BROWNSVILLE, TEXAS

GREENING AMERICA'S COMMUNITIES

FINAL PRESENTATION JUNE 21ST, 2017

OUR TEAM

EPA

DESIGN TEAM

City of BROWNSVILLE On the Border, By the Sea Texas

SPACKMAN MOSSOP AND MICHAELS

buildingcommunity WORKSHOP

TAMARA OROZCO

STAKEHOLDERS

General Services Administration (GSA)

U.S. Immigration & Customs Enforcement (ICE)

Dept of Homeland Security (DHS)

U.S. Customs & Border Protection (CBP)

International Boundary & Water Commission (IBWC)

Cameron County

Texas Water Development Board

Texas Southmost College

UTRGV

Brownsville Preservation Society

U.S. Army Corps of Engineers

City of Brownsville

TxDOT/ DOT

Metropolitan Planning Organization (MPO)

Ped/ Bike Advisory Board

Texas Commission on Environmental Quality

Community Development Corporation of Brownsville

Architects, Landscape Architects & Civil Engineers

Downtown Retail & Business Owners

U.S. Environmental Protection Agency (EPA)

Federal Transit Administration (FTA)

Federal Highway Administration (FHWA)

Transit Advisory Board

BMetro

Police Department

Brownsville Historical Association

Main Street Board

Residents

Art Community

analysis

Site Visit: 05/05/17

FIGURE 1 *Illustrating the project area in relation to a larger context.*

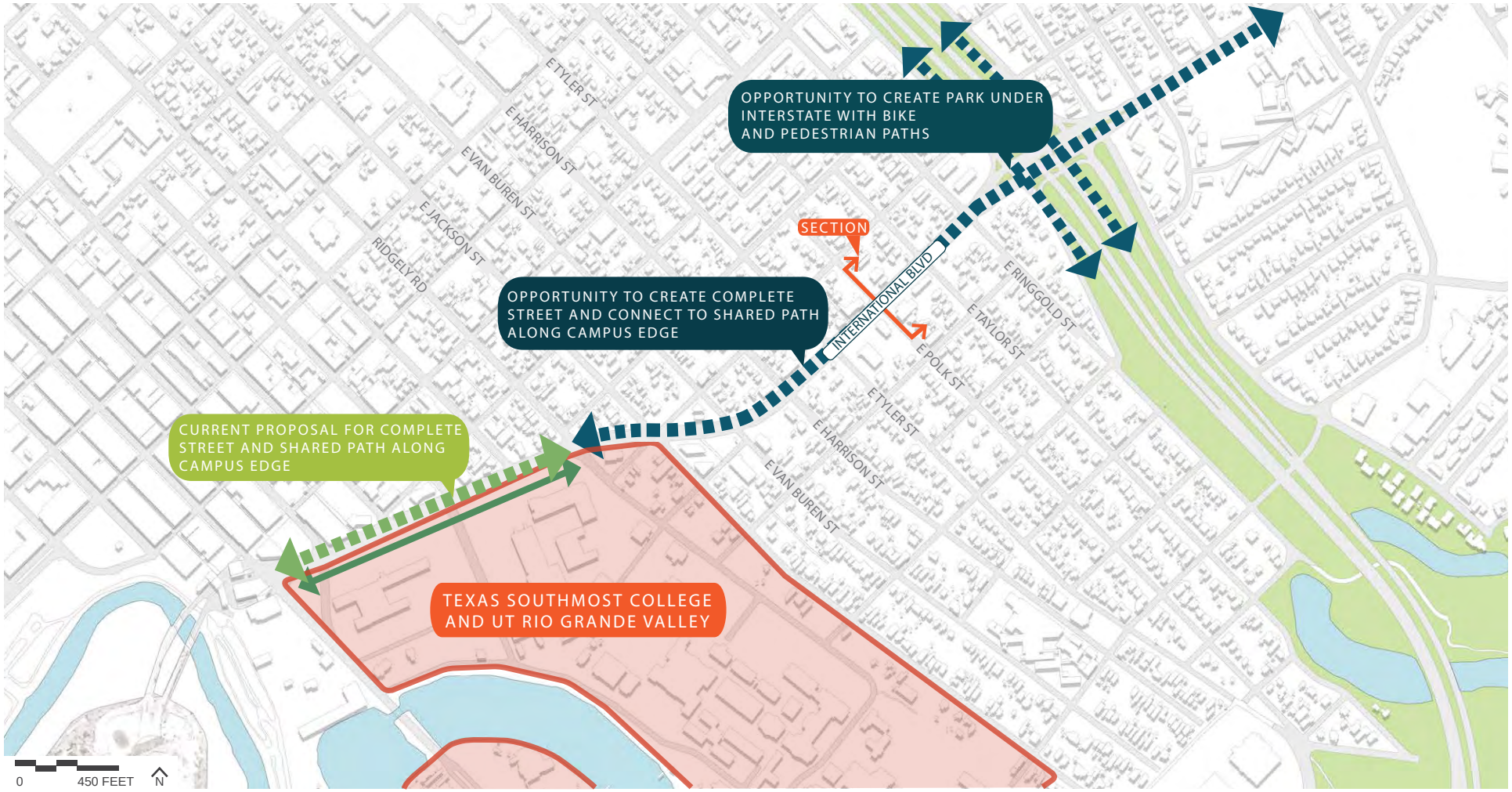


FIGURE 61 *A diagram of opportunities to expand design concepts along International Boulevard.*

