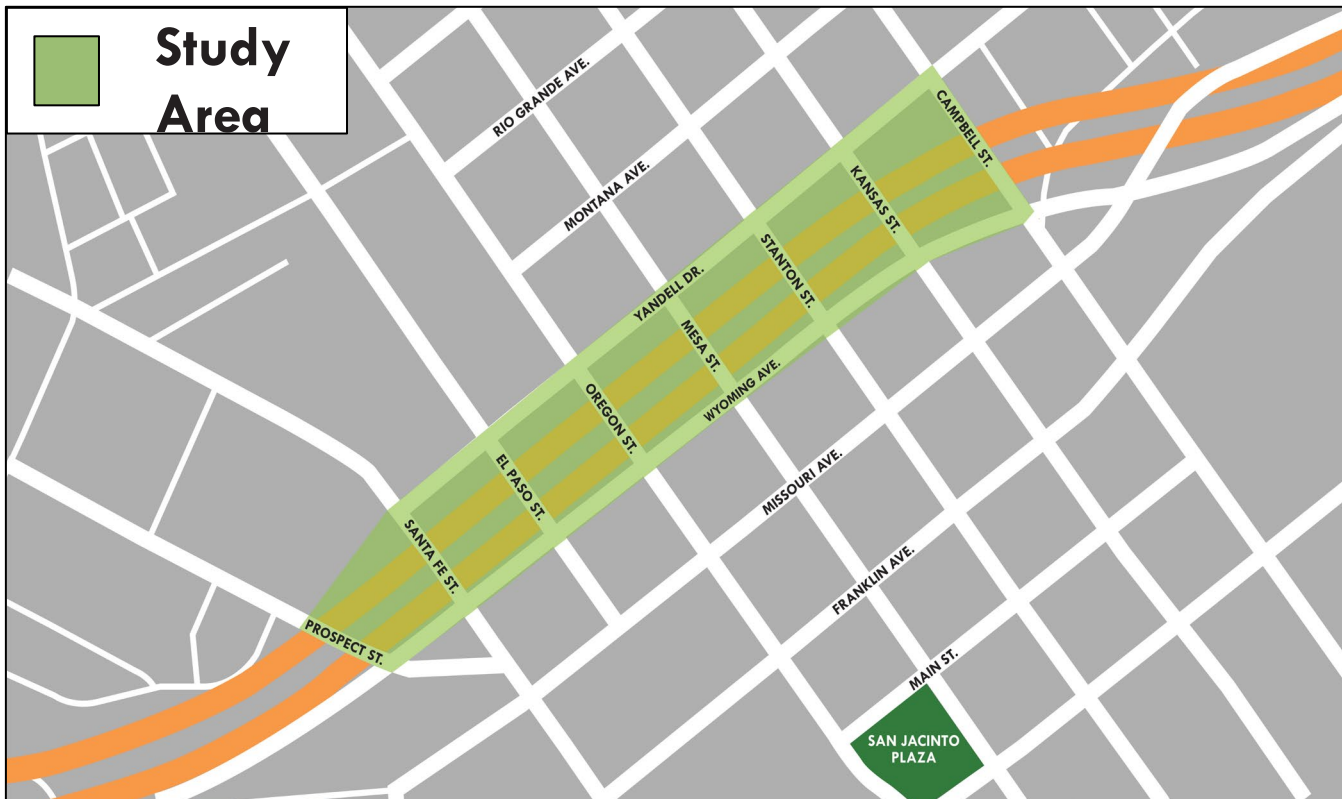


DOWNTOWN DECK PLAZA



- Paso del Norte Health Foundation engaged OJB Landscape Architects in 2018 to create vision for a Deck Plaza over I-10 in the downtown corridor
- Paso del Norte Community Foundation established **Downtown Deck Plaza Foundation** to support development of the project
- City of El Paso received **\$900,000 RAISE grant** from U.S. DOT for **design, engineering and community engagement**. Downtown Deck Plaza Foundation providing \$400,000+ in matching funds.
- With Phase I Feasibility Study nearly complete, opportunity to apply U.S. DOT's **Reconnecting Communities Program** for PS&E (detailed design documents).

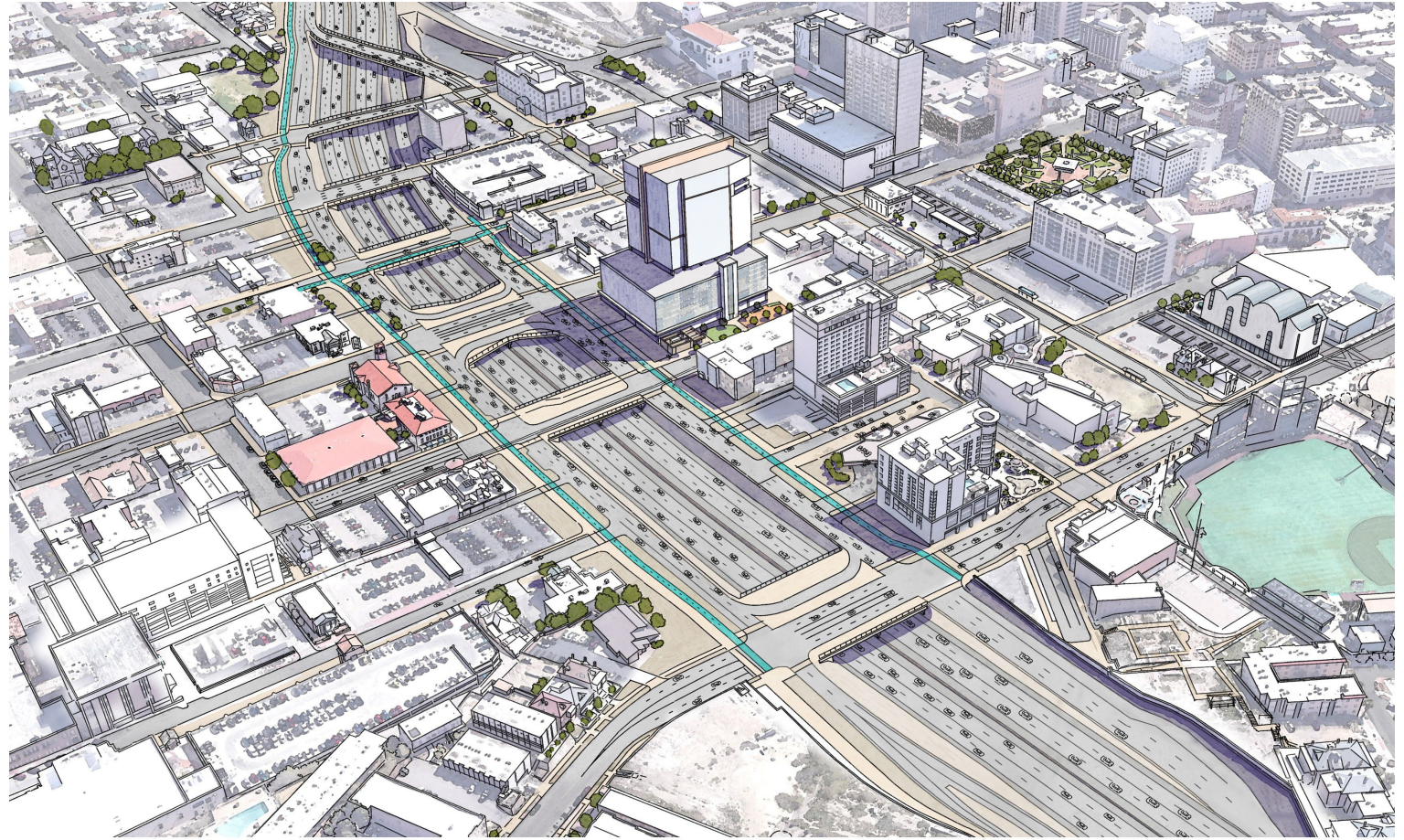
WHY NOW?



