circulation and greater connectivity with nearby neighborhoods and place.

Designation: Railroad
Proposed Color: Earth Tones
Priority for Redevelopment: 10-20 Year Plan
Estimated Cost: \$ 8 M

COTTON

SITE COLLAGE



Cotton represents a unique situation on the I-10 corridor and demands a unique solution. It dominates the surrounding neighborhood with a forest of columns. These columns provide the most interesting opportunity for aesthetic enhancement.



Painting the columns in patterns redefines the highway's underside breaking up the visual monotony of the space. Continuing the railings with their locomotive motif ties the highway to Cotton's bridge below. Treating both I-10 and Cotton similarly unifies the site strengthening its visual and spacial message.

SUMMARY OF DESIGN REQUIREMENTS

This book provides a design requirements for existing and future developments along the I-10 Corridor and provides a guide to future roadway developments in the El Paso region. All applications are site responsive and require individual design development.

Slope Paving: eliminated in future projects; removed in existing projects where possible

Landscaping: 3 shade trees & 5 ornamentals per 1,000 sqft for gores / 50 trees per acre for open space

Medians: remove hardscape; include native plants

Neighborhood Identity: create neighborhood identity using aesthetic design elements

Facades: add screens inspired by local patterns and neighborhood character

Columns: add aesthetic treatments; promote pedestrian scale

Lighting: add pedestrian lighting and amenity lighting for wayfinding

Walkways: add patterns and textures; promote traffic calming

Abutments: clad or paint abutments

Walls: apply penetrating stain to existing; eliminate paint and promote relief for future projects

Railings: create aesthetic railings inspired by local patterns and neighborhood identity

The City and its Agencies, with guidance from the Master Plan Design Team, determined the priority for implementation:

Airway: current

Downtown: current

Railroad Arches: current

Hawkins: future / first priority

Executive: future / second priority

Geronimo: future

Trowbridge: future

Paisano: future

Chelsea: future

Copia: future

Piedras: future

Cotton: future

When possible, prioritize aesthetic improvements with neighborhood redevelopment. This may modify the order of implementation; take advantage of site developments as they occur over the next 15-20 years.

CONCLUSION

NOTES

While the three top priority sites; Airway, Downtown and the Railway Arches; are currently scheduled to receive implementation of the aesthetic improvements described in this book, the process of transforming the I-10 corridor will take time. Over the next ten to twenty years the recommendations made here must be implemented incrementally, building toward the total plan. Each site represents an opportunity to take a step towards this larger goal. By applying this plan to each site, over time, they all will be brought to the same level and eventually the whole corridor will feel complete. This goal must always be in mind when deciding and designing the future of the I-10 corridor. Each site must be addressed specifically within the larger plan to create neighborhood identity that fits into the regional context. El Paso and its communities will benefit greatly from this sort of long term vision with specific focus on neighborhood identity. The plan also integrates native sustainable landscape with the infrastructure of the city tying it back to its regional terrain. All these elements, when combined, improve quality of life of the city and present a statement of forward thinking to those using the I-10 corridor traveling to, from and through El Paso.

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Page 23: Column 1 Upper Image; Pima County Art Program, Middle Image; Cliff Garten, Column 2 Upper and Lower Images; Sound Transit Art

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Page 26: Column 1 Upper Image; Cliff Garten, Column 2 Lower Image; http://1.bp.blogspot.com/_YGN3l86nWKw/TJAU96Kz_pl/AAAAAAAAFwo/wPTRXlg41jU/s1600/Banksia+mural+2.JPG

Page 28: Column 2 Upper Image; Mineral Life

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