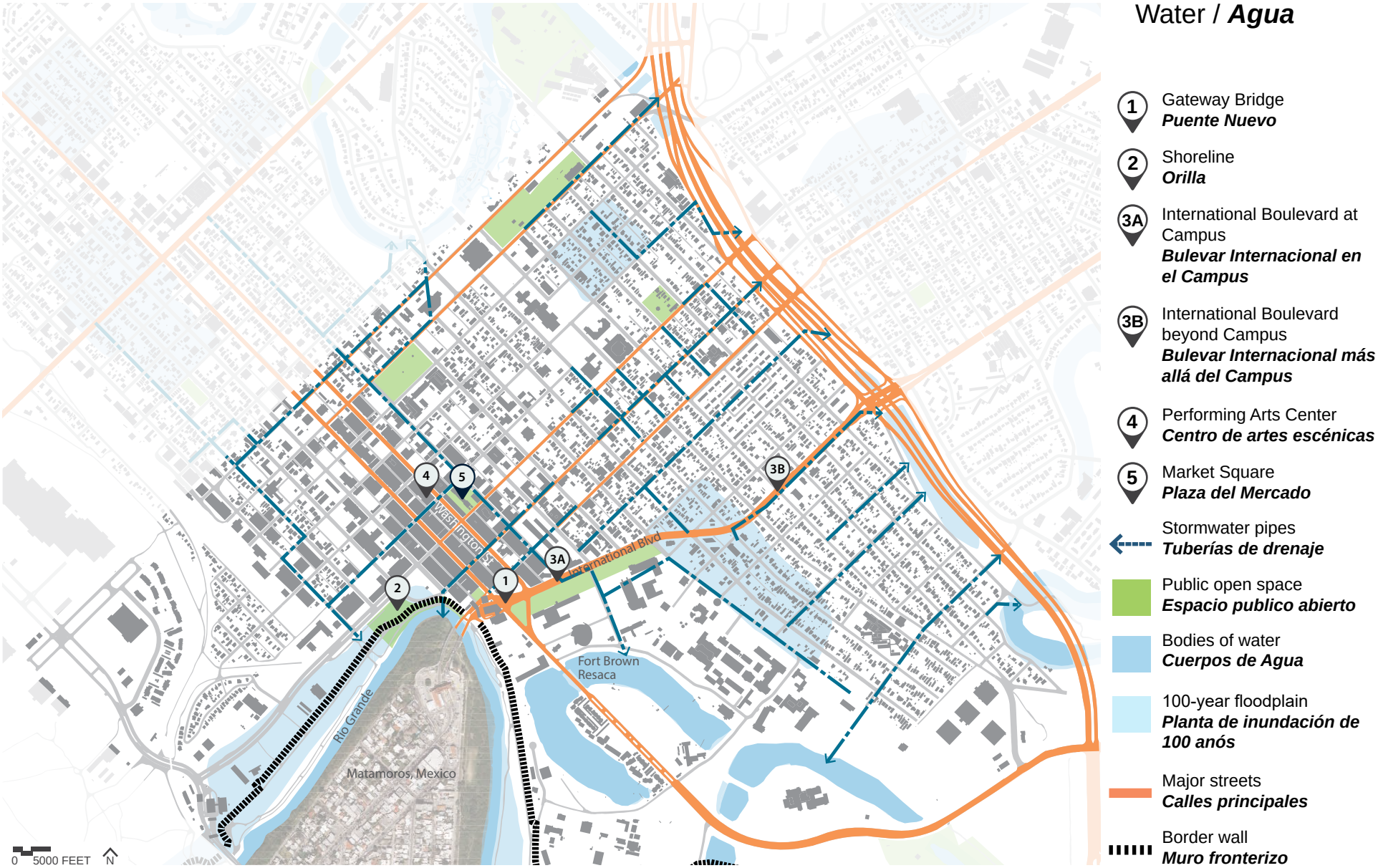


FIGURE 86 *A water analysis diagram of the project sites.*