Photo courtesy of El Paso Herald Post Records MS348, Special Collections at UTEP Library

- In 1969, work was underway to extend I-10 through El Paso.
- The project disrupted the heart of Downtown El Paso — and the fabric of El Paso's urban core — with a sunken freeway.
- TxDOT has prioritized and funded the reconstruction of I-10 from Executive Center to Copia with \$500M allocated for Downtown segment.
- With I-10 reconstruction, **we have a once-in-a-generation opportunity** to create a new community space.

TXDOT PLANS FOR DOWNTOWN 1-10



El Paso Deck Plaza | TxDOT Proposed Alt. I

FOR DECK PLAZA ILLUSTRATION PURPOSES ONLY - The visual representation provided herein is solely for illustrative purposes and is based upon the Texas Department of Transportation's Alternative I. The deck plaza's depicted location, dimensions, and design features are conceptual and subject to change without notice due to ongoing analysis, design refinement, stakeholder input, and other determinative factors. No warranty or representation is made, express or implied, regarding this illustration's finality, accuracy, or completeness. Reliance upon this illustration for any purpose by any party shall be at the sole risk of that party and without liability on the part of the creators, authors, or any affiliated entities.

A BETTER VISION FOR THE DOWNTOWN CORRIDOR



El Paso Deck Plaza | **Proposed Urban Design**

FOR DECK PLAZA ILLUSTRATION PURPOSES ONLY - The visual representation provided herein is solely for illustrative purposes and is based upon the Texas Department of Transportation's Alternative 1. The deck plaza's depicted location, dimensions, and design features are conceptual and subject to change without notice due to ongoing analysis, design refinement, stakeholder input, and other determinative factors. No warranty or representation is made, express or implied, regarding this illustration's finality, accuracy or completeness. Reliance upon this illustration for any purpose by any party shall be at the sole risk of that party and without liability on the part of the creators, authors, or any affiliated entities.

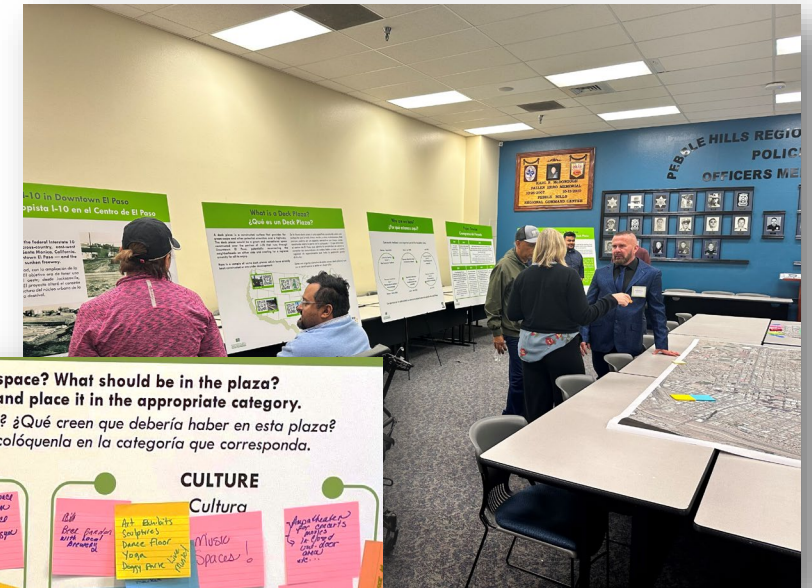
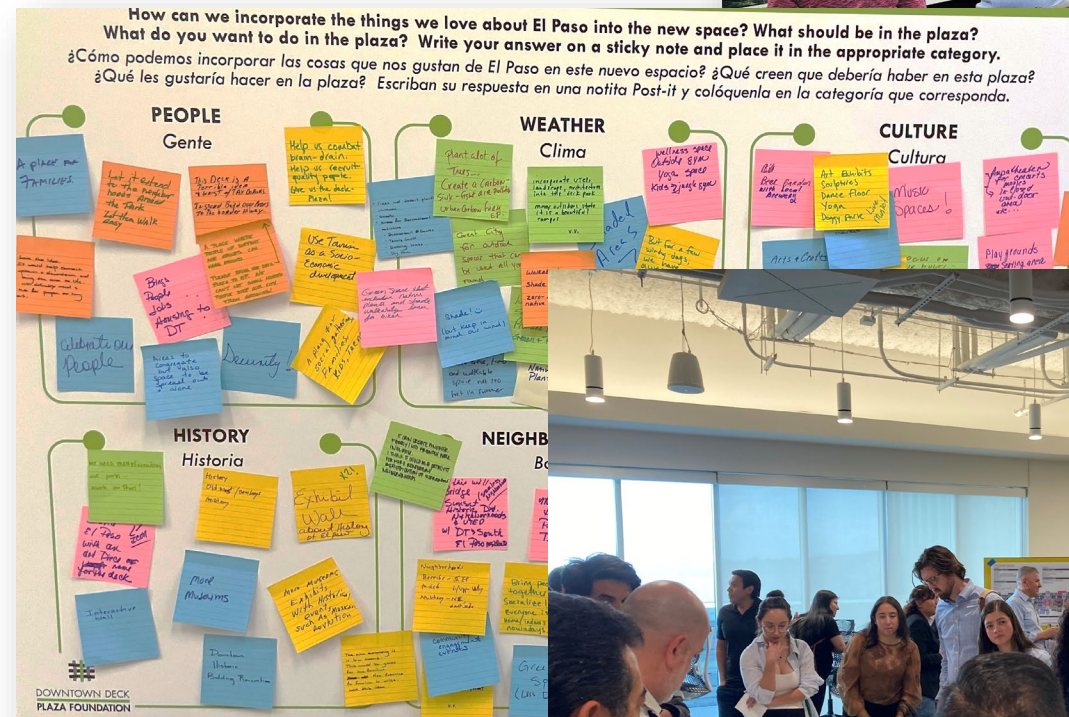


WHY RECONNECTING COMMUNITIES?

