



Welcome

Overview

- Town bought property in 1980
- Planning for relocation of Police Station
- Department of Environmental Quality needs our vision in order to guide the remediation

Tonight

- What do you like about the revised redevelopment scenario?
- What questions do you have? What concerns do you have?
- What are some positive outcomes you can see for the future of this site?

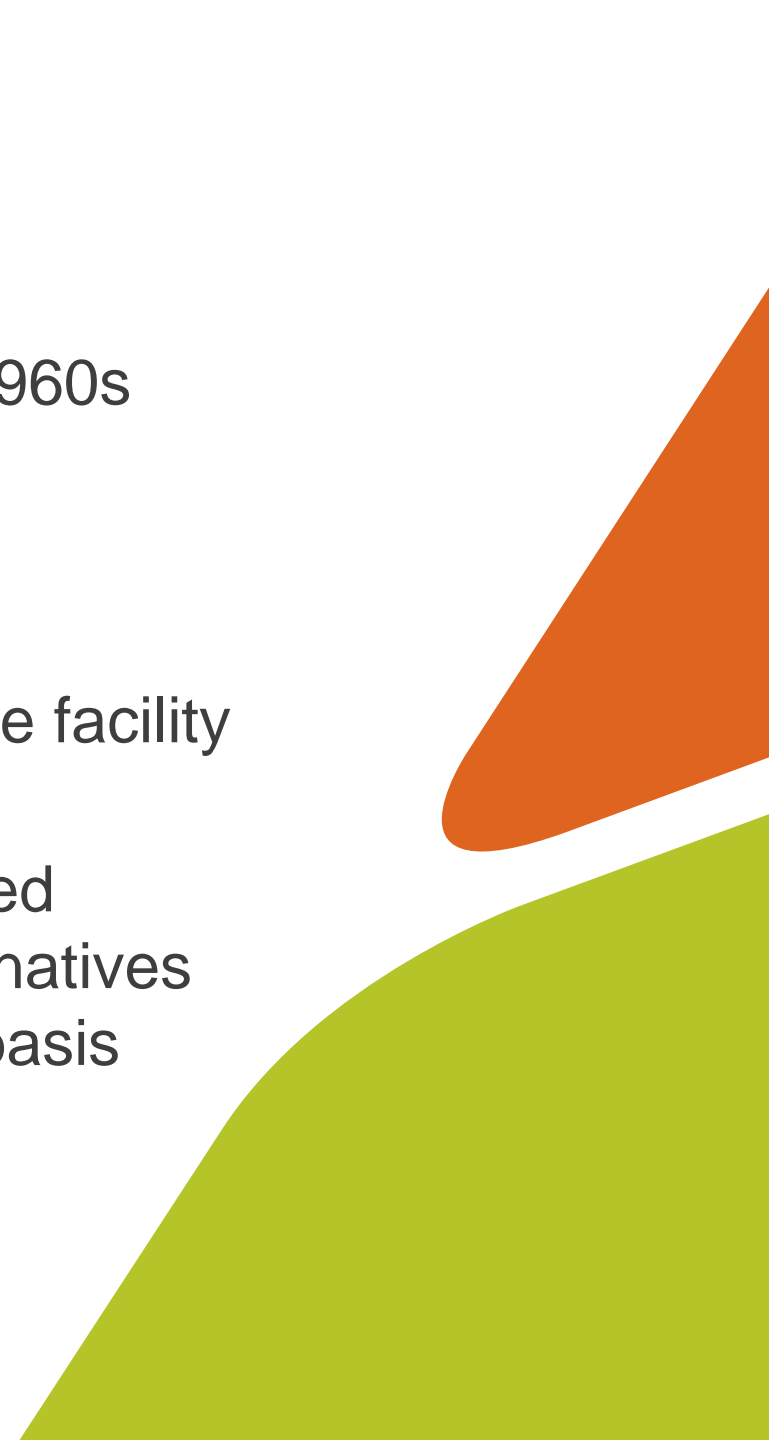
ENVIRONMENTAL UPDATE

CHAPEL HILL POLICE DEPARTMENT PROPERTY

David Goldman, P.G.
Kimley-Horn and Associates, Inc.

Steve Hart, P.G.
Hart & Hickman, PC

Site History

- Site operated as a borrow pit in 1950s and 1960s
 - Fill Site in 1960s and 1970s
 - Construction and demolition debris material
 - Coal combustion products (CCPs)
 - Town purchases property and develops police facility in 1980s
 - From 2013 to the present Town has conducted assessment and evaluation of remedial alternatives associated with the property on a voluntary basis
- 

Site Conditions

- Additional assessment completed by Hart & Hickman in early 2017 indicated the following:
 - Soil
 - Contaminants of Concern are metals, primarily arsenic, manganese, and selenium
 - CCP exposed at certain locations on the property
 - NC DEQ preliminary risk analysis indicates soil along Bolin trail not significant risk to users and construction workers (May 2016)
 - Groundwater
 - Contaminants of Concern are metals, primarily manganese and strontium
 - There are no groundwater users
 - Sediment and Surface Water
 - No significant impacts to Bolin Creek



Regulatory Timeline

- October 2013 - Phase I and II ESA reports by Falcon provided to NC DEQ
- May 2014 (2 letters) – NC DEQ requests the Town complete a Site Condition Questionnaire, provides notice the site is cataloged in the IHSB inventory, and requests additional site assessment
- March 2014 – Falcon provides environmental site characterization report to NC DEQ
- September 2014 – Town completes and submits Site Condition Questionnaire and provides updated groundwater sampling report requested by NC DEQ
- September 2014 - NC DEQ provides comments on the additional assessment reports and requests a work plan be prepared for additional evaluation of the site
- April 2015 – Falcon provides Phase I Remedial Investigation Work Plan

Regulatory Timeline Continued

- August 2015 – Falcon submits revision 1 of environmental site characterization report to NC DEQ
- March 2016 – Falcon submits revision 2 of environmental site characterization report to NC DEQ
- May 2016 – NC DEQ determines that there is “ a release or substantial threat of a release” and requests that a Remedial Investigation Work Plan be submitted.
- May 2016 – In response to NC DEQ and residents concerns, Town suspends work along Bolin Creek
- May 2016 – NC DEQ completes preliminary risk assessment and determines risks are below EPA and NC DEQ acceptable limits
- May 2016 – Town informs NC DEQ Hart Hickman will provide environmental services required for the site