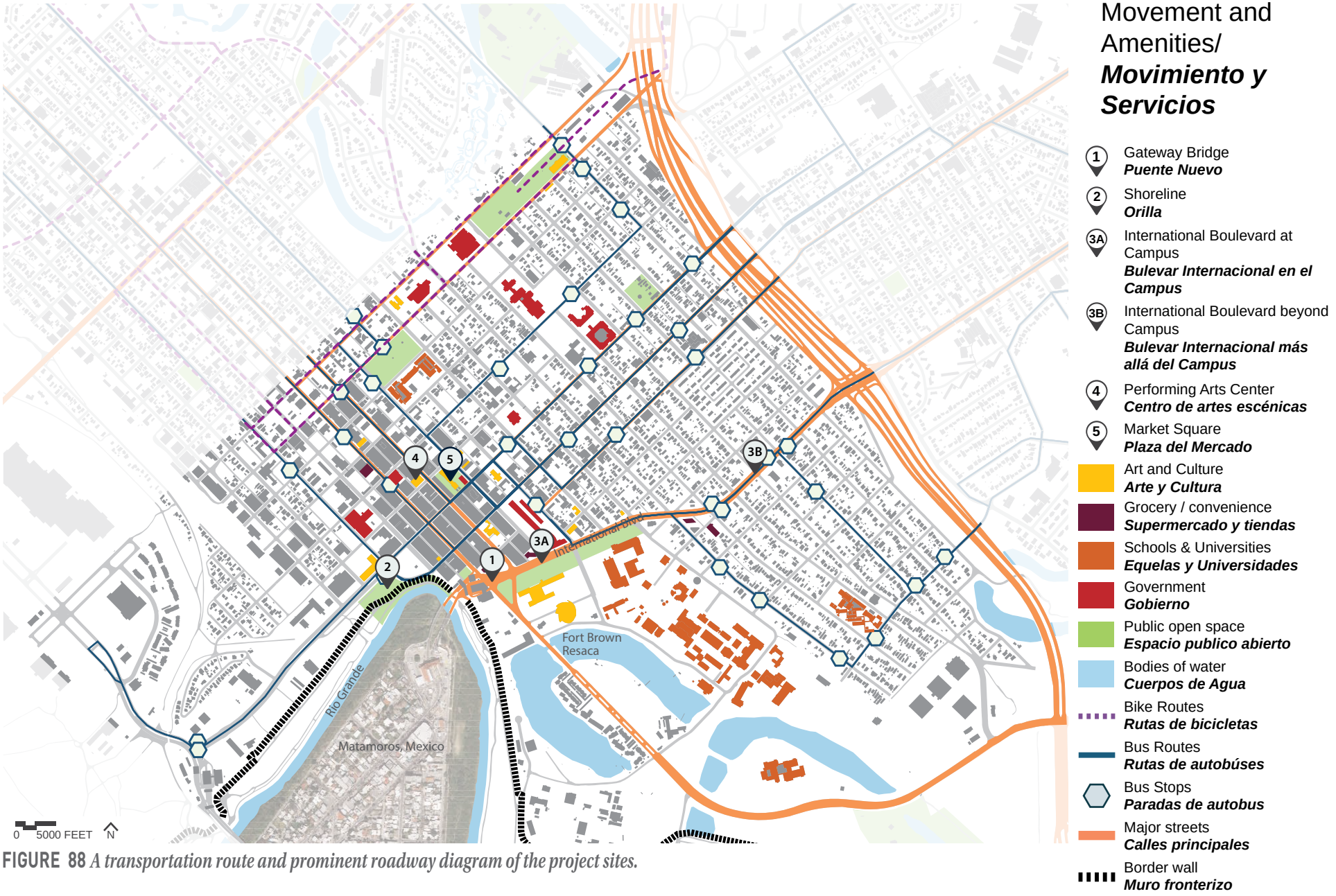


FIGURE 88 *A transportation route and prominent roadway diagram of the project sites.*