COMMUNITY ENGAGEMENT

- Community Meetings across El Paso in February-April 2023
- Community Open House in July 2024

DowntownDeckPlaza.org



Goals & Metrics

Authentic Cultural Crossroads

- Symbolism
- Heritage
- Contemporary Culture
- Common Ground

Inviting Sense of Place

- Active edges
- Amenity & Programming Variety
- Shade
- Safety
- Noise Mitigation

Enhanced Accessibility/ Connectivity

- Street Grid
- Walkability
- ADA Access
- Bike-ability
- Transit access
- Vehicular access
- Parking

Implementation Feasibility:

- Constructability
- Infrastructure Compatibility
- TXDOT Alignment
- Traffic Capacity Thresholds
- Cost
- Phasing
- Value Capture

Inclusive Economic Development

- Local Businesses
- Local Institutions
- Minimizing Displacement

Sustainability/Climate Action

- Native Planting
- Water Conservation
- Heat Island Reduction
- Energy Conservation



DOWNTOWN DECK PLAZA SITE PLAN



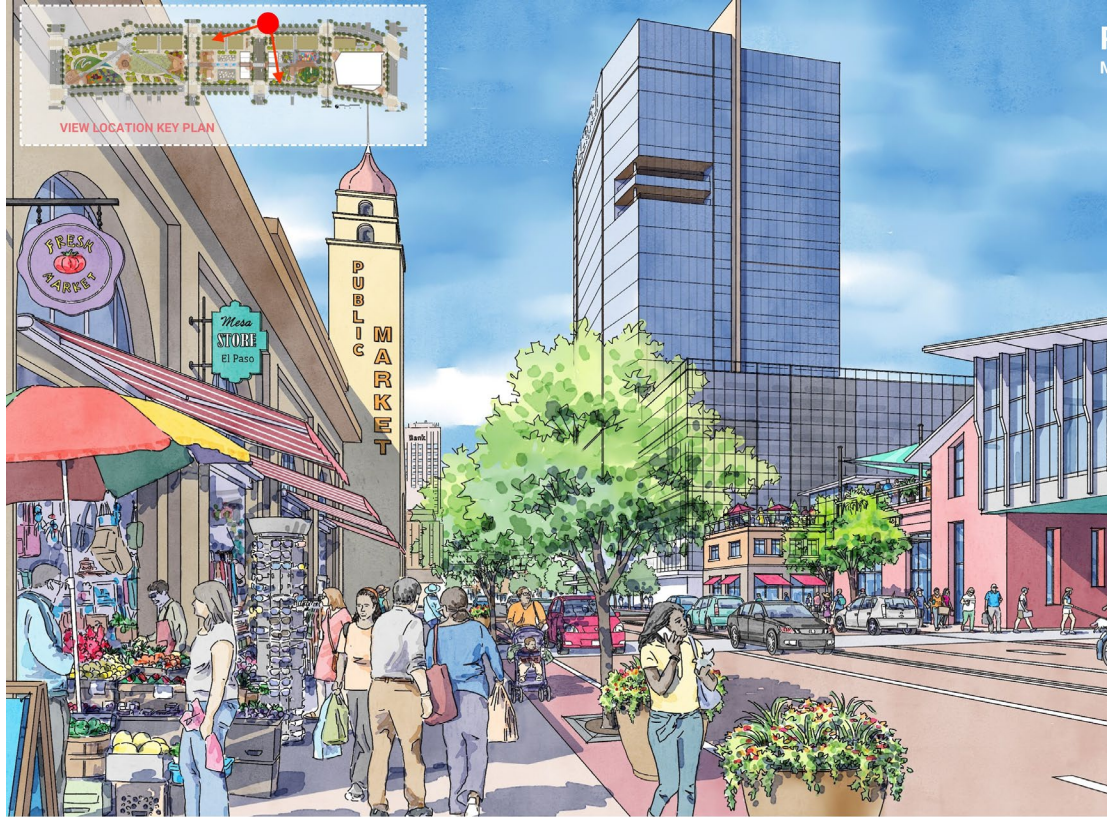
za | Proposed Urban Design

FOR DECK PLAZA ILLUSTRATION PURPOSES ONLY - The visual representation provided herein is solely for illustrative purposes and is based upon the Texas Department of Transportation's Alternative I. The deck plaza's depicted location, dimensions, and design features are conceptual and subject to change without notice due to ongoing analysis, design refinement, stakeholder input, and other determinative factors. No warranty or representation is made, express or implied, regarding this illustration's finality, accuracy, or completeness. Reliance upon this illustration for any purpose by any party shall be at the sole risk of that party and without liability on the part of the creators, authors, or any affiliated entities.



a | Proposed Urban Design

FOR DECK PLAZA ILLUSTRATION PURPOSES ONLY - The visual representation provided herein is solely for illustrative purposes and is based upon the Texas Department of Transportation's Alternative I. The deck plaza's depicted location, dimensions, and design features are conceptual and subject to change without notice due to ongoing analysis, design refinement, stakeholder input, and other determinative factors. No warranty or representation is made, express or implied, regarding this illustration's finality, accuracy, or completeness. Reliance upon this illustration for any purpose by any party shall be at the sole risk of that party and without liability on the part of the creators, authors, or any affiliated entities.



El Paso Deck Plaza | Proposed Urban Design

FOR DECK PLAZA ILLUSTRATION PURPOSES ONLY - The visual representation provided herein is solely for illustrative purposes and is based upon the Texas Department of Transportation's Alternative I. The deck plaza's depicted location, dimensions, and features are conceptual and subject to change without notice due to ongoing analysis, design refinement, stakeholder input, and other determinative factors. No warranty or representation is made, express or implied, regarding the illustration's final accuracy or completeness. Reliance upon this illustration for any purpose by any party shall be at the sole risk of that party without liability on the part of the creators, authors, or any affiliated entities.



Proposed Urban Design

FOR DECK PLAZA ILLUSTRATION PURPOSES ONLY - The visual representation provided herein is based upon the Texas Department of Transportation's Alternative I. The deck plaza's depicted features are conceptual and subject to change without notice due to ongoing analysis, design refinement, stakeholder input, and other determinative factors. No warranty or representation is made, express or implied, regarding the illustration's final accuracy or completeness. Reliance upon this illustration for any purpose by any party shall be at the sole risk of that party without liability on the part of the creators, authors, or any affiliated entities.



El Paso Deck Plaza | Proposed Urban Design

FOR DECK PLAZA ILLUSTRATION PURPOSES ONLY - The visual representation provided herein is solely for illustrative purposes and is based upon the Texas Department of Transportation's Alternative 1. The deck plaza's depicted location, dimensions, and design features are conceptual and subject to change without notice due to ongoing analysis, design refinement, stakeholder input, and other determinative factors. No warranty or representation is made, express or implied, regarding this illustration's finality, accuracy, or completeness. Reliance upon this illustration for any purpose by any party shall be at the sole risk of that party and without liability on the part of the creators, authors, or any affiliated entities.