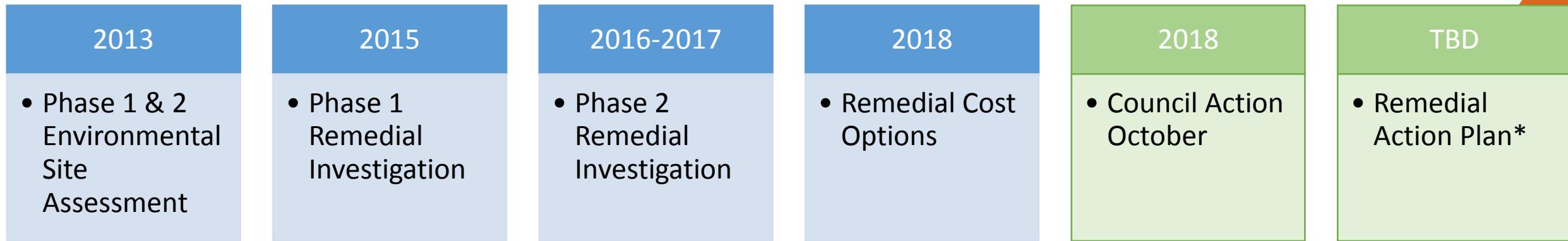
Regulatory Timeline continued

- July 2016 – Remedial Investigation Work Plan prepared by Hart Hickman submitted to NC DEQ
- September 2016 – Revised Remedial Investigation Work Plan prepared by Hart Hickman submitted to NC DEQ
- October 2016 – NC DEQ approves Remedial Investigation Work Plan
- January 2017 – Remedial Investigation Report by Hart Hickman completed and submitted to NC DEQ
- May 2017 – Revision 1 of Remedial Investigation Report submitted to NC DEQ
- August 2017 – Revision 2 of Remedial Investigation Report submitted to NC DEQ

Regulatory Timeline continued

- August 2017 – Revision 2 of Remedial Investigation Report submitted to NC DEQ
- December 2017 – Town initiates evaluation of remedial alternatives
- April 2018 – Town prepares work plan to complete construction of MLK tunnel underpass
- May 2018 – Town contacts NC DEQ and informs them that a concept/vision plan for reuse of the site is being prepared and once the plan is approved they will proceed with a remediation approach.
- June/August 2018 – Town provides quarterly project status updates to NC DEQ Inactive Hazardous Sites Division
- August 2018 – Preliminary cost analysis of remedial alternatives completed by Hart Hickman

Where are we in the process?



* Remedial Action Plan will depend on the path Council chooses for the future of the property.

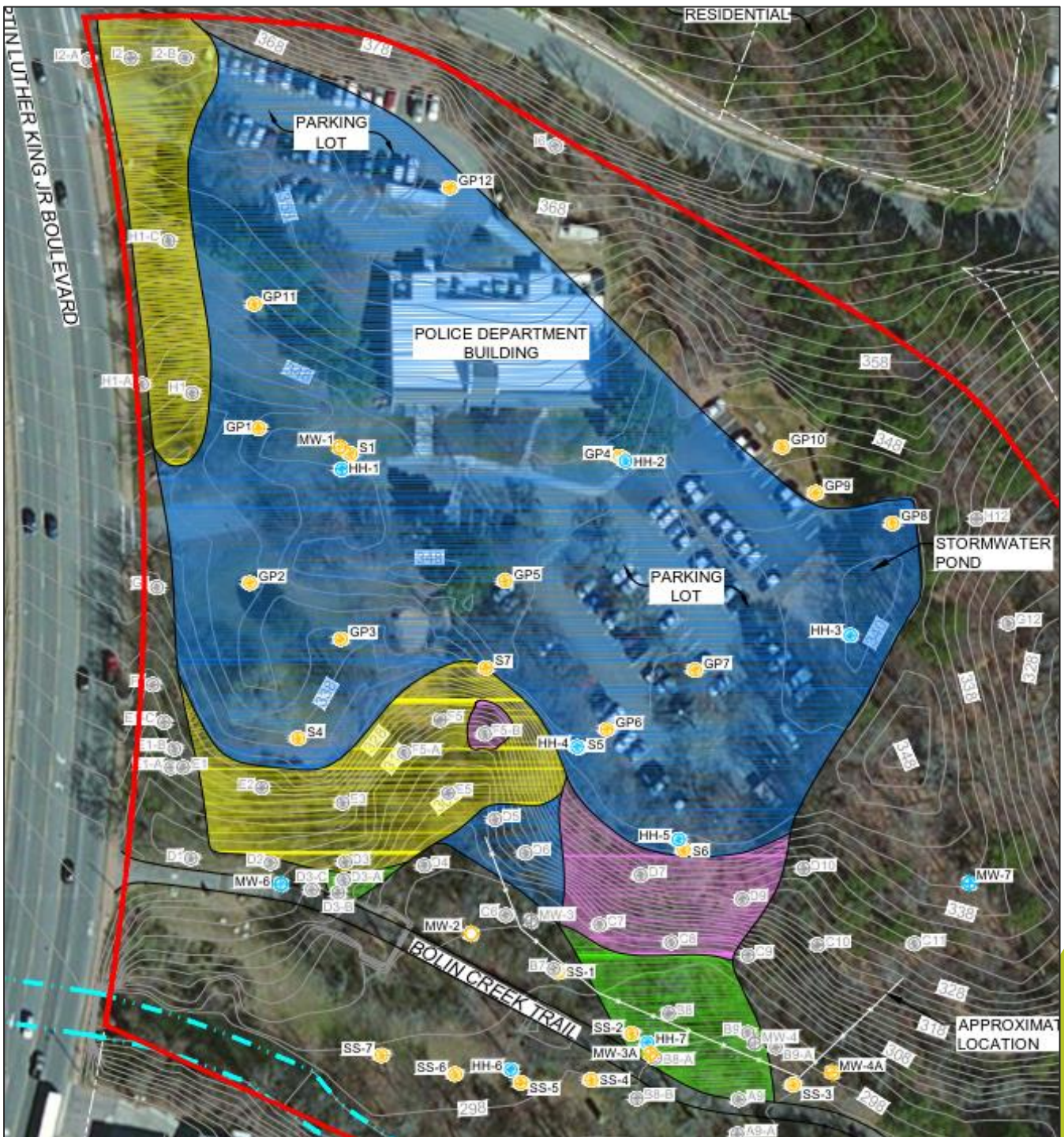
Regulatory Track and Remediation Options

- Regulatory Programs for Remediation (Voluntary)
 - NC Inactive Hazardous Sites Program
 - Administrative Agreement
 - Brownfields Program
 - Brownfields Agreement
 - Both programs regulated by NC DEQ
- Soil/CCP Remediation Options
 - Removal
 - Capping
 - Combination of removal and capping

Remediation Cost Estimate

- Preliminary Evaluation of Potential Cost for Two Remedial Alternatives
 - Remedial Alternative 1 – Full removal of CCP and contaminated soil (“Full Removal Approach”)
 - Remedial Alternative 2 – Combined capping, retention wall construction, and removal of CCP along trail (“Combined Approach”)
- Costs collected from two separate remediation contractors

Site Map



Preliminary Cost Range

- Remedial Alternative 1 – Full Removal
\$13,400,000 to \$15,900,000
- Remedial Alternative 2 – Combined Approach
\$1,600,000 to \$3,500,000