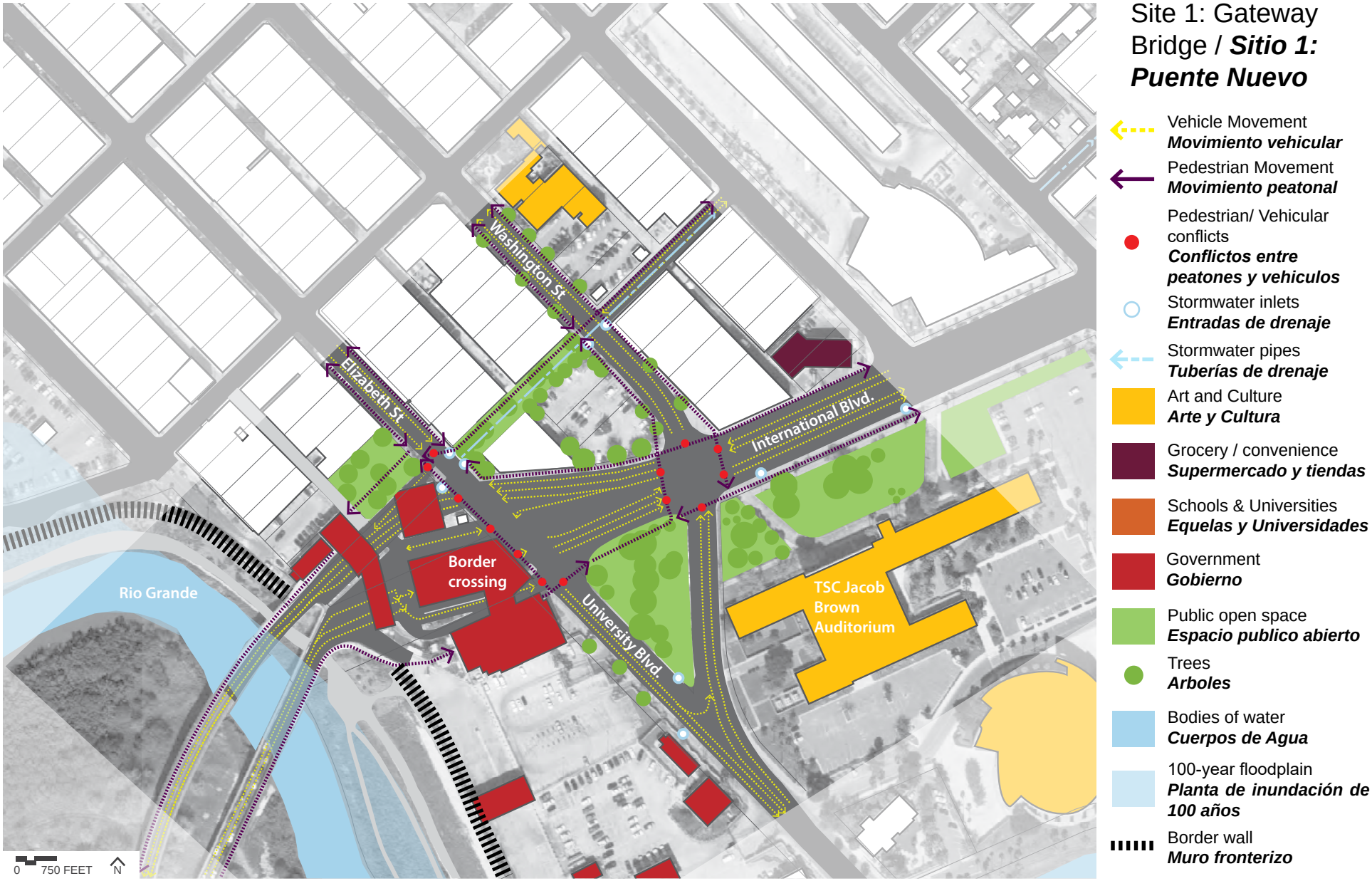


FIGURE 9 *An analysis of Site 1.*

the participatory design process

the participatory design process

the participatory design process

1. ADD STREET TREES AND WIDEN SIDEWALKS TO CREATE A WELCOMING PEDESTRIAN ENVIRONMENT
2. ADD FORMAL VEHICULAR ENTRANCES
3. ADD TREES AND GREEN INFRASTRUCTURE INTO EXISTING PARKING LOTS
4. NEW PROPOSED DEVELOPMENT WITH BUILDING ALONG STREET FRONTAGE AND PARKING LOTS IN THE BACK
5. ADD PLANTED MEDIAN WITH BIKE LANE