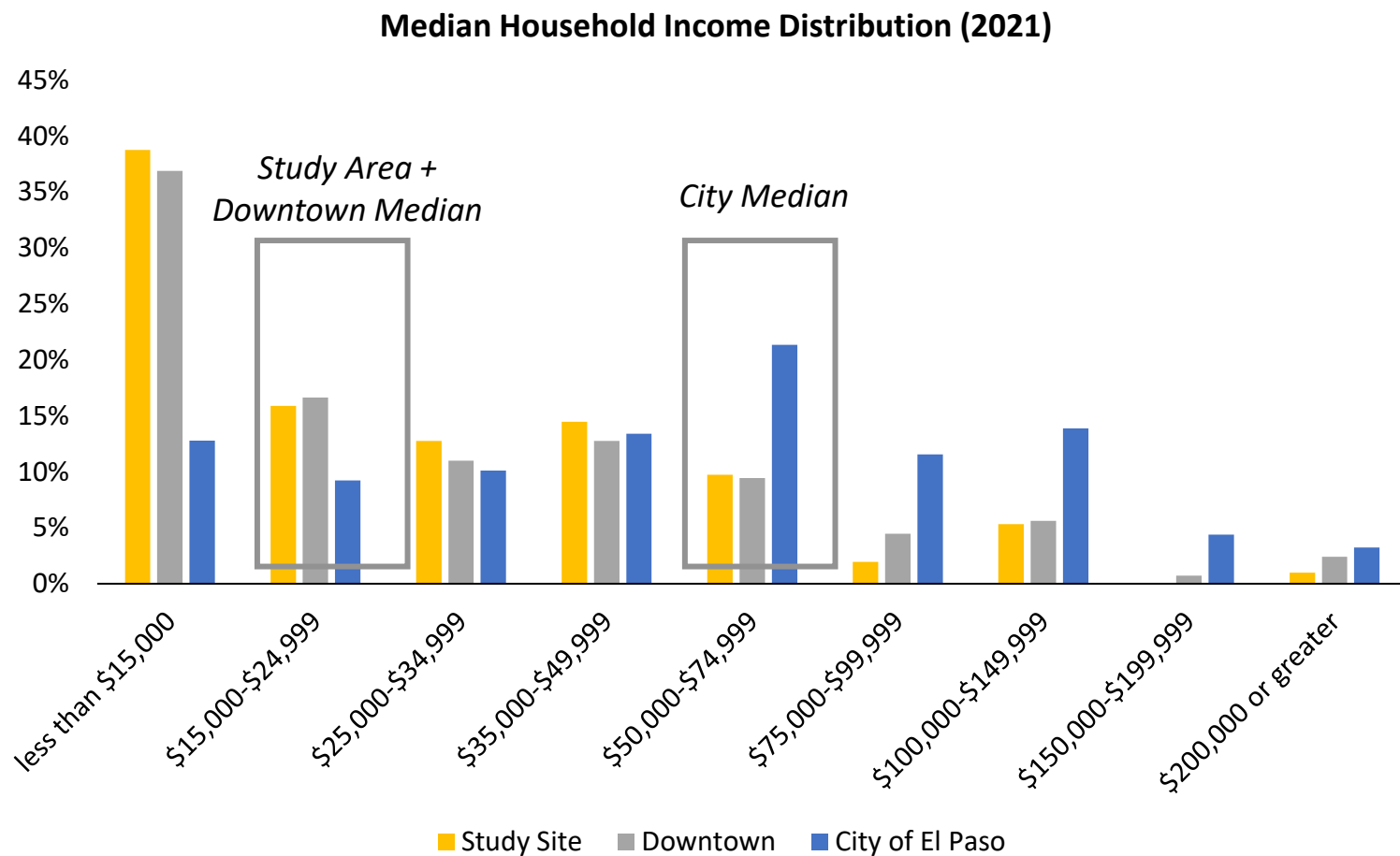
Demographic Analysis

The Study Area and Downtown have a significantly higher concentration of households with lower-than-average household income and almost no resident with an income over \$75K.

The median household income in El Paso is \$54,000, but in Downtown it is only \$22,000, and in the Study Area it is even lower at \$20,000.

These areas have some of the highest concentrations of households earning less than \$25,000 annually in El Paso. Both Downtown and the Study Area have a significant proportion of low-income households and individuals experiencing poverty.

This highlights the need for affordable housing developments, particularly in the Study Area and Downtown.



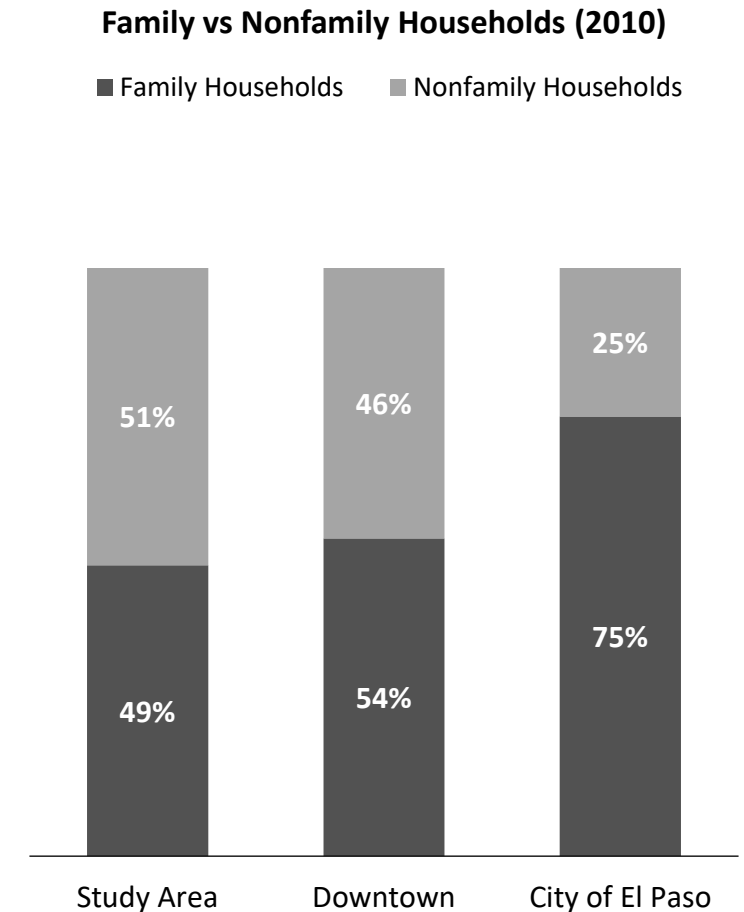
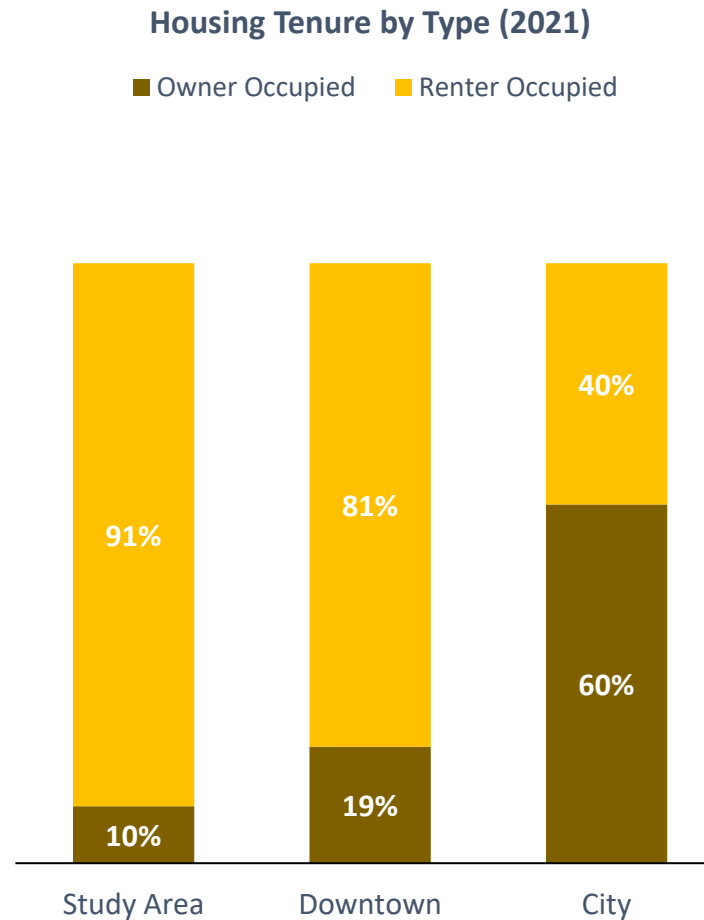
Demographic Analysis