Preliminary Cost Range

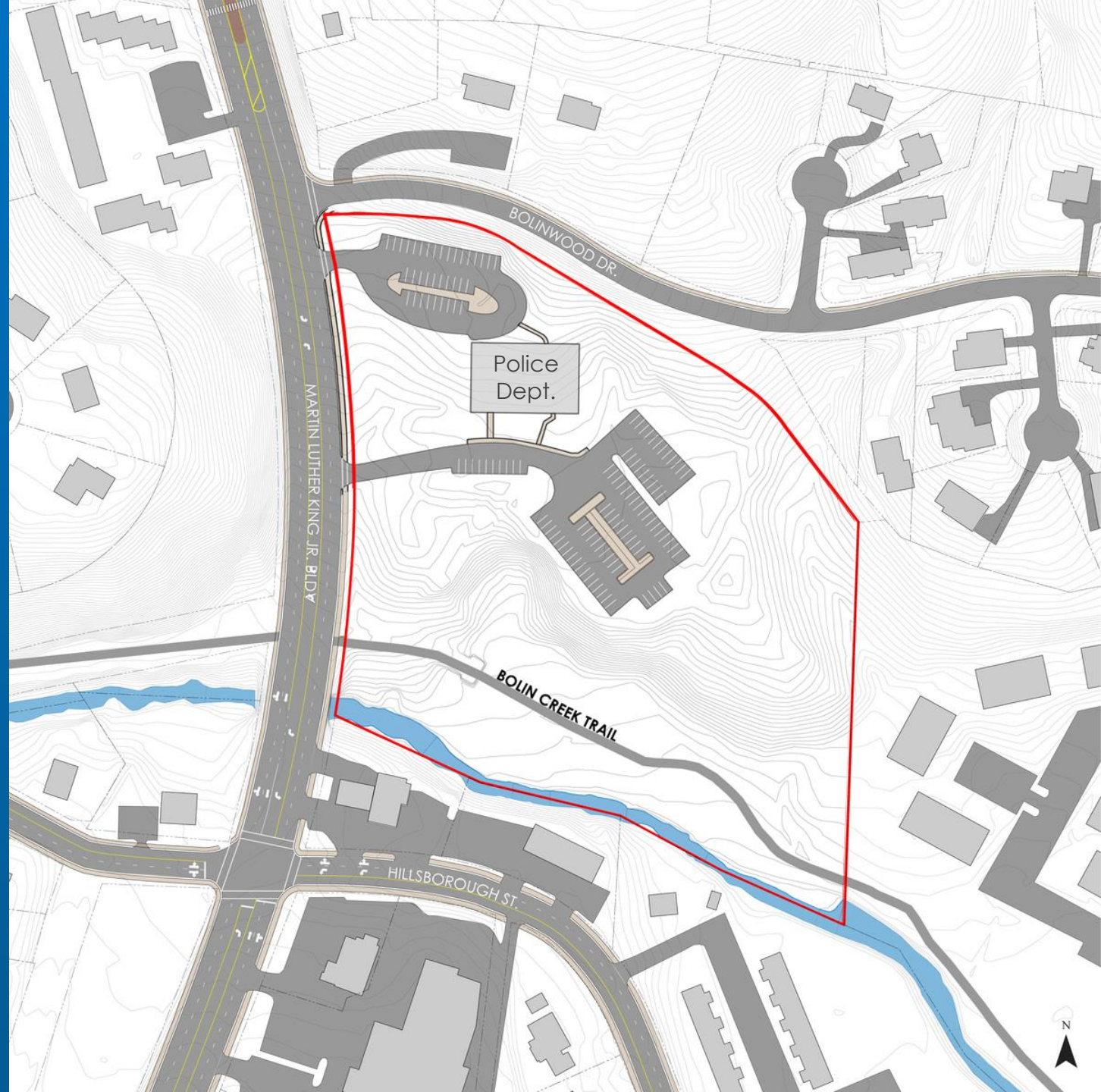
- Costs are subject to change based on regulatory approvals, developer plans, and construction approach
- Actual costs may be higher than preliminary estimates
- Variation in costs for Remedial Alternative 2, Combined Approach, is due to the type of retention wall selected

Redevelopment Discussion

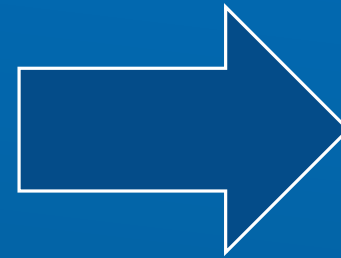
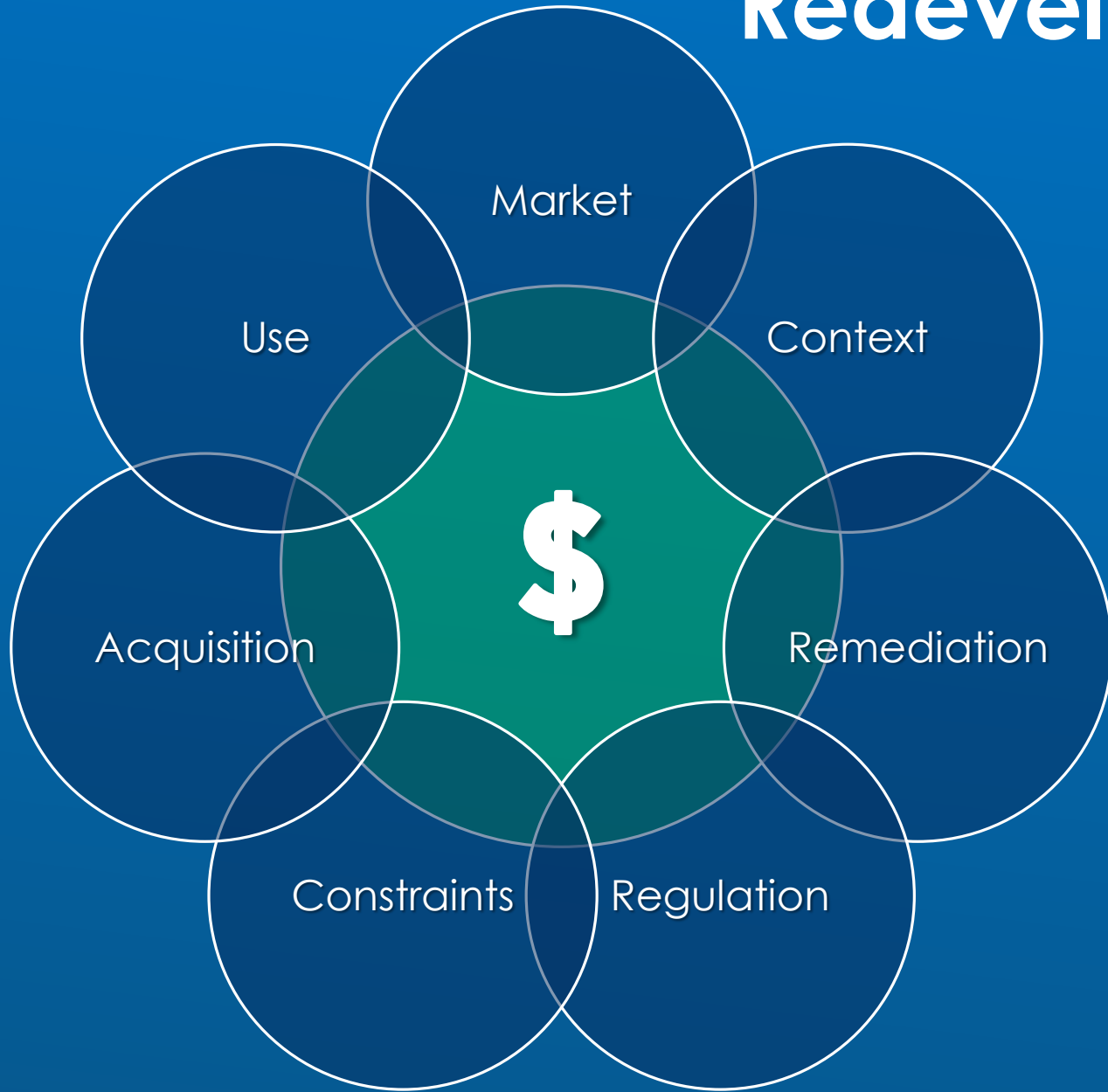
- Environmental problem that has to be remediated
- One option is for a private party to acquire, remediate and redevelop the site
- We are going to walk through an abbreviated version of the redevelopment process
- Review conceptual site layouts / scenarios
- Receive comments from you