FIGURE 64 *Best Practices for Commercial Developments along Highways. This diagram shows best practices which could occur at site 3B. It focuses on shifting store frontages to the street edge and adding street trees and buffered planting. Parking lots move behind buildings and commercial entries are shifted to side streets where possible.*

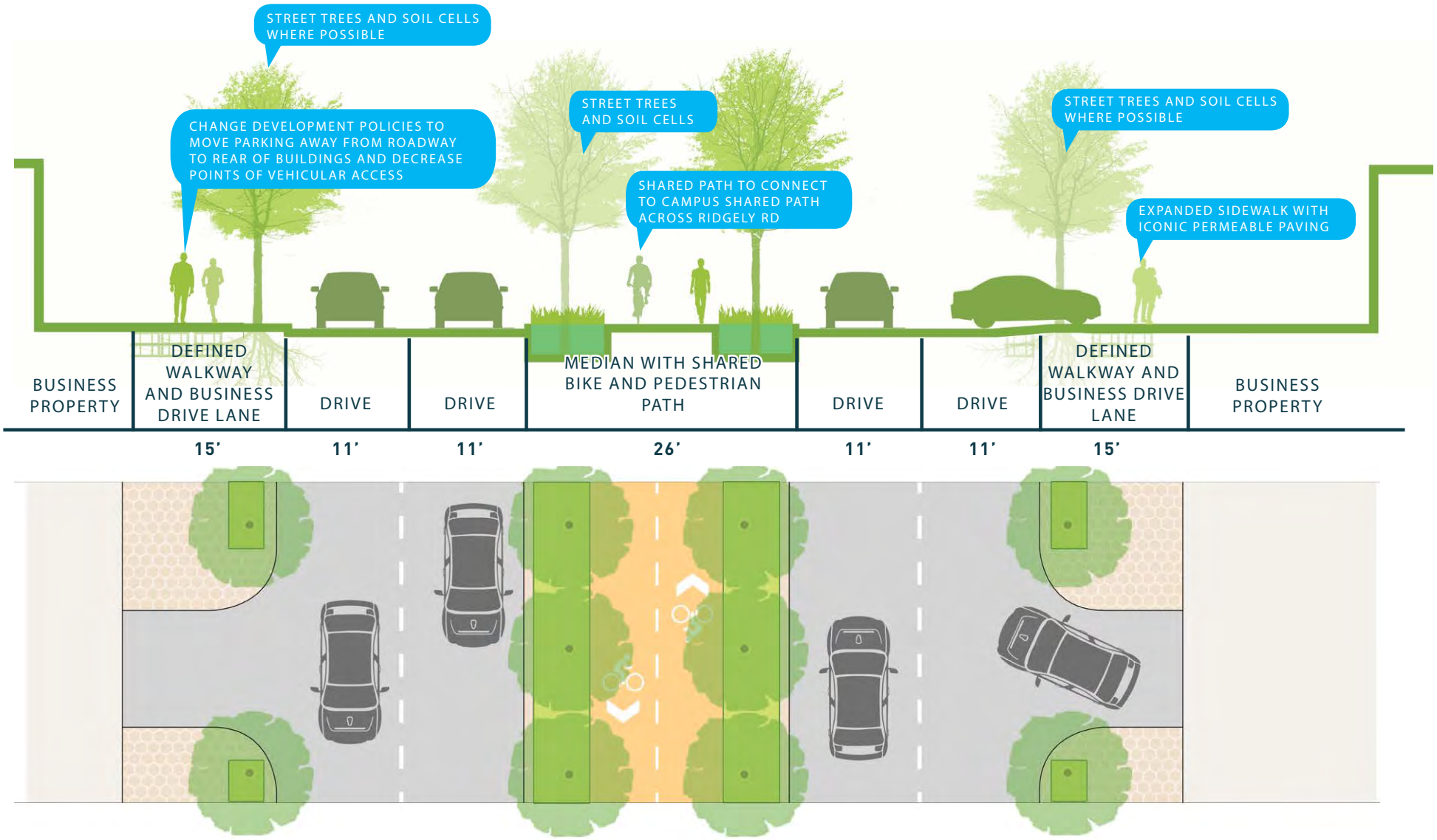


FIGURE 63 *A proposed street design of International Boulevard between Tyler St. and Polk St.*