The downtown and study area have a significantly higher proportion of renters and nonfamily households than the City of El Paso.

The Study Area has an extremely high renter population compared to City of El Paso, with 91% renters.

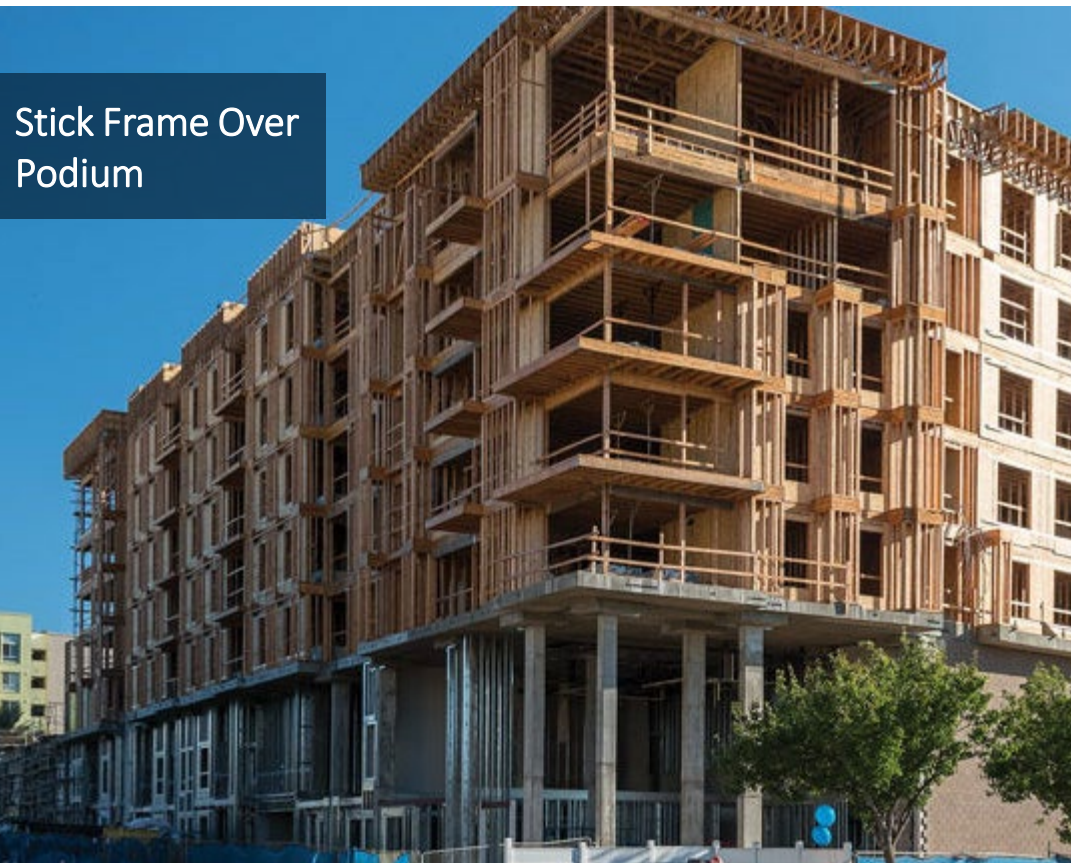
Furthermore, there is a higher percentage of non-family households, meaning 51% of households consist of individuals living alone or sharing their residence with unrelated individuals.

This highlights the pressing need for affordable housing options in both Downtown and the Study Area.



Soft Site Analysis

Lower-cost construction methods, on par with what has been completed recently, will be the most financially feasible in the existing market, though there may be room for some denser steel-framed buildings as the market strengthens.



For planning purposes, order of magnitude Opinions of Probable Construction Cost (OPCC) were prepared for several areas:

PHASE I

CITY GARDEN + EVENT SPACE

Sante Fe' to Oregon Streets - Deck Park	Square Footage 147,285 sf
Park Amenities	\$6,585,970.00
Site Prep for Future Development / Not on Structure	\$220,000.00
Deck Structure	\$35,903,124.50
Mobility Improvements	\$1,565,553.33
Total with Fees, Permits, Design & Construction Contingencies // Year 2024	\$64,198,239.36
Total with Fees, Permits, Design & Construction Contingencies // Year 2027	\$69,976,080.90

MULTI-CULTURAL FORUM

Oregon to Mesa Streets - Deck Park	Square Footage 70,300 sf
Park Amenities	\$2,904,532.22
Site Prep for Future Development / Not on Structure	\$300,000.00
Buildings on Structure / Over Cantilever Deck	\$3,100,000.00
Deck Structure	\$15,118,432.50
Mobility Improvements	\$897,383.33
Total with Fees, Permits, Design & Construction Contingencies // Year 2024	\$32,448,736.12
Total with Fees, Permits, Design & Construction Contingencies // Year 2027	\$35,369,122.37
Phase I Total with Fees, Permits, Design & Construction Contingencies // Year 2027	\$105,345,203.27