Site Conditions

- ± 10 acre site
- Topography
- Site Access
- Bolin Creek Trail
- Bolin Creek
- Transportation
- Surrounding land use



Redevelopment



**Site
Design**

Tree Preservation

Transit

Landscaping

Orientation

Stormwater

Parking

Utilities

Height

Remediation

Massing

Access

Number of Buildings

Size

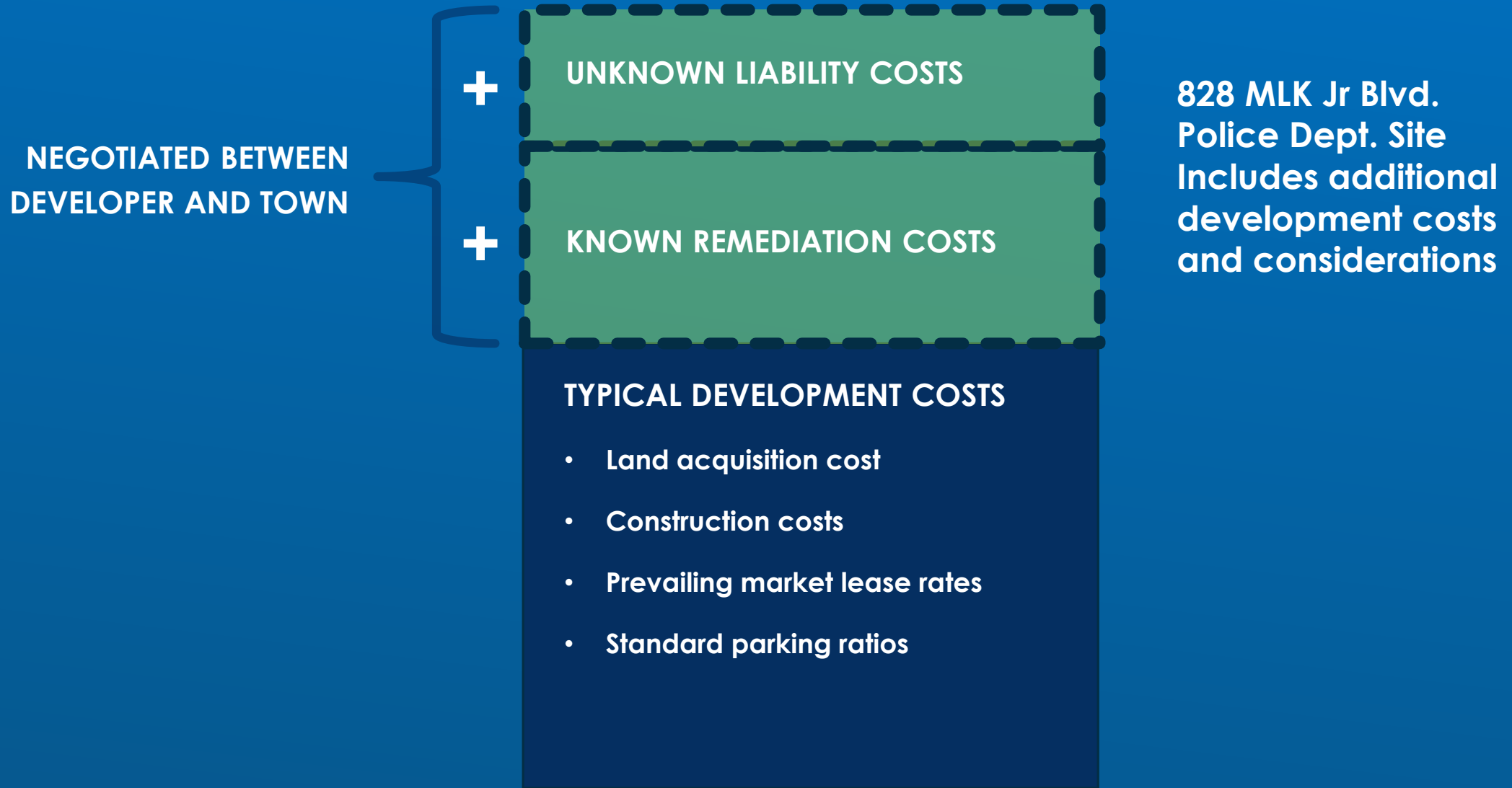
Footprint

Scenario Assumptions (June 2018)

- High level analysis with preliminary market information
- Land acquisition cost
- Remediation cost
- Construction costs
- Prevailing market lease rates
- Ground floor residential (may be allowed)
- Standard parking ratios
- Trail will be subdivided from the larger tract