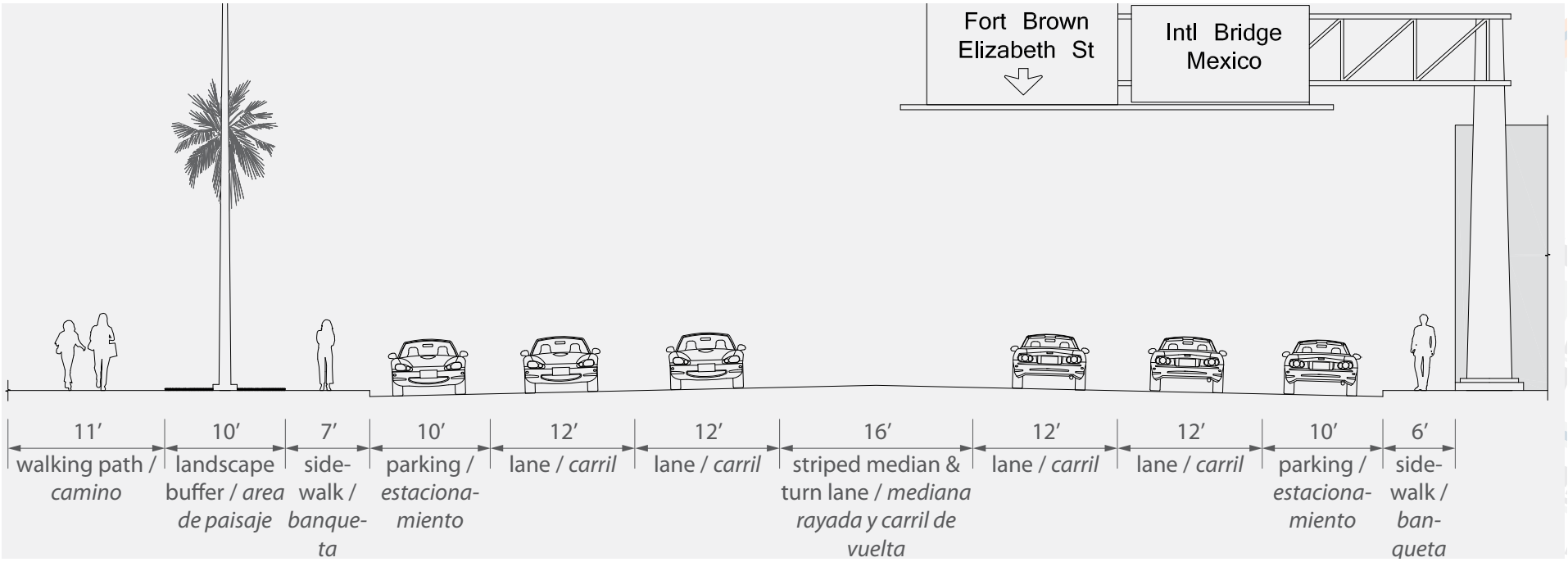


FIGURE 54 *An existing section cut of International Boulevard, showing pedestrian paths, landscape buffer, and traffic lane dimensions.*