PHASE II

BACK YARD GAMES

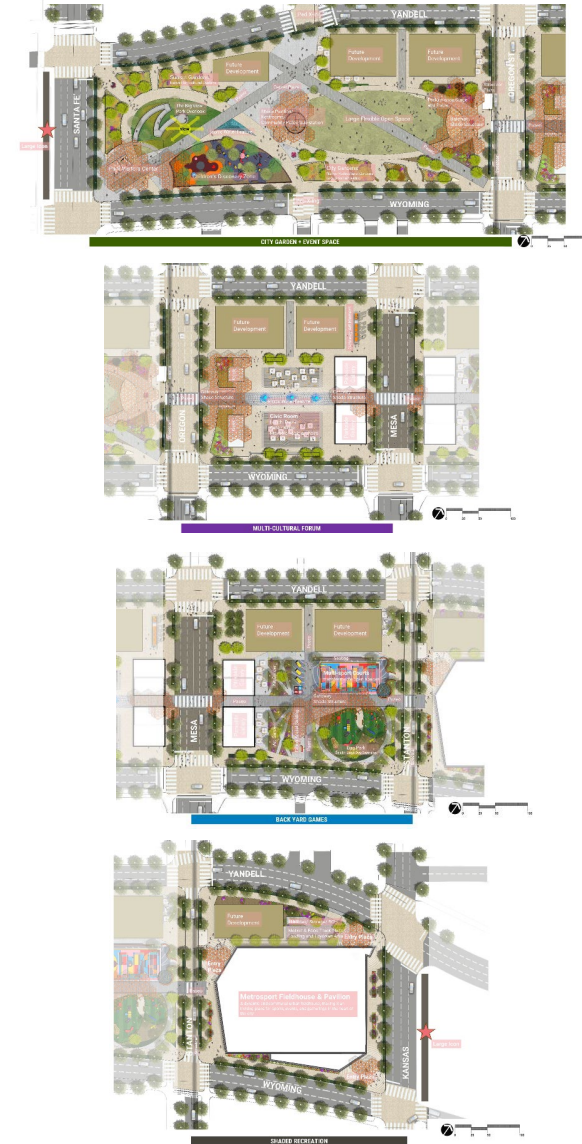
Mesa to Stanton Streets - Deck Park	Square Footage 76,743 sf
Park Amenities	\$3,956,758.89
Site Prep for Future Development / Not on Structure	\$300,000.00
Buildings on Structure / Over Cantilever Deck	\$3,100,000.00
Deck Structure	\$16,644,252.50
Mobility Improvements	\$921,403.33
Total with Fees, Permits, Design & Construction Contingencies // Year 2024	\$36,252,247.36
Total with Fees, Permits, Design & Construction Contingencies // Year 2027	\$39,514,949.62

SHADED RECREATION

Stanton to Kansas Streets - Deck Park	Square Footage 77,800 sf
Park Amenities	\$2,036,966.67
Site Prep for Future Development / Not on Structure	\$200,000.00
Buildings on Structure / Over Cantilever Deck	\$19,500,000.00
Deck Structure	\$16,493,612.75
Mobility Improvements	\$963,383.33
Total with Fees, Permits, Design & Construction Contingencies // Year 2024	\$56,890,318.02
Total with Fees, Permits, Design & Construction Contingencies // Year 2027	\$62,010,446.64
Phase II Total with Fees, Permits, Design & Construction Contingencies // Year 2027	\$101,525,396.26

Grand Total with Fees, Permits, Design & Construction Contingencies // Year 2027	\$206,870,599.53
Cost Per Acre (+/- 8.5 Acres total) // Year 2027	\$24,337,717.59

Project Areas:



Based on the Deck Plaza Concept from May 30, 2024, this opinion of probable cost estimate is a rough guide and should be confirmed by a professional cost estimator. It's based on similar deck park projects and doesn't include bridge structures, waterproofing, or tunnel-related costs. Costs may vary based on finishes, materials, and features. The estimate uses TxDOT prices and recent experience where possible.

How does this cost compare to other freeway lid parks?

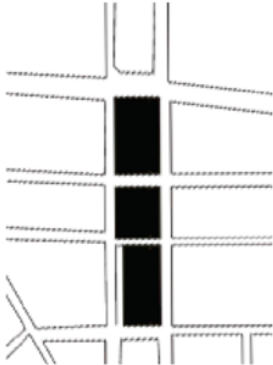
The estimated cost of \$24.3 million (Yr. 2027) per acre for a freeway lid park in El Paso aligns with the financial expectations for such projects. These costs reflect the complex engineering, extensive amenities, and high-quality programs characteristic of world-class parks, which serve not only local communities but also have regional significance.

El Paso Deck Plaza:
Size: 8.5 acres
\$24.3M/ acre (2027)



El Paso Deck Plaza

Klyde Warren Park:
Opened: 2012
Construction cost: \$110M
Size: 5.2 acres
\$21.15M/ acre (2012)
\$26.07M/ acre (est. 2027)



Klyde Warren Park

Frankie Pace Park:
Opened: 2023
Construction cost: \$32M
Size: approx. 3 Acres
\$10.66M/ acre (2022)
\$11.56M/ acre (est. 2027)



Frankie Pace Park

Central 70 Cover Park:
Opened: 2022
Construction cost: \$125M
Size: 4 acres
\$31.25M/ acre (2020)
\$34.56M/ acre (est. 2027)



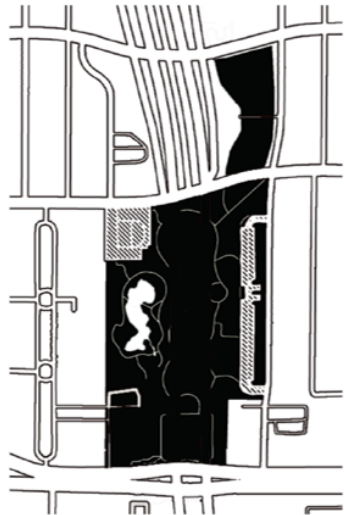
Central 70 Cover Park

Southern Gateway Park:
Under Construction
est. opening 2026
Construction cost: est. \$112M
Size: 2.8 acres (phase I)
\$40M/ acre



Southern Gateway Park - PH1

Margaret T. Hance Park:
Opened: April 1992
Size: 32 acres
Construction cost:
\$100M (1992)
\$237.56M (est. 2027)
\$7.42M/ acre (est. 2027)



Margaret T. Hance Park

Due to the size and scale of these types of complex infrastructure projects like the I-10 Deck Plaza, it can be difficult to identify one source of funding to complete the work. Often, these projects require phasing (completing one portion of the project at a time) and/or the accumulation and combination of several funding sources known as a “capital stack.”