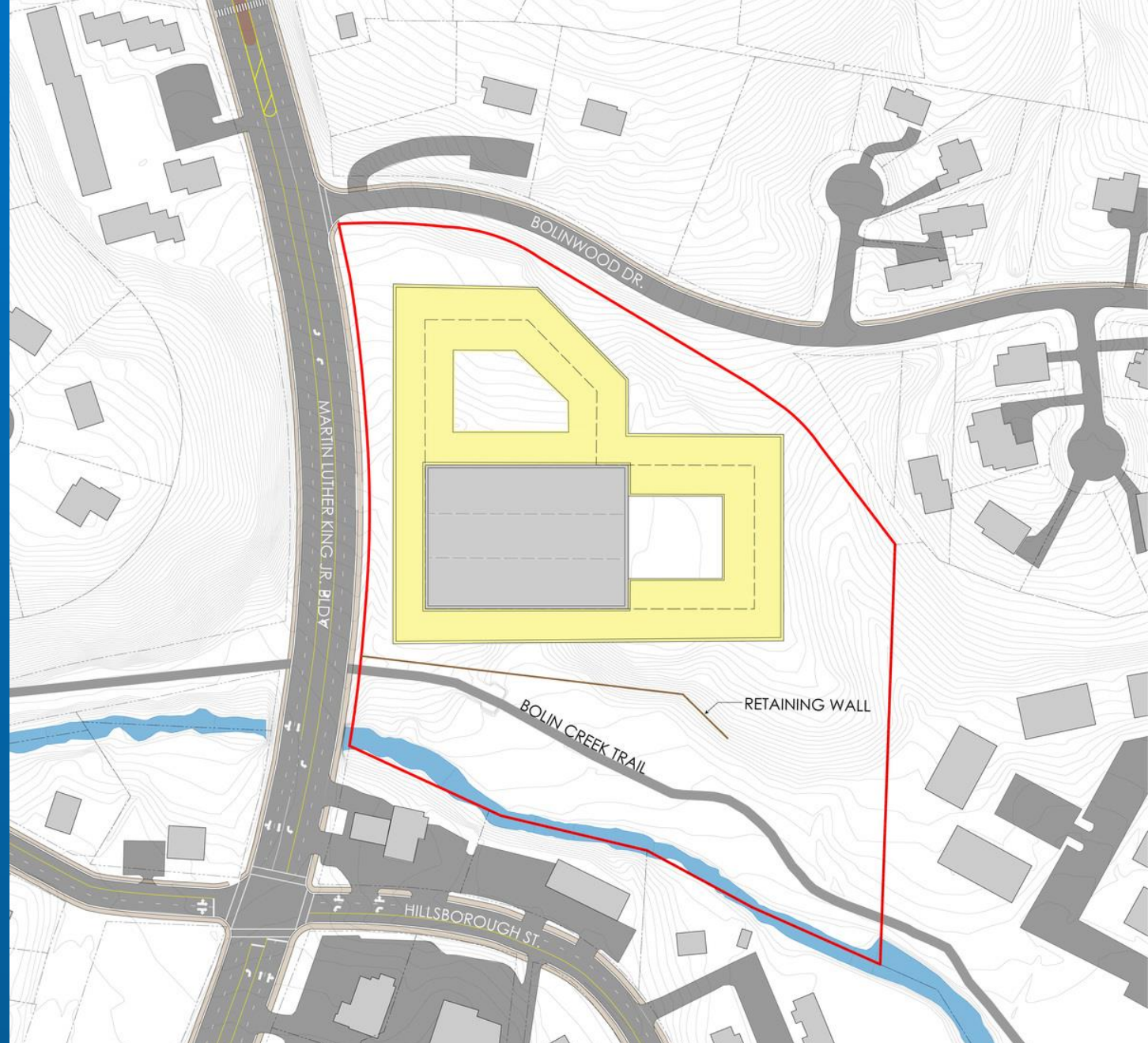


Brownfield Development Costs Scenario



Residential Scenario (June 2018)

- 550 residential units
- 15,000 sq. ft. retail
- 790 space parking structure
- 6 story building height
- Ground floor parking, retail, and building services



Residential

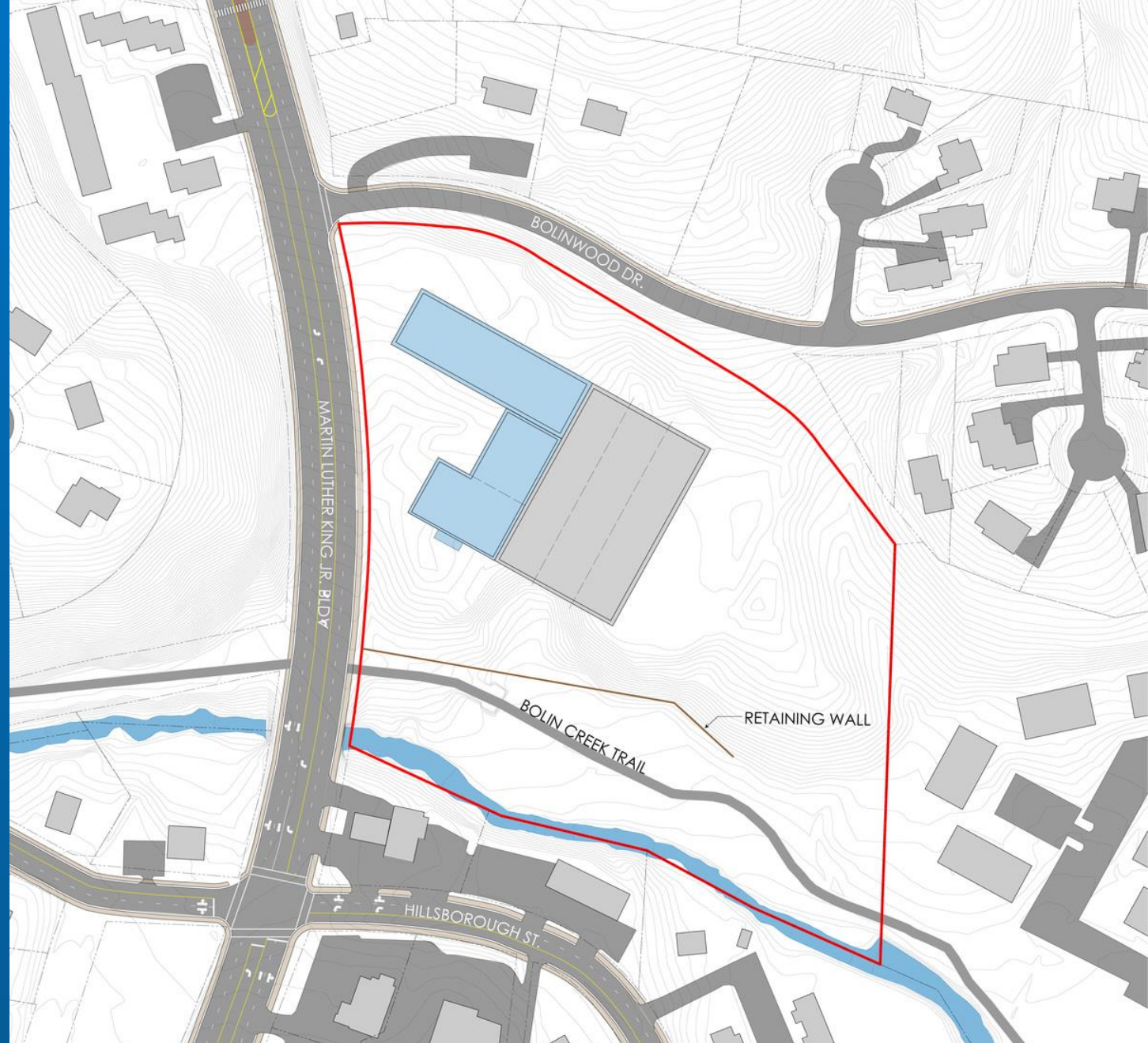


Parking Deck



Office Scenario (June 2018)