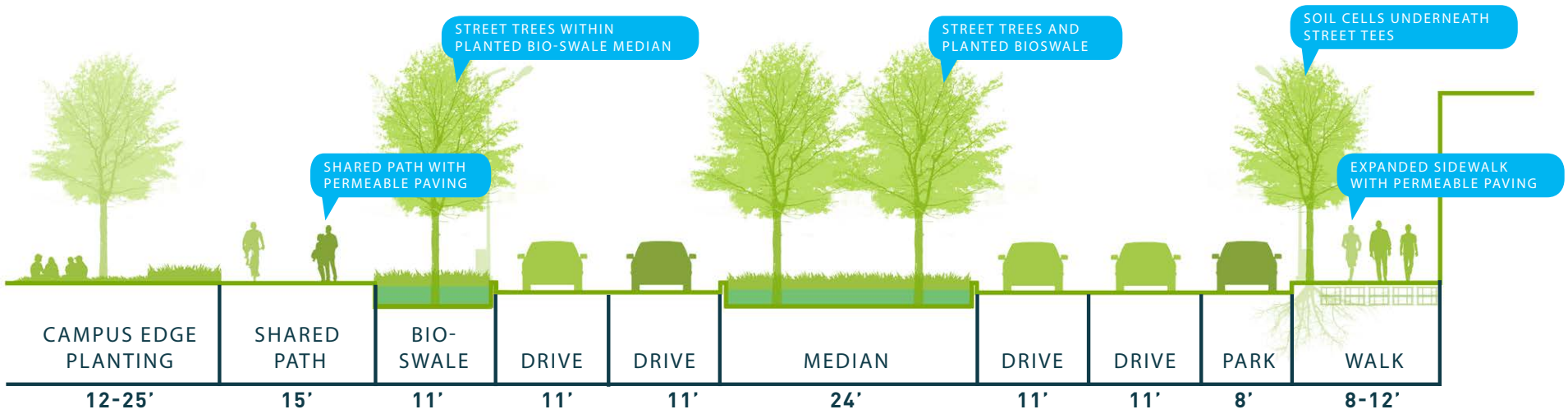


FIGURE 55 *A proposed street design for site 3.*

FIGURE 56 *Before: A view of International Boulevard on Texas Southmost College campus.*

FIGURE 57 *After: A rendering of improvements on International Boulevard on Texas Southmost College Campus with new street trees in a planted bioswale and a shared path.*

1. FLEXIBLE PLAZA SPACE WITH PERMEABLE PAVING
2. SLOW TRAFFIC AT ENTRANCE TO INTERNATIONAL BLVD. BY REDUCING LANE WIDTHS AND ADDING MEDIAN
3. PLANTED BERM AND WATER WALL WITH ENTRY SIGNAGE
4. PRIMARY WAITING ZONE AND PICK UP
5. TAXI PICK UP
6. TRAFFIC TABLES
7. DROP OFF AREA
8. STORMWATER PARK. A PARK WITH DETENTION BASINS AND LUSH PLANTING THAT MANAGE STORMWATER AND PROVIDE EDUCATIONAL OPPORTUNITIES FOR THE COMMUNITY
9. ENTRY PLAZA: A PLAZA THAT SLOWS AND DIRECTS TRAFFIC

V PERSPECTIVE VIEW, FIGURE 37

FIGURE 36 *A design proposal for Site 1.*

FIGURE 37 *After: A view of the design proposal at International Boulevard from East Elizabeth Street toward Texas Southmost College, featuring a lush planted berm and unique welcoming signange incorporated into a water wall.*

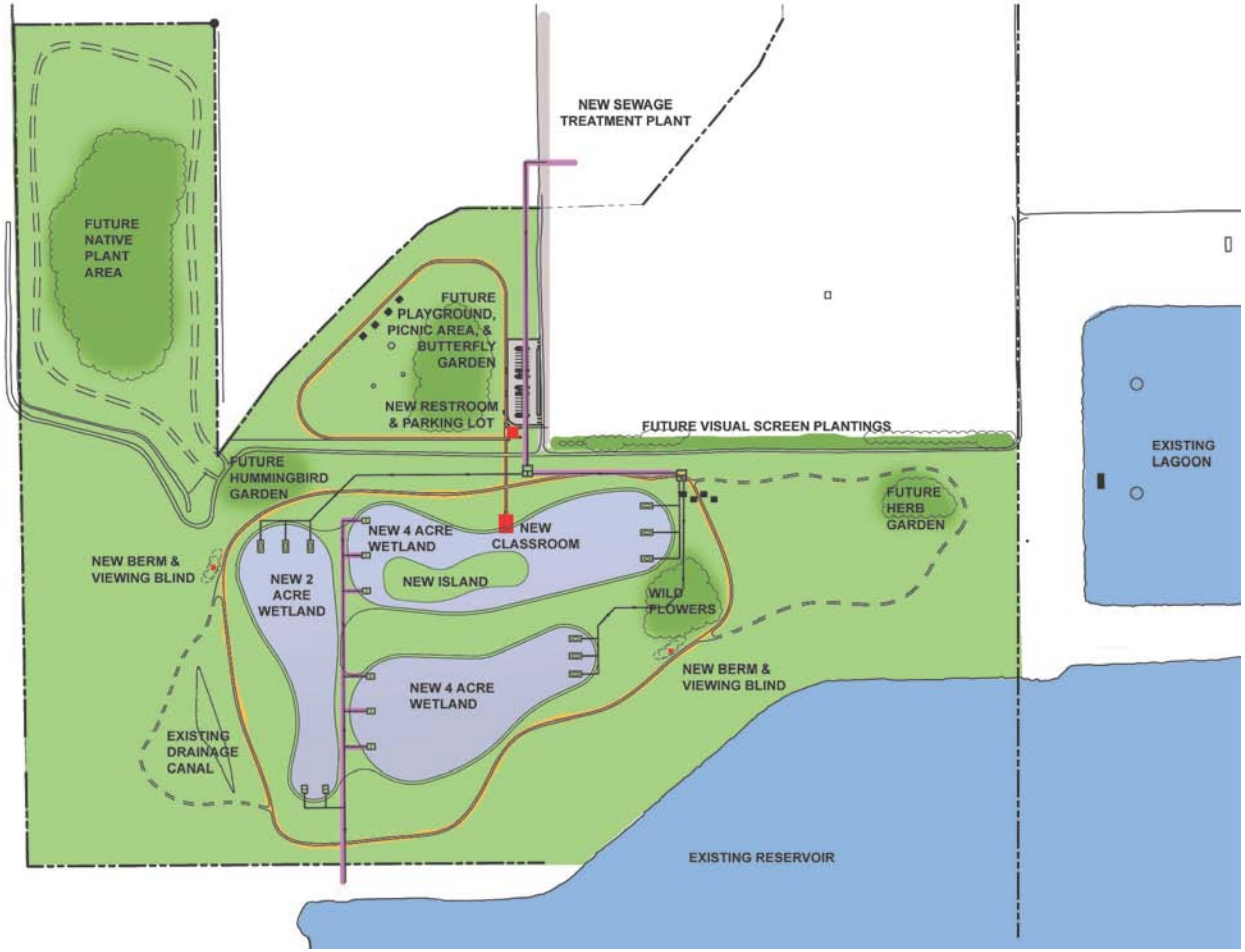
FIGURE 43 *Manassas Park Elementary School in Manassas Park, VA.*
PHOTO CREDIT *ASLA.org/2011awards*