Federal Grants	Federal Loans	Bond	State	Local Funding
Reconnecting Communities Pilot Program (RCP)	Transportation Infrastructure Finance and Innovation Act (TIFIA)	Private Activity Bonds	Texas Mobility Fund	Public Private Partnership (P3)
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Section 129 Loan	General Obligation Bonds		TIRZ/TIF/BID/CID
				Philanthropy/ Foundation

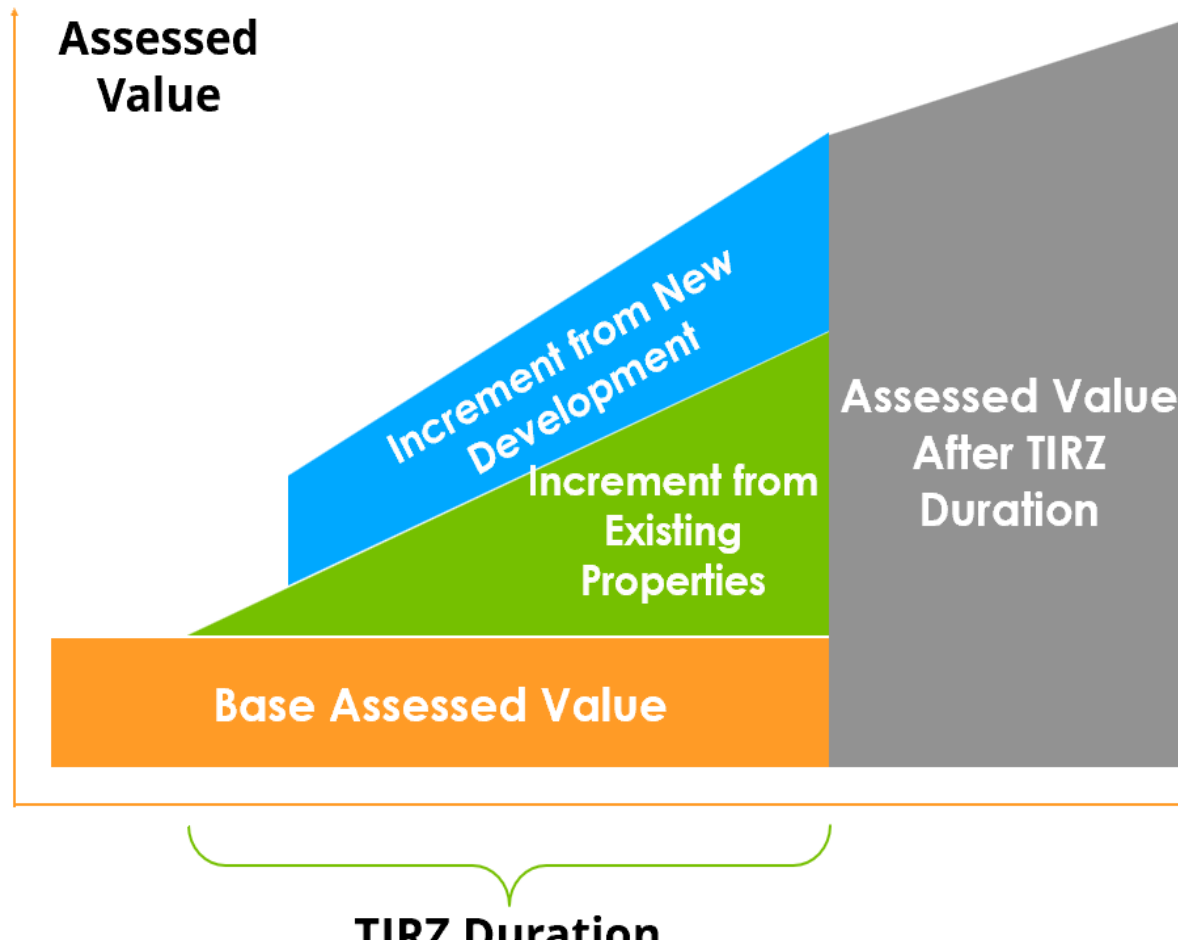
Multiple sources of funding to **not only** build the deck plaza, **but also** to fund operations and maintenance

How were other decks funded?

Local
State
Federal



The construction of the park will create additional property tax revenue in the area, creating an opportunity for value capture. A tax increment financing (TIF) district is a tool that allows participating entities to allocate a share of their incremental property tax towards a specific project without adding an additional fee.



Tax increment is generally generated by two sources. First, the value appreciation of **existing properties** over the base assessed value at the creation of the district. Second, the value of **new development** in the district after the district is created.

Tax Increment Reinvestment Zones (TIRZs) are a type of TID district in Texas used to pay for improvements in the zone, leading to business attraction and new development.

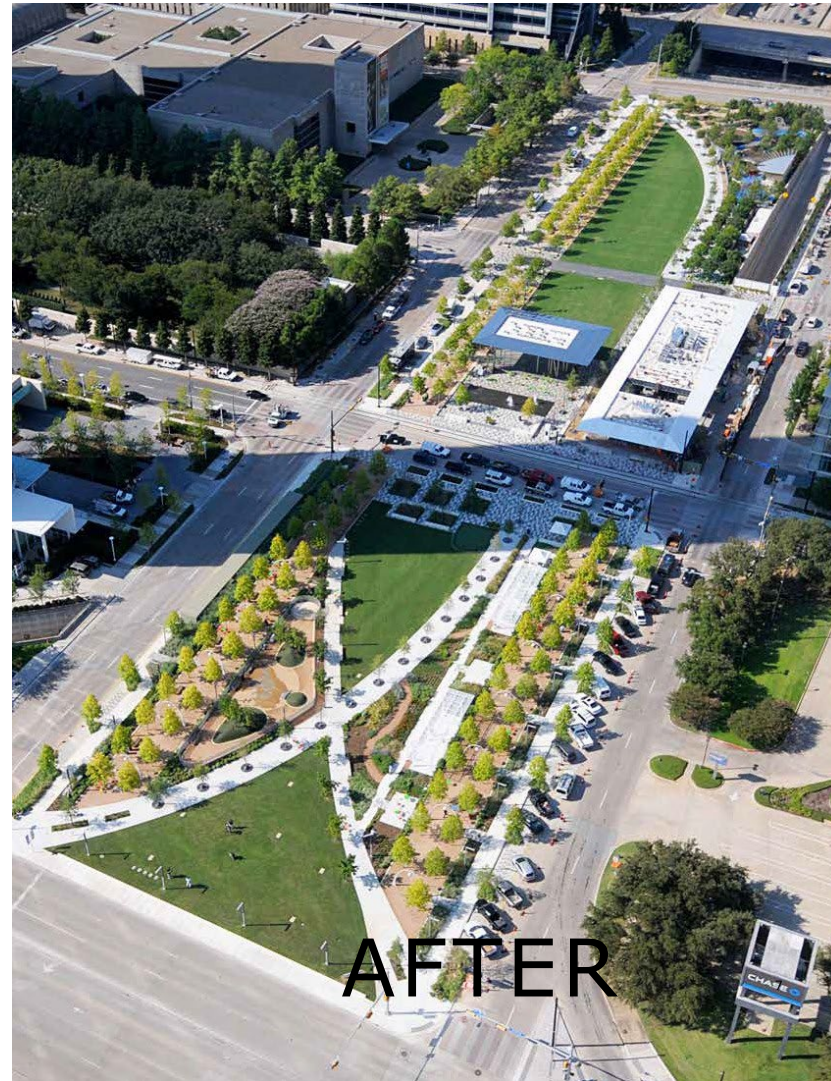
Their durations vary in El Paso, but the current political environment favors shorter durations, around 20 years.