- 125,000 sq. ft. office
- 428 space parking structure
- 3 to 4 story building height



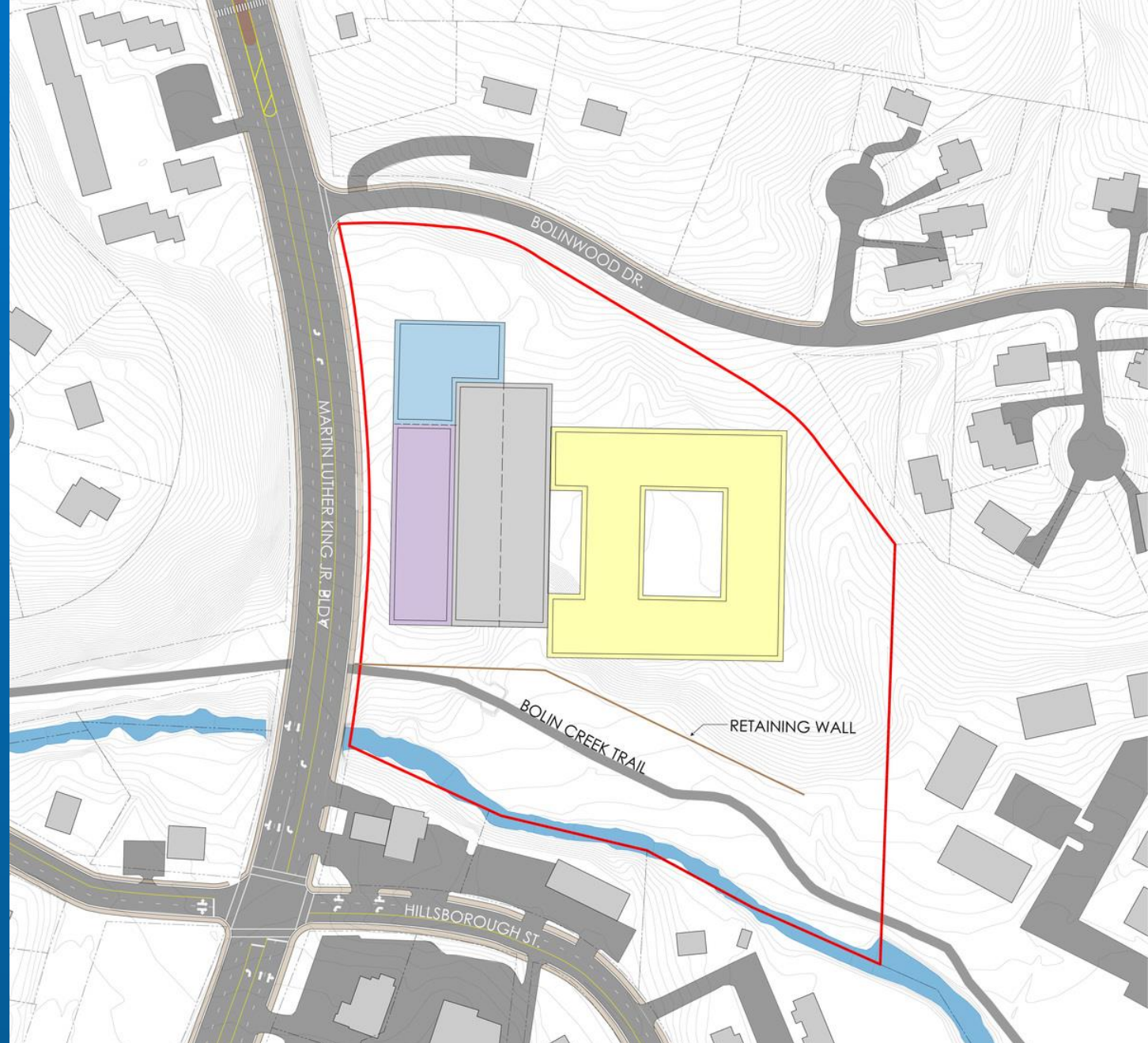
Office Parking Deck



Mixed Use Scenario (June 2018)

- 350 residential units
- 70,000 sq. ft. office
- 20,000 sq. ft. retail
- 500 space parking structure
- 3 to 6 story building height
- No ground floor residential*

*UPDATE – Ground floor residential may be allowed by DEQ



Residential Office Office + Retail Parking Deck



Scenario Comments from June Meetings & Email/Website

- Create Greenspace / Open Space
- Access and Parking to Bolin Creek Trail
- Tree Preservation / Tree Buffer
- Pedestrian Connectivity
- Preference for Mixed Use
- Increase Density along MLK Jr Blvd.
- Decrease Height of Structures



Revised Scenario (August 2018)

- Greenspace / Open Space
- Pedestrian Connectivity
- Access to BRT
- Trail Access and Parking
- Tree Preservation / Tree Buffer