Planted detention ponds store and slow stormwater runoff, mitigating flooding in the surrounding areas. Detention ponds also act as an educational feature, providing community members and students with an outdoor classroom or a space for social gatherings.

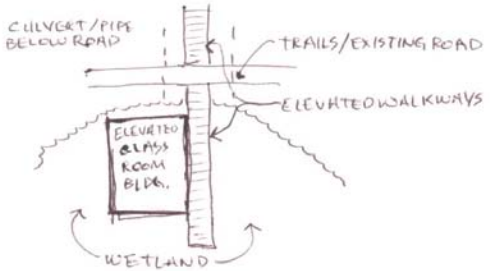
FIGURE 77 *A design proposal for Site 5.*

FIGURE 78 *Before: A view of the alley between E Washington St. and E Adams St.*

FIGURE 79 *After: A rendering of the alley between E Washington St. and E Adams St. with paving improvements, new lighting and murals on building walls. Stormwater features for this site include permeable paving with gravel storage below ground and rain gardens.*



(2) VISITOR FOLLOWS EFFLUENT AS IT FLOWS BELOW EXISTING ROAD & INTO LARGE WETLAND RESERVOIR. ABOVE, VISITOR IS AT TRAIL HEAD & ENTRY TO CLASSROOM



(3) BRIDGES & ELEVATED OBSERVATION STATIONS TO EXPERIENCE WETLANDS FROM UNUSUAL PERSPECTIVES. SPECIAL ATTENTION PAID TO GRADING @ TOWERS FOR ACCESSIBILITY

megamorphosis


RESERVED
PARKING
VAN
ACCESSIBLE
RESERVED
PARKING
VAN
ACCESSIBLE


LA FERIA RECREATION CENTER


the participatory design process
CREATE A BIKE/ PEDESTRIAN CORRIDOR (COMPLETE STREET)
RIO GRANDE
MATAMOROS, MEXICO
Enhance the existing park and create a destination point
Waterfront Overlook
Stormwater Collection Points: Rain garden filtration system cleans water
elements
Observation Deck/ Tower
BIRD OBSERVATION TOWER GRASWARDER, GERMANY
CITY PARK DECK NEW ORLEANS
Waterfront Park
BUFFALO BAYOU, HOUSTON
design
CONNECT TO COMMUNITY
Option 2
Create an iconic riverfront park
Make more accessible connections to park
Complete Streets Strategies along
garden filtration system cleans water before entering the Rio Grande
Terraced rain gardens
Connections proposed open space