THIS DOES NOT IMPACT YOUR PERSONAL PROPERTY

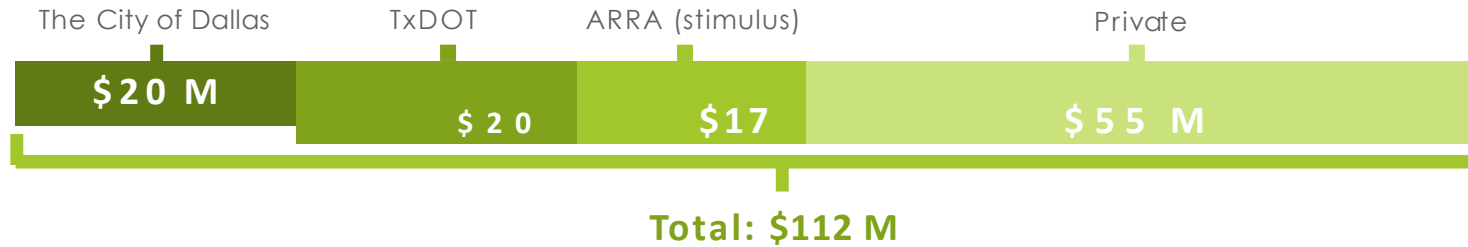
Deck Parks Across the U.S.



Klyde Warren Park, Dallas, Texas



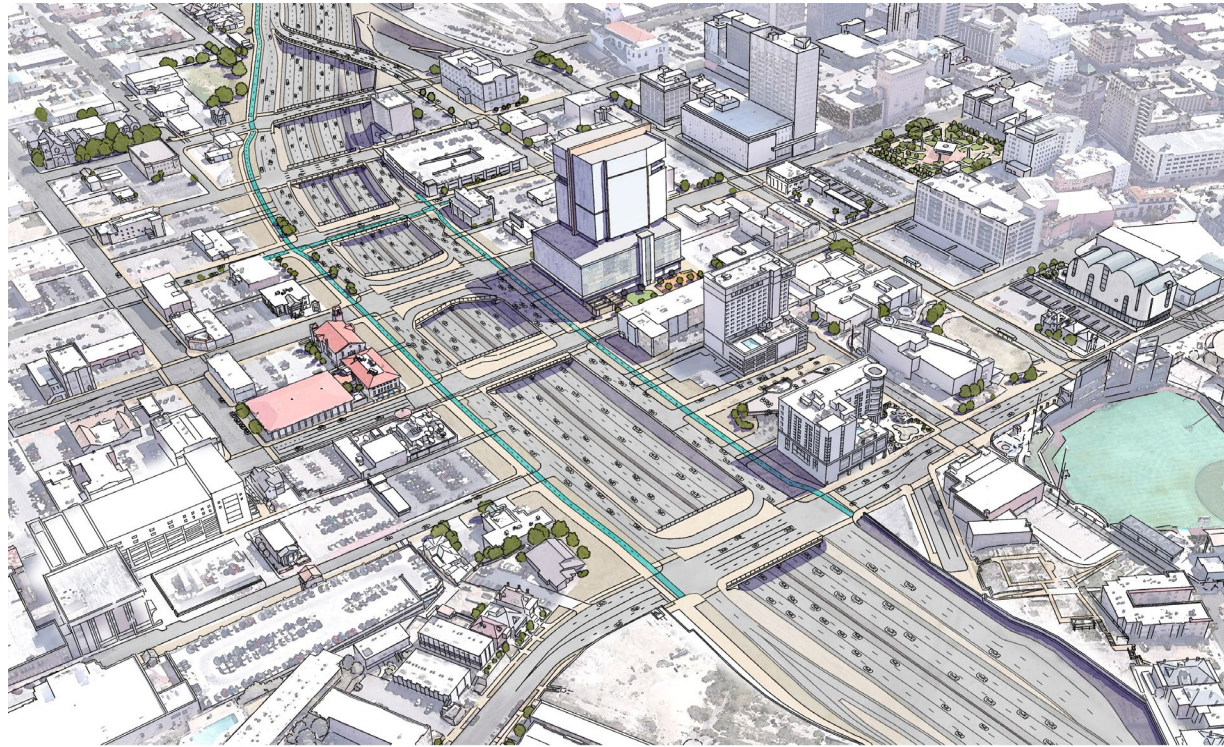
Economics of Klyde Warren Park



- Founded through public-private partnership to connect disjointed downtown neighborhoods
- Regional amenity and No 1 tourist attraction in Dallas; signature space in Dallas
- City invested \$20M; now generates \$15M a year
- \$2.5 bill to \$5.2 bill (2014 to 2019) value increase within PID
- Received Stimulus funds
- City of Dallas has 99 yr lease; operated by a nonprofit Park Foundation
- 40k people living within a 2 miles radius of park; 500 20 yrs ago
- 5.2 acres; currently expanding to include a visitors center
- Dallas received \$80M in federal funds this year for 4 new deck parks



NEXT STEPS



El Paso Deck Plaza | **TxDOT Proposed Alt. I**

FOR DECK PLAZA ILLUSTRATION PURPOSES ONLY. The visual representation provided herein is solely for illustrative purposes and is based upon the Texas Department of Transportation's Alternatives. The deck plaza's depicted location, dimensions, and design features are conceptual and subject to change without notice due to ongoing analysis, design refinement, stakeholder input, and other determinative factors. No warranty or representation is made, express or implied, regarding the Authority's finality, accuracy, or completeness. Reliance upon this illustration for any purpose by any party shall be at the sole risk of that party and without liability on the part of the creator, author, or any affiliated entities.



El Paso Deck Plaza | **Proposed Urban Design**

FOR DECK PLAZA ILLUSTRATION PURPOSES ONLY. The visual representation provided herein is solely for illustrative purposes and is based upon the Texas Department of Transportation's Alternatives. The deck plaza's depicted location, dimensions, and design features are conceptual and subject to change without notice due to ongoing analysis, design refinement, stakeholder input, and other determinative factors. No warranty or representation is made, express or implied, regarding the Authority's finality, accuracy, or completeness. Reliance upon this illustration for any purpose by any party shall be at the sole risk of that party and without liability on the part of the creator, author, or any affiliated entities.