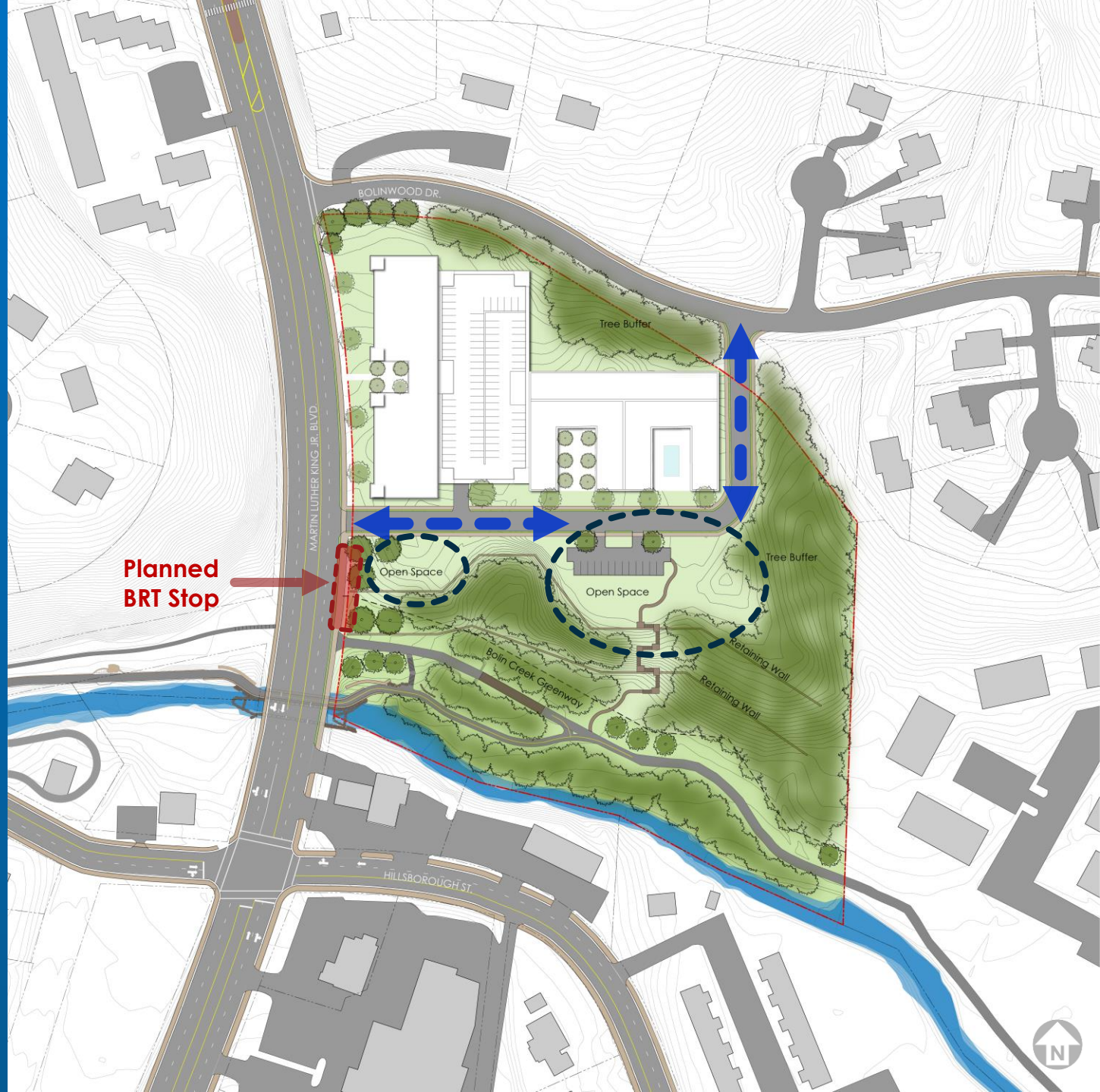
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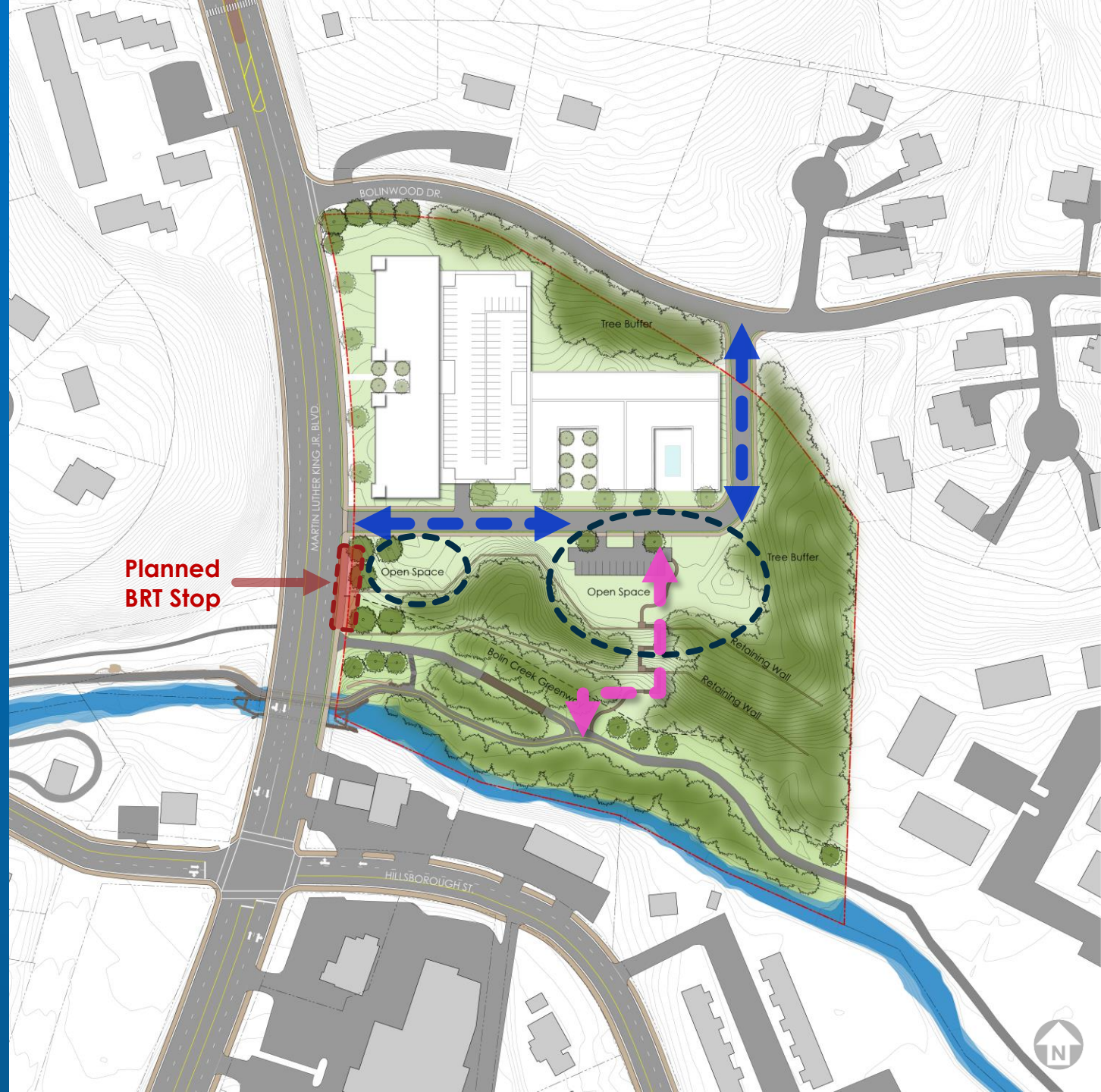
Revised Scenario (August 2018)

- Greenspace / Open Space
- Pedestrian Connectivity
- **Access to BRT**
- Trail Access and Parking
- Tree Preservation / Tree Buffer



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Revised Scenario (August 2018)

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- **Tree Preservation / Tree Buffer**






Revised Scenario

(August 2018)

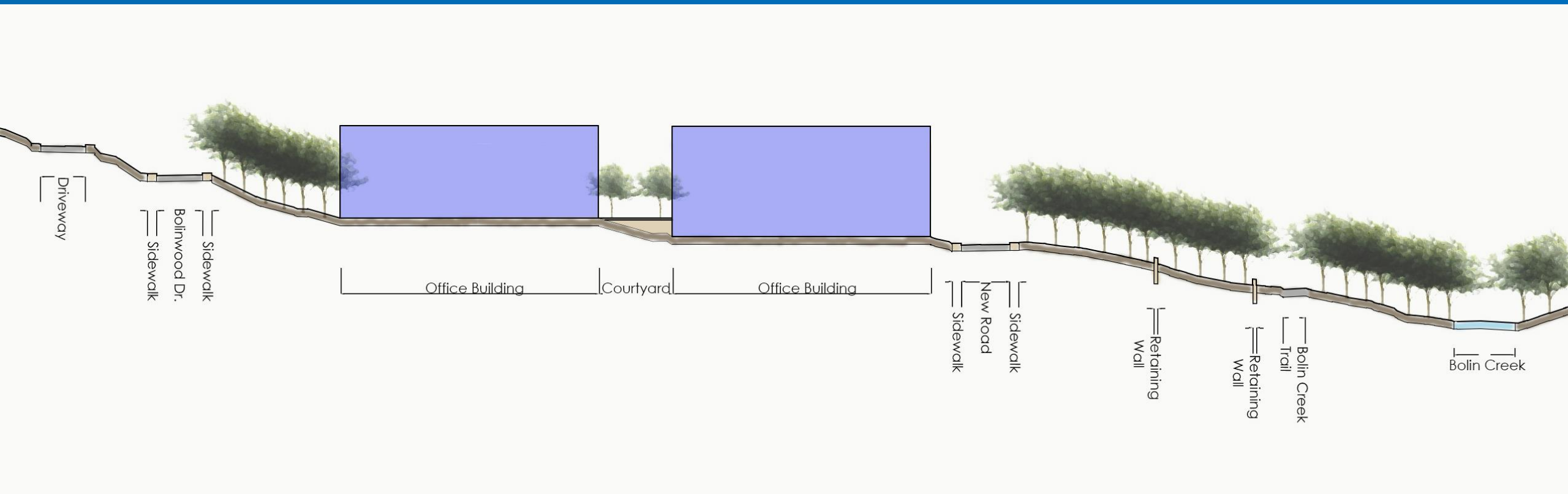
- 98,000 sq. ft. office
 - Increased density on MLK Jr Blvd.
 - 6 story
- 6,000 sq. ft. retail
- 560 space parking structure
 - 6 story
- 6 story residential
- Reduction in height may impact financial viability
- Access to Bolinwood Dr.
 - Fire Code
 - NCDOT requirements



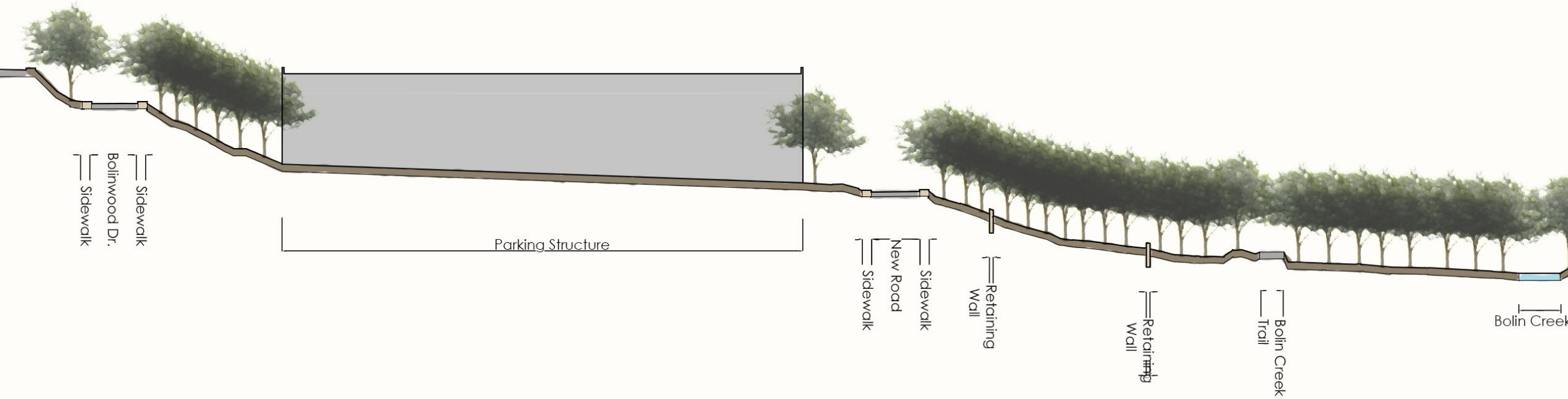
 Residential  Office + Retail (small)  Parking Deck



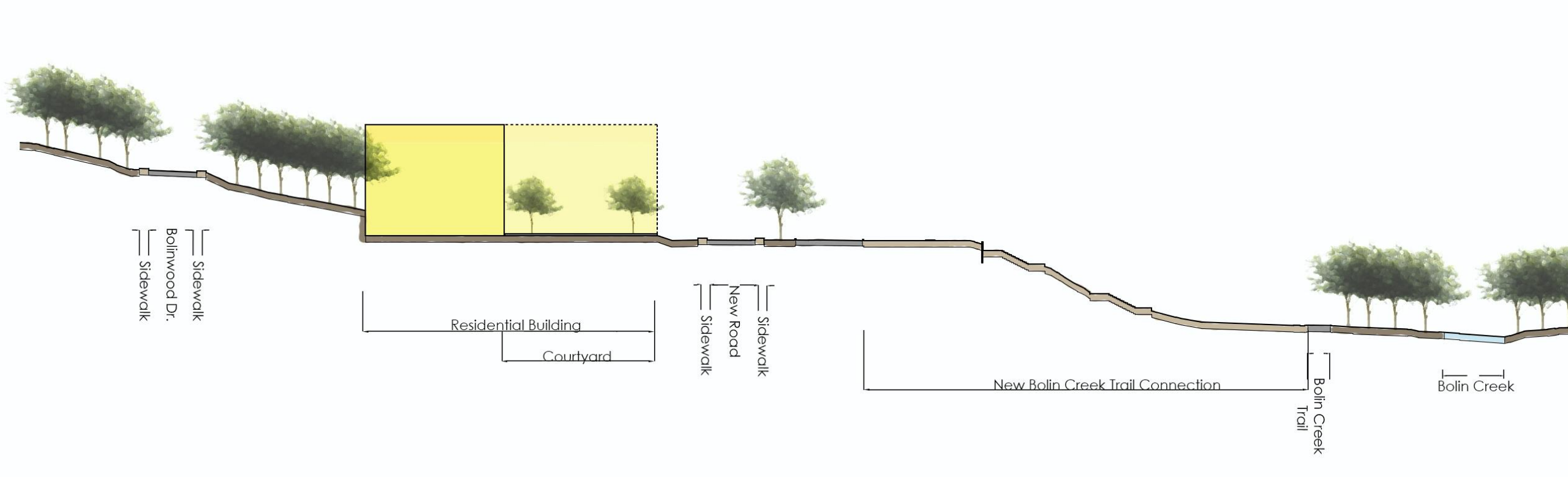
Conceptual Office Cross Section (August 2018)



Conceptual Parking Deck Cross Section (August 2018)



Conceptual Residential Cross Section (August 2018)



Tonight

- What do you like about the revised redevelopment scenario?
- What questions do you have? What concerns do you have?
- What are some positive outcomes you can see for the future of this site?

Next Steps

- How can I learn more about the project?
- How do I ask questions, share more?
- Update to Council in October 10*

**Tentative*

How to Connect

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Project Co-Managers:

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Vence Harris, Emergency Management Coordinator